

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Metro Technical Advisory Committee (MTAC)
Date: Wednesday, June 26, 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](tel: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 <ul style="list-style-type: none">• Updates from committee members around the Region (all) Public communications on agenda items	
	Consideration of MTAC minutes, April 17, 2024 Consideration of MTAC minutes May 15, 2024	Chair Kehe
9:20 a.m.	Proposed Amendments to Urban Growth Management Functional Plan (UGMFP) Title 6 <u>Recommendation to MPAC (action item)</u> Purpose: Seeking feedback and recommendation to MPAC on UGMFP amendments required by the state's Climate-Friendly and Equitable Communities (CFEC) program for local adoption of boundaries for 2040 Centers	Glen Hamburg, Metro
10:20 a.m.	<i>10-minute break</i>	
10:30 a.m.	Urban Growth Boundary discussion: Employment lands demand analysis Purpose: Provide MTAC with information about employment land analyses that will be included in the Draft 2024 Urban Growth Report.	Ted Reid, Metro David Tetrick, Metro Dennis Yee, Metro
11:30 a.m.	2040 Planning and Development Grant program changes Purpose: Provide an update on last year's grant cycle, explain recent changes to the 2040 grants program, and provide information about the current grant cycle	Serah Breakstone, Metro
12:00 p.m.	Adjournment	Chair Kehe

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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2024 Metro Technical Advisory Committee (MTAC) Work Program

As of 6/14/2024

NOTE: Items in italics are tentative; bold denotes required items

All meetings are scheduled from 9am – noon

	<p><u>MTAC meeting, June 26, 2024</u></p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Proposed Amendments to Urban Growth Management Functional Plan (UGMFP) Title 6 Recommendation to MPAC, (action item) (Glen Hamburg, Metro 60 min) • Urban Growth Boundary discussion: Employment lands demand analysis (Ted Reid, David Tetrick, Dennis Yee, Metro, 60 min) • 2040 Planning and Development Grant program changes (Serah Breakstone, Metro, 30 min)
<p><u>MTAC meeting, July 17, 2024</u></p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • EPA Climate Pollution Reduction Grant (Eliot Rose, Metro, 30 min) • Draft UGR (Ted Reid, Metro; 90 min) 	<p><u>MTAC meeting, August 21, 2024</u></p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Urban Growth Management Decision: Metro Chief Operating Officer recommendation (Ted Reid, Metro, 45 minutes)
<p><u>MTAC meeting, September 18, 2024</u> <i>tentative hybrid mtg</i></p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Urban Growth Management Decision: MTAC Recommendations to MPAC (Ted Reid, Metro) FULL MEETING 	<p><u>MTAC meeting, October 16, 2024</u></p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Regional Housing Coordination Strategy: Work Plan (Ted Reid, Metro; 40 min) • EPA Climate Pollution Reduction Grant (Eliot Rose, 20-30 min) • Connecting First and Last Mile Study Introduction (Ally Holmqvist, Metro; 45 min)
<p><u>MTAC meeting, November 20, 2024</u></p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • 2040 Vision Update Process (Jess Zdeb, 45 min) 	<p><u>MTAC meeting, December 18, 2024</u></p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Follow up on process (Ted Reid, Metro) • Safe Streets for All update (Lake McTighe, 45 min)

Parking Lot/Bike Rack: Future Topics (These may be scheduled at either MTAC meetings or combined MTAC/TPAC workshops)

- Status report on equity goals for land use and transportation planning
- Regional city reports on community engagement work/grants
- Regional development changes reporting on employment/economic and housing as it relates to growth management
- Update report on Travel Behavior Survey
- Updates on grant funded projects such as Metro's 2040 grants and DLCDO/ODOT's TGM grants. Recipients of grants.
- Transit-Oriented Development (TOD) annual report/project profiles report
- Employment & industrial lands
- 2040 grants highlights update

For MTAC agenda and schedule information, e-mail marie.miller@oregonmetro.gov

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Meeting minutes

Meeting: **Metro Technical Advisory Committee (MTAC) meeting**

Date/time: Wednesday, April 17, 2024 | 9:00 a.m. to 12:00 p.m.

Place: Virtual video meeting via Zoom

Members Attending

Eryn Kehe, Chair
Joseph Edge
Carol Chesarek
Victor Saldanha
Tom Armstrong
Aquilla Hurd-Ravich
Laura Terway
Steve Koper
Katherine Kelly
Jamie Stasny
Jessica Pelz
Laura Kelly
Manuel Contreras, Jr.
Gery Keck
Nina Carlson
Tom Bouillion
Bret Marchant
Mary Kyle McCurdy
Rachel Loftin
Preston Korst
Mike O'Brien
Brendon Haggerty

Affiliate

Metro
Clackamas County Community Member
Multnomah County Community Member
Washington County Community Member
Largest City in the Region: Portland
Second Largest City in Clackamas County: Oregon City
Clackamas County: Other Cities, City of Happy Valley
Washington County: Other Cities, City of Tualatin
City of Vancouver
Clackamas County
Washington County
Oregon Dept. of Land Conservation & Development
Clackamas Water Environmental Services
Tualatin Hills Park & Recreation District
NW Natural
Port of Portland
Greater Portland, Inc.
1000 Friends of Oregon
Community Partners for Affordable Housing
Home Builders Association of Metropolitan Portland
Mayer/Reed, Inc.
Multnomah County

Alternate Members Attending

Kamran Mesbah
Faun Hosey
Dan Rutzick
Dakota Meyer
Martha Fritzie
Kevin Cook
Theresa Cherniak
Glen Bolen
Kelly Reid
Cassera Phipps
Natasha Garcia
Fiona Lyon
Jerry Johnson
Scott Bruun
Sarah Radcliffe

Affiliate

Clackamas County Community Member
Washington County Community Member
Largest City in Washington County: City of Hillsboro
City of Troutdale
Clackamas County
Multnomah County
Washington County
Oregon Department of Transportation
Oregon Department of Land Conservation & Dev.
Clean Water Services
Portland Public Schools
TriMet
Johnson Economics, LLC
Oregon Business Industry
Habitat for Humanity Portland Region

Jacqui Treiger
Kerry Steinmetz
Erin Reome
Ryan Ames
Leah Fisher

Oregon Environmental Council
Fidelity National Title Greater Metropolitan Portland
North Clackamas Parks & Rec. District
Public Health & Urban Forum, Washington County
Public Health & Urban Forum, Clackamas County

Guests Attending

Becky Hewitt
Bruce Coleman
Jan Frutiger Tysoe
Marc Farrar
Michael Veale

Affiliate

ECONorthwest
City of Sherwood
City of King City
Metropolitan Land Group, LLC

Metro Staff Attending

Al Mowbray, Ally Holmqvist, Andrea Pastor, Cindy Pederson, Clint Chiavarini, Daisy Quinonez, David Tetrick, Dennis Yee, Eliot Rose, Eryn Kehe, Jake Lovell, Jess Zdeb, Lake McTighe, Laura Combs, Marie Miller, Matthew Hampton, Monica Krueger, Ted Reid, Tim Collins

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. New incoming MTAC members and alternates attending the meeting were welcomed.

Comments from the Chair and Committee Members

Eliot Rose provided an update on the Climate Pollution Reduction grants. Metro received a grant from EPA that is a planning grant to create a regional climate action plan for the Metro Statistical Area. This includes our partners at the Regional Transportation Commission in Clark and Skamania County in Washington, as well as Yamhill and Columbia Counties. The way the grant is set up projects that were included in the plan were eligible to apply for follow up implementation grants that EPA made available right after the plan was due. Metro submitted the first deliverable for that priority climate action plan on March 1. A link to this was shared in chat: Metro's final Priority Climate Action Plan can be found here: <https://www.oregonmetro.gov/tools-partners/grants-and-resources/climate-pollution-reduction-planning-grants>. Please email me at eliot.rose@oregonmetro.gov if you have any questions.

Those follow up applications for implementation grants were due April 1. We had five different applications go in from across the region with a total value of close to a hundred million dollars. Those included applications to electrify transit buses led by TriMet, collaboration between TriMet and Metro to fund projects that move transit through traffic more quickly. A grant by Gresham to green some of their wastewater treatment facility practices so they could recapture was gas and use it as energy. A big application by Washington County in collaboration with Clackamas County and Vancouver Housing Authority to provide energy retrofits to publicly managed affordable housing units. And an application led by Metro to fund more energy efficient units through the Transit Oriented Development program that we run to construct affordable housing near transit. We should hear whether any of those got awarded over the summer and will update the committee. We have another round of planning to do under this grant. That will be starting in summer 2024 and running through the end of 2025.

Public Communications on Agenda Items – none given.

Consideration of MTAC minutes March 20, 2024 meeting

Chair Kehe asked for a vote to approve MTAC minutes from March 20, 2024 meeting.

ACTION: Motion passed with no opposed, and 2 abstentions: Mary Kyle McCurdy, Brendon Haggerty.

Urban Growth Boundary Decision: Historic residential development trends (Ted Reid & Al Mowbry)

Mr. Reid provided an overview of the presentation. Information will provide data on current and future housing needs, housing types and development trends in terms of vacant land vs redevelopment. Historic residential data has been compiled to respond to some of the requirements that are laid out in state law for our growth management decisions. This data presented is called the Land Development Monitoring System (LDMS).

Mr. Mowbry noted we have about 260,000 acres in the urban growth boundary. Increasingly we are trying to increase the number of housing units and businesses redeveloping already developed space to increase growth and continue growth in the region. Land use inside the UGB shows that almost half of the acreage zoned is single family usage. Recent laws have changed to allow more types of housing on single family lots. That's where we start to allow some middle housing. Some the things we think as commercial space are zoned industrial. Increasingly land is becoming mixed use zoning.

Land definitions and housing definitions were described. There are 739,766 total housing units in the UGB as of 2023. Fifty two percent of this is single family detached, and 30% multifamily. The largest housing type growth rate came from multifamily/on site commercial. Vacant land consumption by housing comparison between infill/redevelopment and vacant land consumption was shown.

Comments from the committee:

Manuel Contreras asked is the reason we're building more multifamily dwellings relative to single family residential due to policy changes or market chain. Mr. Mowbry noted part of the reason is we're planning for density, building up and not out. As we plan for more density that is what's getting built on the edges. A lot of it is zoned for sign family homes. Other laws around housing such as HB2001 allow to have lots split up for middle housing. It's forced us to change how we manage some of that data because of how we defined things in the past. Chair Kehe added this is related to policy, but it could be a debatable point. It could be partially market, too. It would be hard to look at just the recent time period. As noted, there are a couple policies that have changed during that time period.

Carol Chesarek asked does the data track affordable housing as well as those units included in the definitions of single and multi-mid-level? Mr. Mowbry noted do we have an affordable housing inventory? Were those affordable housing units included in this? In the numbers presented, yes. Ms. Chesarek added for a long time, developers argued against higher density requirements, using surveys showing most people preferred single family homes. They never seemed to ask whether those people would be able to afford those single-family homes.

Rachel Loftin noted it is also market conditions. It's really difficult to build even apartments for under \$350,000 per unit anymore. Single family homes are going for \$600k plus now. It's not a lot of people that can afford this, so it's what we can build vs what people can afford has just gotten so out of whack. Jerry Johnson agreed. Housing choices are a function of what households can afford, and that has shifted tenure and density over time.

Preston Korst noted I think it's a mixture of market and policy influenced impact—we see UGBs tending to drive density and multifamily rental development while driving costs on the land to build SFD for homeownership. Markets were also responding to 2010s demographic trends and lots of in-migration to Portland area, in addition to fairly cheap capital. Tom Armstrong added also demographics. A lot more 1- and 2-person households.

Joseph Edge noted I think it was helpful to see the difference in density that the multifamily on top of commercial is producing. My question relates to that. How many of our local jurisdictions even allow that amount of density of a hundred units an acre or more than a hundred? Your stat was three units an acre. How many jurisdictions even allow that kind of density on top of commercial anywhere in their limits? I'd like to see in that same breakout what the contribution of property tax revenue is by each of those land use types. Mr. Mowbry agreed the property tax revenue would be interesting to have but we'd need a policy person to supply that to the data. The data comes from all over the region not just the urban core. Others would have more insight on what the zoning allows but I do see it happening in the data all over the region.

Urban Growth Management Decision: Regional housing needs analysis (Ted Reid, Metro/ Becky Hewitt, ECO Northwest) Chair Kehe began the presentation with a review of the project timeline. The committee was reminded the Urban Growth Report (UGR) is a decision-making tool for the Metro Council, with today's presentation on the focus of land demand. To determine how much land will be demanded household characteristics were shown as part of the housing needs analysis. The housing needs analysis will include assessments of future and existing needs. New this cycle per statute is requiring a look at existing housing needs. In this analysis this is understood as housing needs for those experiencing houselessness and historic underproduction - what is the backlog of housing units to date?

Comments from the committee:

Manuel Contreras asked is the statute federal, state or Metro. Mr. Reid noted this is Oregon Statute. It's all part of our statewide planning system that describes how each city, and in our case, our region manages growth and manages their urban growth boundaries. In Metro's case we have the unique responsibility of looking at this question of growth management at least every six years. No other jurisdiction in the state has that responsibility. That's part of the work we do here.

Aquilla Hurd-Ravich asked if there would be information on how the recent legislation for the one-time UGB growth expansion requests ties into what Metro is doing. Mr. Reid noted we did not plan on discussing that day. It is a separate process that was added to the law this year that's outside of this six-year cycle. It's essentially if a city is adjacent to an urban reserve they can, under certain conditions petition Metro to add to that area to the urban growth boundary. But it's different than this six-year process that's based on a regional forecast, a regional housing needs analysis.

The presentation resumed with Becky Hewitt providing information on preliminary housing needs analysis (HNA) results. Regarding existing housing needs inside UGB, 18,000 homes from underproduction added to 12,300 homes for people experiencing houselessness will result in 30,300 additional homes needed today in total. Most existing needs are for lower incomes. The future housing needs methodology was described. The MSA (7 county) household forecast (household change 2024-2044) showed a low, baseline and high range. Analysis was provided on how much of the forecast growth in the MSA the Metro UGB will capture with these ranges.

MSA population forecast by age was reviewed. From 2024 to 2044, the millennial cohorts move into older age ranges while today's older households are also living longer, pushing the demographic "wave" into the older age groups. Net growth is in older households and more retirees will have lower incomes.

Comments from the committee:

Tom Armstrong asked what about vacation and 2nd homes in the existing housing stock? Mr. Reid noted statutes tell us to account for 2nd and vacation homes on the supply side (i.e., deduct from supply). Joseph Edge asked is it true that 2nd+vacation homes account for less than 1% of the total supply? Mr. Reid noted it is a small fraction. As I recall, you are correct that it is about 1%.

Carol Chesarek asked aren't cities who want to do that new off-cycle UGB expansion required to show there is a need for additional housing? Presumably need not met by UGB expansion? I think it would be helpful to explain how those rules compare to this process at some point in the next few months. Mr. Reid noted the new law for one-time expansions does require that cities meet certain criteria showing that they have used land in past expansions, haven't had an expansion in over 20 years, and that they have a housing cost burden. A bit different than the regional need that we have to establish in this 6-year process.

Comments from the committee:

Sarah Radcliffe asked can you explain the drop in households with kids? Curious since all other household types have some growth. Is that just because birth rates are down, existing kids age out and new younger families are not forming or moving here? Mr. Reid noted we do expect there will be families with kids. It's simply that as the population ages the large millennium generation today, as they age, they're not replaced by the subsequent generation in the same numbers. That's why it's showing us a net decrease. Natasha Garcia noted this pairs with our studies at Portland Public Schools with our declining enrollment, and a lot of that is low birth rates.

Glen Bolen noted retirement communities with high rent but coming with many conveniences and amenities. Is that a market sector that we can expect? Is growth expected here? Ms. Hewitt noted this was a good segue in the presentation to discuss what we think this means for housing needs going forward. If this is what our demographic trajectory looks like does it mean we need more assisted living and senior housing. Does it mean we need more attached housing. Does it mean we need more single detached housing. What do we take from this and what do we need.

Rachel Loftin asked are you taking into account where in the past 15 or so years there's been this trend where empty nesters are not actually relocating out of their sizeable homes. They're staying in them until their seventies plus rather than downsizing. Ms. Hewitt notes this is where we go next in discussions. This is a really important driver of what our future needs look like going forward.

Resuming the presentation, Ms. Hewitt provided the housing demand model overview. The demand methodology combines forecasts of households by socioeconomic characteristics (from Metro) with factors impacting housing choice to estimate housing need by housing typology. These factors include:

1. Household life stage: Households by age, size, and presence of kids
2. Tenure split: Propensity to Rent/Own by life stage characteristic
3. Ability to pay: Share of income spent on housing varies by income and tenure
4. Housing Choice: Distribution of households by housing type

Housing demand scenarios was shown. Following in footsteps: Housing choices at each life-stage remain constant – as current households age, their housing choices look the same as those of older households today. *More single-unit detached housing*

Fundamental shifts: Housing choices shift substantially towards attached housing based on affordability. *More middle housing and multifamily*

New normal: As households age, their housing choices shift towards those of older households today, but not to same extent.

The housing choice mix combined with the housing type and prices produced a forecast future need by housing type. Total Additional Housing Units Needed in Metro UGB 2024-2044 results in:

High Growth Scenario: 290,100 future needs

Baseline Growth Scenario: 179,900 future needs

Low Growth Scenario: 87,600 future needs

Comments from the committee:

Steve Koper noted not specific to Portland, but I came across this article recently suggesting many older homeowners are hanging onto their homes: <https://www.businessinsider.com/baby-boomers-millennials-large-homes-inventory-affordability-election-2024-4>

Jerry Johnson noted ability to pay is less linked to income for retired households, who have often accumulated significant wealth but have relatively low incomes. Tom Armstrong noted we have a huge cohort of households that have little to no retirement savings and will need housing that is affordable on Social Security. Mr. Johnson noted meeting the demand for the cohort Mr. Armstrong talks about would require a significant commitment to public investment. Dennis Yee added if you are retired and have minimal income because one is retired but have a house paid off, why would you rent or move if you can age in place more cheaply. The ones that don't have the accumulated housing wealth already, they are likely renters already and will continue to do so.

Joseph Edge asked what is the mix of housing types in other cities? Historically, haven't we built detached housing at higher rates than other metros? Anecdotally, many people I know that move here from other cities are more comfortable with attached housing (townhouses, rowhouses) than our historic housing mix would suggest. Ted Reid posted a link in chat that has an article on this topic with some comparisons. <https://streets.mn/2015/12/15/chart-of-the-day-housing-types-for-different-us-cities/> I think we can say that the share of single-family housing varies considerable from city to city. Portland seems to be in the upper end of the spectrum.

Tom Armstrong asked are those cities or regions. Ms. Hewitt noted just based on the numbers my guess would be those are cities. Mr. Armstrong agreed which makes a huge difference because some city boundaries are extremely tight and only include the urban areas. And some like San Antonio include the entire metro area. Jerry Johnson noted reduced housing sizes is one of the only market responses we have. Mr. Armstrong added Portland has limited new detached SFR to 2,500sf as part of our middle housing changes. Makes middle housing more competitive for land and makes new SFR slightly less expensive. Ms. Hewitt added lower cost per square foot for older homes is not terribly surprising — the large older homes are probably more affordable than large new homes in many cases. Fiona Lyon added a link to another interesting article on the topic: https://www.washingtonpost.com/business/2024/03/10/smaller-new-houses-affordable/?crl8_id=71ea1ef8-d65e-4ff3-b687-0a782bb5ad20

Answering concerns on low to high housing types and costs, Ms. Hewitt noted we've been trying to adjust the model to account for the fact that the shifts in housing would affect not just our net new households, but all households. These charts don't fully reflect this. But what it does show in reference to distribution by income, that if a lot of our growth is in lower incomes those segments are a lot of older single person households. Noting a good number of them do have other assets of wealth. What is affordable to them is harder to predict based on income. Renter housing will be affected by age and income as well.

Nina Carlson asked do you forecast any changes in technology? Because we know with living wage and community benefit agreements, we are not going to see wages come down for construction. It's going to get more expensive for the people who build the product. And over time we have seen the costs of material going up. As housing ages, we find it is more cost effective to tear down old housing and build new modern housing that's more efficient and can be live in more affordably and maybe more suited to the way people live. I don't see any cost drivers coming down to bring new homes to market. Technology is the only thing I could see where we're mass producing like container type homes that are less expensive.

Becky Hewitt noted this part is focused on the demand side. I think the cost of production shows up more on the supply side and redevelopment. It's hard to say over 20 years whether any of the things that are in beta experimentation mode right now will move to the point where they are more cost effective as opposed to, we think we can get there if we ramp up production. I would agree right now that the modular housing, mass timber things like that people have hoped would bring the cost of production down those technologies are not there right now and it's hard to say whether they will be or not.

Jerry Johnson noted this is the inherent problem we come into with the three-body issue as well where you've got interest rates, construction costs and incomes or ability to pay trying to make that work so you actually get development to occur. The problems we have in the market as we hit these points where nothing works, there's potential for maybe some solution in the future, but it's hard to plan on that. Hopefully they'll be some technological innovation that will make this somewhat easier.

If you look at the demand curves shown, most of that is what the market cannot respond to. But we're showing demand for it. If we could, we would have no problem leasing those but the market's not going to be able to solve that problem. So, in reality we've got a demand side and a supply side and it's a reconciliation where you have to go back and forth, here's what the market wants, here's what the market can supply, how do we resolve that? The resolution is rarely optimal. Right now, they're separate equations. A lot on the production side are difficult because the profile of demand really can't be dealt with by profile of what the market can actually produce.

Al Mowbry noted we've seen in the data that there are plenty of reasons why housing prices have been going up, but one additional one is that we are building newer bigger homes. Our data from 1980 show the average size of a house was 1700 square feet. It's gone up to roughly 2600 square feet in 2018. We're building bigger houses which are also more expensive. One issue we're discussing is are we going to see in the data, as pressure builds to make more affordable housing, well we see houses get smaller again? And maybe not in the single family lot size. But again, with middle housing types made available that may be an avenue to provide options for people to buy something, even if it's only 800 square feet. That's debatable if it's appealing to certain demographics. But a possible avenue toward homeownership.

Ms. Hewitt added that's why our fundamental shift has such a big increase in the middle housing, basically assuming a substitution between single detached housing and middle housing as a way to get some of the things you might want out of a single detached home, but at a more affordable price point.

Rachel Loftin noted reference to the square footage for average size homes in the past, was there data readily available for that? When looking for a house 10 years back we looked at mid-century homes because comparison wise, we were finding more square footage within that range than we found within new construction that wasn't luxury. Mr. Mowbry noted our data source for that is the tax lot data for the Tri-County area. The average size of a house built in 2020 has been increasing the size built over time. Additions to homes have increase sizes. It's looking at the current tax lot square footage assessment and the year it was built. In theory they should be assessing for taxes on any expansions that have been made as well.

Meeting break taken

Small Site Industrial Readiness Toolkit: Increasing the availability of small industrial spaces across the region (David Tetrick, Metro) Building on past project, we have begun a new iteration of the Industrial Readiness Toolkit taking the project in a new direction and focus on small industrial sites. For context, large industrial sites are typically 100,000 square feet and larger, occupying a site of at least five acres. Small industrial sites are typically less than 30,000 square feet and as small as a half-acre. A healthy industrial ecosystem will have a variety of sizes of industrial spaces available to allow for businesses to start and grow.

The presentation provided information on how large industrial inventory is growing fastest and vacancy is persistently low, particularly at small industrial properties. Project results are showing a shortage of small industrial spaces disproportionately impacts minority and women entrepreneurs. The need for small industrial spaces is both equity imperative and market needed. Development issues that inhibit widespread new small industrial was described. A list of tools to support small industrial was shown. Metro's role with what industrial users need and what cities want was presented.

Comments from the committee:

Bruce Coleman asked are other regions having more success with providing such small industrial projects and if so, what tools are they using? Mr. Tetrick noted unfortunately we didn't have the time in this project to really undertake that regional analysis. We've had that same question, are other regions also seeing a shortfall in small industrial site development because of the same market factors are at play. You are going to have fewer capital investments and others from large lenders. Some of those same dynamics are going to be at play everywhere in the country.

Kelly Reid asked did you find that commercial spaces, such as empty big box stores, are suitable for some types of small industrial uses? What are the barriers to that? Mr. Tetrick noted we did find that some commercial spaces would be well suited for some types of industrial development. A lot of times the barriers are going to be twofold. One is the zoning. Whether a local jurisdiction allows that type of industrial use in a currently commercial or previously commercial zone. We're seeing more kinds of allowance for commercial uses in industrial zones and we're losing some industrial capacity as a result of that. But we're not seeing that trend go the other way just yet.

In cases where cities and counties do allow that, the barrier is usually going to be the construction itself. So, does it have a sufficiently strong pad built underneath it to allow for heavier machinery?

That's going to be very specific to any particular development. There are a lot of industrial uses that could go on a commercial pad, but there are some that are going to need more racking, more heavy equipment and it won't function as well. Small commercial may need sufficient retrofit or reconstruction to be able to switch over to an industrial use.

Joseph Edge reflected on our community's experience with this subject. Back in 2017 we started to advocate to the county to legalize small scale manufacturing in community commercial zones and corridor commercial zones. There was a specific clause that there was no manufacturing of raw materials, the technicality that was keeping us from seeing bakeries and brew pubs. Through persistent advocacy we were able to get the county to legalize edible manufacturing in our commercial zones. But it requires a retail component in order for that to occur. I think that mostly applies just to the edibles manufacturing.

But then if you look at what Milwaukie is doing in their mixed use in commercial zones they're allowing similar small scale manufacturing when there's a retail component, but not just with edibles. I'm glad to see that we're following up on this as a region because we haven't seen a lot of success. What can we do to draw in more of these small-scale manufacturing uses. Is the retail component essential? We want these jobs here, we want these uses here, but we also want them in a placemaking sense. In Oak Grove we have about a 60-acre area zoned for light industrial with pressure from adjacent businesses to consume part of this. What can we do to bring jobs producing uses to these lands that are in a sense already built out but not productive in the way we want in the community and region.

Mr. Tetrick noted the requirement of a commercial component is an interesting way to weed out certain other users. I could see it as being good for a certain activation and we definitely have a strong regional advantage in food and beverage manufacturing. I think it could be challenging if there is a method where jurisdictions can allow for a variance for certain light industrial in that commercial zone for instance, or that mixed-use zone. I think it makes sense to talk early about setting guidelines on when that would be utilized and ways around attracting employers who will provide street activation where necessary. An example of Happy Valley was provided, driven by the infrastructure capacity of that particular industrial area or those industrial lots. From a longer-term strategic perspective you can try to attract industry with significant property tax able to pay for improvements needed to make a higher value industrial area for other users. More infrastructure can be built out and attract more job focused users.

Glen Bolen noted I feel this is an area where very few people understand the dynamics. There is some understand of supply and demand with housing, not so much industrial. City Councils may talk about creating small site industrial. There's the other side of this in defense of this where industrial is the lower rent and when things are slow the option to rent to employers catering to children's activities and less safety infrastructure can cause challenges. As a suggestion some of this could be included in your report that Metro publishes and gets shared. There may be some defensive tools that could apply as well. It was noted the City of Hillsboro uses urban renewal to make site ready for industry. That's an option city has. Another that Hillsboro does is when they're doing their industrial development, they limit the amount of non-industrial space. It's contingent on number of employees and square feet developed. Mr. Tetrick agreed there is a lot of conversation to be had about that. We definitely heard about that loss of small industrial space over time, due to gentrification of those areas and the shift in use when a market turndown happens, or business exits, and a landlord has an opportunity.

Bret Marchant noted this trend certainly echo a lot of what we're hearing with the work we do with our partners across the region at the state level. As a follow up or a potential follow up study, the Metro commodities movement study identified an update to the regional land use inventory, industrial land use inventory as something that might be happening. I was wondering if you had any additional information on the timeline of that. I think that could help compliment this work.

Tim Collins noted we have a placeholder in the Unified Planning Work Program for this study. We haven't completely defined everything in there. This presentation was very helpful for to help fashion what that scope might be to help fill in some of the things that we don't know yet. The intent of that study would be primarily looking at the need for more accessibility, more readiness for some of the larger industrial sites around the region. Particularly those that could handle larger distribution sites and fulfillment centers. I think these two things would dovetail well together with looking at the smaller industrial sites with this study, and the coordinating it with the next study that looks at larger sites.

Mr. Tetrick added after presenting this work to Metro Council we had feedback for us to continue to engage in those site development roadmaps on behalf of jurisdictions. This would be something outside of the 2040 Planning and Development grant process, but we can ratify assistance through there as well. We have an industrial land readiness category for that. Mr. Tetrick shared his email for further questions or comments.

Adjournment

There being no further business, meeting was adjourned by Chair Kehe at 11:37 a.m.
Respectfully submitted,
Marie Miller, MTAC Recorder

Attachments to the Public Record, MTAC meeting April 17, 2024

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	4/17/2024	4/17/2024 MTAC Meeting Agenda	041724M-01
2	MTAC Work Program	4/9/2024	MTAC Work Program as of 4/9/2024	041724M-02
3	Minutes	3/20/2024	Draft minutes from MTAC March 20, 2024 meeting	041724M-03
4	Presentation	4/17/2024	Small Site Industrial Readiness	041724M-04
5	Presentation	4/17/2024	Historic residential development trends	041724M-05
6	Presentation	4/17/2024	Urban growth management: Preliminary Housing Needs Analysis results	041724M-06



Meeting minutes

Meeting: **Metro Technical Advisory Committee (MTAC) meeting**

Date/time: Wednesday, May 15, 2024 | 9:00 a.m. to 12:00 p.m.

Place: Virtual video meeting via Zoom

Members Attending

Eryn Kehe, Chair
Joseph Edge
Carol Chesarek
Victor Saldanha
Tom Armstrong
Dan Dias
Aquilla Hurd-Ravich
Anna Slatinsky
Laura Terway
Steve Koper
Adam Barber
Gery Keck
Bret Marchant
Mary Kyle McCurdy
Preston Korst
Erik Cole
Mike O'Brien

Affiliate

Metro
Clackamas County Community Member
Multnomah County Community Member
Washington County Community Member
Largest City in the Region: Portland
Largest City in Washington County: Hillsboro
Second Largest City in Clackamas County: Oregon City
Second Largest City in Washington County: Beaverton
Clackamas County: Other Cities, City of Happy Valley
Washington County: Other Cities, City of Tualatin
Multnomah County
Tualatin Hills Park & Recreation District
Greater Portland, Inc.
1000 Friends of Oregon
Home Builders Association of Metropolitan Portland
Schnitzer Properties, Inc./ Revitalize Portland Coalition
Mayer/Reed, Inc.

Alternate Members Attending

Kamran Mesbah
Vee Paykar
Faun Hosey
Mary Phillips
Ashley Miller
Dan Rutzick
Dakota Meyer
Miranda Bateschell
Martha Fritzie
Theresa Cherniak
Glen Bolen
Kelly Reid
Chris Faulkner
Fiona Lyon
Jerry Johnson
Jeff Hampton
Aaron Golub
Kerry Steinmetz
Craig Sheahan
Ryan Ames

Affiliate

Clackamas County Community Member
Multnomah County Community Member
Washington County Community Member
Largest City in Multnomah County: Gresham
Largest City in Multnomah County: Gresham
Largest City in Washington County: City of Hillsboro
City of Troutdale
City of Wilsonville
Clackamas County
Washington County
Oregon Department of Transportation
Oregon Department of Land Conservation & Dev.
Clean Water Services
TriMet
Johnson Economics, LLC
Business Oregon
Portland State University
Fidelity National Title Greater Metropolitan Portland
David Evans & Associations, Inc.
Public Health & Urban Forum, Washington County

Leah Fisher

Public Health & Urban Forum, Clackamas County

Guests Attending

Brandon Schrader
Eric Rutledge
Jan Frutiger Tysoe
Jeff Kleinman
Jena Hughes
Josh Lehner
Justin Sherrill
Kevin Young
Marc Farrar
Megan Bolton
Michael Veale
Mike Wilkerson
Paul Delsman
Sean Edging

Affiliate

OHCS (OR Housing & Community Services)
City of Sherwood
City of King City
Attorney
OR Department of Land Conservation & Development
OR Office of Economic Analysis
ECONorthwest
OR Department of Land Conservation & Development
Metropolitan Land Group, LLC
OHCS

ECONorthwest
Howard S. Wright
OR Department of Land Conservation & Development

Metro Staff Attending

Ally Holmqvist, Chris Pence, Clint Chiavarini, Eryn Kehe, Jake Lovell, Lakeeyscia Griffin, Laura Combs, Marie Miller, Matthew Hampton, 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 announced that hybrid committee meetings were being planned to start at the MTAC September meeting. Metro is continuing to upgrade technology in the Metro Council Chambers. It is expected to be ready with staff trained by September when MTAC is scheduled to discuss and make a recommendation to MPAC on the Urban Growth Boundary decision. Online attendance will be available as well.

Adam Barber announced that Multnomah County is looking for their next Planning Director. He would be happy to answer questions and provide further information.

Glen Bolen noted some road closures.

1. 4 miles of I-5 will close in SW Portland for a weekend June 28 to July 1 to replace a bridge over SW 26th Ave.
2. OR 217 will see overnight directional closures for the Hall Blvd bridge construction.
3. US 26 will also see overnight directional closures between Corn Pass and Brookwood for paving

Public Communications on Agenda Items – none given.

Consideration of MTAC minutes April 17, 2024 meeting

The minutes were not available in time for the packet mailing. They will be presented at the June 26, 2024 meeting.

Urban Growth Boundary Decision: City UGB expansion proposal (Ted Reid, Metro & Eric Rutledge, City of Sherwood) Ted Reid noted over the last several months we've been bringing topics related to our analysis of whether there's a need to expand the urban growth boundary. We've brought forward the capacity side and demand side. The other piece of this is city readiness. We have a process in our growth management decisions intended to be responsive to city proposals for expansions into urban reserves. We received a proposal in this decision cycle from the City of Sherwood. This is for the Sherwood West Urban Reserve area.

Eric Rutledge presented the Sherwood West Concept plan. The presentation included housing and employment needs, the planning and engagement process that went into the plan, and land use alternatives. Planning with the METRO URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN elements was reviewed. The recommended and accepted concept plan included diverse land uses, connected transportation systems and ample parks, trains and open space. Housing estimates and employment land uses were discussed. Planned transportation and park and trail networks were reviewed. Infrastructure and development readiness was discussed.

Comments from the committee:

Joseph Edge asked about middle housing in specific districts. Our definition of middle housing includes town houses, which tend to be a traditional type we're already seeing, but perhaps not as extensive as the plexes that we might hope to see coming out of HB2001. How are you handling town homes in those middle housing zones? I know the cottage cluster zone is exclusive to that type, but for the other middle housing zones how are you planning to handle town homes to make sure that we're getting the intensity that you're hoping to see there.

Mr. Rutledge noted town homes would be permitted with the middle housing zone. It's going to come down to how we approach the master planning. A lot of details are yet to be worked out. Town homes was one of the preferred middle housing types for Sherwood. We will be working with developers and other planners in the private sector what will work here when we get into that more detail. We're going to look at both urban design and feasibility and try to locate middle housing types at appropriate locations within those zones. We are looking at SDC incentives and other incentives to try to make sure that our middle housing zone can be implemented.

Faun Hosey asked how did you go about involving the owners of properties in and beyond the expansion area? Do you have rural CPOs or farming groups weighing in? Mr. Rutledge noted we engaged the property owners within Sherwood West proper and then also the even larger property owners with the rural reserve. We held an open house and did a survey. We asked property owners with Sherwood West if they were supportive of the plan and 70-80% of respondents in the survey agreed. We got into detail with them on land uses and discussed alternatives. There was a lot of input. I wouldn't say that some opposition from rural landowners may occur. But we fully engaged with property owners within Sherwood West. It was noted a lot of informal engagement after the plan was developed to start developing of the vision in the hospitality district area. This includes small and large vineyards that could serve rural land uses and business owners outside of the boundary.

Joseph Edge asked if there was an example of anybody that you're planning to model about the hospitality district after in terms of the allowed uses. Mr. Rutledge noted it's still very early stage. We are going to go to Woodinville, WA where it seems they've been successful in crafting that urban wine destination place that also leans into the local wineries. There are also good examples within the Willamette Valley itself, which includes event spaces, wine tasting rooms and lodging. We have a lot of

ideas, but the key is how do we blend the urbanization of this area and provide a destination that leans into the wine space.

Joseph Edge asked if you have contemplated things like minimum lot sizes that you might shoot for in that area. You mentioned boutique hotels so it sounds like you might be looking for smaller, more diversified development than just one big resort, for example. Mr. Rutledge agreed. We are looking more in the smaller scale size. The property parcelization there right now is conducive to being flexible to development. They are relatively large lots; 15 acres average in the area. It's likely we will master plan this area as well. It's not too parceled and it's not owned by just one person. Generally speaking, smaller scale as opposed to larger format.

Mr. Edge asked would production space need to be accessory to some other tourism kind of use. Would that maybe be able to stand alone as a primary use. Mr. Rutledge noted I think we'll have to get into it with the Metro code and our own comprehensive plan. It could be either at this point. The only concern would be is this a commercial district. Is this industrial. If there's some production going on, how do we craft a code that is flexible but also complies with all of our regional code requirements.

Chair Kehe noted concept planning is a very early form of planning that occurs before an area is brought into the growth boundary or before specific zones are identified for it. The next step, if an area is brought into the growth boundary, Metro provides funding for comprehensive planning. The next big stage is a more detailed level of planning. And then zoning code is usually produced out of that effort.

Jerry Johnson shared comments in the chat. I am glad you mentioned that employment uses are typically more compatible with agriculture than residential. We are working on a similar concept (in hospitality) for a private developer in Southern Oregon. It would include a custom crush facility as well as tasting rooms and restaurants.

Dan Dias had a question on the urban growth report work. As we're giving input and working with Metro, responding to the employment and residential capacity numbers, looking at the forecast information, Metro has really looked for the next 20 years by leaning on others amongst others from an expert panel that was convened last January. It was mentioned there are specific state requirements of who can be included in that expert panel, that it involves demographers and economists. It's fairly limited who can participate on that panel. Can you elaborate on that a little bit?

Ted Reid noted it's not so much specific direction for who can be on our expert panel review for our forecast. The laws don't tell us to convene that kind of group. It's more about the sorts of practices that we're required to use as we're conducting our forecasts, relying on practices that are commonly accepted by economists and demographers, and objective verifiable data. That's the guidance that we have. We could send you a copy of that part of the statute if that's helpful.

Mr. Reid added we convened an expert panel to review our regional forecast with state employment offices, and regional economists and demographers. The group looked at our forecast results and found them to be reasonable, consistent with the forecast that PSU is coming out with for population, consistent with employment forecast that the Oregon Office of Economic Analysis is coming out with. That's what we're looking for, is not be an outlier in this work.

15-minute meeting break taken

Oregon Housing Needs Analysis (OHNA) methodology in the Metro area (Josh Lehner, OR Office of Economic Analysis, Sean Edging, DLCD, Mike Wilkerson, ECONorthwest) Sean Edging, Senior Housing Planner with DLCD began the presentation. Policy background was provided. The OHNA represents the most significant revision to the state’s housing planning system since its inception 50 years ago. The entire state is experiencing a housing crisis. Prior to the OHNA, Oregon’s housing planning system planned for and invested in too little housing resulting in undersupply, rising home prices, segregation and displacement in some communities, and deepening inequities across all communities.

The OHNA has been under development for several years. In 2019, House Bill 2003 directed OHCS to study a pilot methodology, which was completed in 2020. Under subsequent direction from the legislature, OHCS and DLCD refined the methodology in 2022 to better account for specific functions and components. The Office of Economic Analysis at DAS will be finalizing the OHNA methodology throughout 2024 so it can be run on January 1, 2025.

Goal 10 – Housing under OHNA was described. OHNA replaces localized projections with state estimate/allocation; local gov’ts make policy choices. The components of housing need began with a pilot program of three: population growth, underproduction, and housing for the homeless. The current methodology added two more components: second and vacation homes, and demographic change. Statewide and regional targets were explained.

- Policy objective is to prioritize and front load the current need as a 10-year target
- 78k units statewide of current need = 7,800 units per year
- Remaining future need of 503k is distributed over 20 years, for a target of 25k a year

In order to help produce regional and local allocation estimates that do not jump around from year to year, the regional totals are expected to be smoothed using the past few years of data. This is challenging currently due to the change in PUMA regions in 2022 as well as 2020 data not being available due to unreliability. Options will be explored and refined once the first statewide official total is produced using 2023 data.

Allocating Regional Need to Urban Growth Boundaries and Cities inside Metro:

Step 1. Regional Need Inside vs. Outside UGBs

1. Future population growth outside of UGBs is determined for each of the regions over 20 years
2. Units are removed for population growth, demographic change, and 2nd and vacation homes from the regional total
3. The remaining units are then allocated to UGBs inside the region

Step 2. Distributing Regional Need to UGBs

Each component of need is allocated from the regional total (after excluding areas outside of UGBs) to each of the UGBs in the region using a set of policy variables and weights.

Allocating from Metro UGB to Cities: Metro will have its own methodology to distribute units from the UGB to cities and unincorporated areas.

Step 3- Unincorporated areas within Metro UGB

The total UGB units (by income) are then allocated to the unincorporated areas of each county based on their current share of housing units (18% of UGB), the remaining units are allocated to cities within the Metro UGB.

Comments from the committee:

Martha Fritzie noted that several of us just went through this long process and work group to specifically define urban unincorporated county areas. My understanding is that was for the purpose of this allocation, and that housing would be allocated based on urban unincorporated areas, not simply unincorporated land within the urban growth boundary, or the percentage of housing on unincorporated lands generally within the UGB. Is that not true or is that what's happening here and you just didn't want to get into that nuance. Mr. Lehner noted I think it's both, where I believe this specific calculation, the full 18% is total housing units on all unincorporated land within the UGB. But the issue of the urban piece is something that we've been discussing. The way this is currently working is the allocation total just goes to the county, not to a specific area of the county.

Ms. Fritzie noted her concern that if the allocation total is based on this assumption that there's a whole bunch more land available. Because it's based on lands that haven't annexed into cities. Then it could potentially create a problem for us. Because there are areas that may look like they're available and have capacity, but there are areas that the county will not be urbanizing that the cities are urbanizing. The concern is we don't want to be given an allocation that we clearly can't meet and then somehow get ourselves into trouble on the back end and be put into programs for bad players. Mr. Lehner noted the expansion areas are inside the UGB. But yes, I think that's a key point. And again, as to the extent that they are unincorporated lands that are fully expected to be annexed into jurisdictions in the years to come, this number will shrink, and the city numbers will grow. The total need would be the same, in theory, but the exact allocations would be adjusted based upon what's happening with land use and development patterns.

The presentation resumed discussing Metro's uniqueness with Step 4: Allocate Units to Cities.

Areas of concern using statewide allocation methodology:

- Metro forecast is development capacity constrained
- Are jobs in a city the best measure for prioritizing housing location at the city scale?
- Do cities get "credit" for historically producing above average amounts of housing?
- Is there some measure of "corrective action" for cities that have not produced sufficient amounts of affordable housing in the past

Allocating Current Need (11% of total)

50% Weight – Housing Production- "Credit for previous production"

- Production is the average share of permits issued over last 5 years (2018 to 2022) as a percentage of the current stock for all of the cities in the UGB
- Each city below the Metro average share of productions receives its weight of the "deficit of units" compared to the UGB

50% Weight – Housing Affordability – "Corrective action"

- Affordability measures the number of rental units affordable to households earning 50% or less of AMI (CHAS) as a share of the total stock (ACS)
- Each city below the Metro average share of affordable units receives its weight of the "deficit of units" compared to the UGB

Examples of this method of allocation for affordability or production for current need was given.

Allocating Future Need to Cities was discussed. Measuring access to jobs via walk/transit in 60 minutes was described with graphics and examples. City Allocations within Metro covered a range of outcomes based on component parts. The impact of achieving target over 20 years on the distribution of affordability was shown. The committee was reminded of the timeline for the methodology with

webinars, public comment period and meetings and Public Testimony on Draft Methodology before DAS publishes documentation for Final Methodology at the end of the year.

Comments from the committee:

Kevin Young asked for confirmation that Metro's work as discussed here, will not pertain to cities outside the Metro UGB, but within Washington and Clackamas Counties. Sean Edging noted cities outside of the Metro would be subject to the statewide process and not the Metro process.

Theresa Cherniak asked so will those cities outside that area (e.g., Banks, North Plains, Gaston) get their own goals? Justin Sherrill noted they receive their own targets using the standard statewide methodology. Sean Edging added all cities will receive an allocation of 20-year need. While cities within the Metro will receive an allocation based on the total estimated by Metro, cities outside of the Metro UGB will receive an allocation based on the tri-county need (similar to how other regions in the state function). Cities above 10,000 and Metro UUAs will also receive a housing production target (i.e. a 'goal') based on that 20-year allocation.

Jerry Johnson asked is there a more detailed methodological write up available yet. It is quite interesting, but it will take time and more information to evaluate. Sean Edging noted a detailed Interim Methodology will be published in June and public comment will open for 30 days. You can sign up for updates on OHCS webpage - <https://www.oregon.gov/ohcs/about-us/pages/housing-needs.aspx> Megan Bolton noted the original technical report on the pilot methodology is here: <https://www.oregon.gov/ohcs/about-us/Documents/RHNA%20and%20OHNA/2020-RHNA-Technical-Report-Final.pdf>

Kevin Young asked to confirm no allocation of housing to Clark County or other areas on the Washington side? Mike Wilkerson confirmed this.

Miranda Bateschell asked are you considering only TriMet? Or did you also include SMART? Glen Bolen noted it seems there is a bit of chicken/egg relationship there - if you lower the target for locations without good transit, won't it be less likely those areas will build transit supportive densities? Jerry Johnson noted the access approach appears to heavily favor transit over other options. I believe transit trips represent about 6.5% of commuting in the Portland metro area. Clint Chiavarini asked does the transit access measure take into account non-TriMet providers? I'm surprised that Wilsonville is so low considering SMART. Justin Sherrill noted the model includes SMART and TriMet. Fiona Lyon noted TriMet's pedestrian plan looked at and gathered all of the sidewalk gaps in the region. It's a few years old at this point but might be good data to pull into this methodology if it's truly employment access by transit + walking.

Miranda Bateschell noted questions related to Ms. Fritzie's questions to the work that was done on the urban unincorporated areas. During that conversation there were two different areas that were defined. The urban unincorporated areas as well as the urban useable unincorporated areas. The urban useable being essentially those areas brought into the UGB by Metro, per a city's request because the city has already done concept planning for them and is prepared to do the planning and development of those areas. They are in the UGB, but they are not annexed to a city yet. So having the methodology be based on city annexation could be problematic because then we'd be allocating essentially housing to counties who aren't prepared to plan for those number of units. Whereas cities already have a plan and probably a target for those areas when they're brought into the UGB.

For example, in 2018 the UGB amendment that brought in Frog Pond, that area is being planned by the city. That area will annex, as development occurs, not as one giant annexation. You wouldn't say that's annexed as soon as it comes to the UGB. All 1800 of those units are attributed to the city, based on the way I heard that methodology, it would actually be looking at allocating those units to the county, because they aren't annexed to a city. So I think that the methodology should account for that, that if the area is brought into the UGB, it's planned for by a city. We're not attributing that to the county.

Mr. Lehner noted when thinking of this, if it's just land and it hasn't been developed yet and we're using PSU forecast for areas outside of UGB, as one of it, then that has not impact, unless PSU's forecast explicitly says this land that's undeveloped today is going to be brought into the UGB, we're going to account for that in the UGB population forecast. That's the key linkage there. We have to double check on that. The other one is to the extent that it's getting allocated to the county and it ultimately becomes city's production. There might be some timing mismatch. We're updating this every single year. When it comes to the other stages of the housing needs analysis program, more broadly with OHCS and DLCD, when we talk about progress toward the target it's like we got allocated these thousand acres that's actually city land, not county land. That's another key point here from the upfront methodology perspective.

Ms. Bateschell noted she didn't think PSU is projecting population forecast for the UGB areas. And if it is it would probably be underestimating production because it would be annexed as, or it would be looking as if it's county land. I'm concerned about it because typically when we're going through the urban growth report and the forecast, we're looking at what the zoning is. For things like Frog Pond, we're not looking at the existing county zoning to make a determination on what the projected growth is in the areas. We're looking at what will the city zoning be that's being put on that land, and what is essentially the population we can forecast for that area. Because if you looked at Frog Pond based on Clackamas County zoning, we would have very few housing units. When we're working with Metro, looking at the UGR and looking at numbers and sharing with them what we're going to be zoning, which is going to be 1800 units. There's a vast difference in terms of the land capacity if you're attributing it to county vs attributing it as urban growth boundary amendment area that's being planned for by a city.

Mr. Lehner noted here we're talking about allocating the total regional need to the individual jurisdictions. You're talking about the actual development capacity of a given piece of land, which is going to fall under the zoning and the housing production strategies and other pieces of the overall process. They're very important but that's not part of this allocation of the regional need, what is this specific parcel of lands production capabilities going from regional to local need. Ms. Bateschell thought it's relevant on both ends because if that's land that we're planning for and units that would be in the overall capacity, that should also be a part of our allocation and not part of the county's allocation.

Joseph Edge noted questions around the unincorporated county allocations but with respect to the legacy of unincorporated areas that were urbanized before 1980. If you're leaving it to the county to decide where they're going to allocate growth, what's to stop the county from targeting growth in pockets outside Lake Oswego or Happy Valley or whatever, instead of targeting along McLoughlin corridor where there are growth opportunities, an existing infrastructure to support it. It seems that would be a logical place to target and that there should be access to jobs via transit. This seems like the intuitive place to focus some of the growth. But then you say you're just leaving it to the county. Just trying to reconcile that information with that slide. It's the same at the city level. The city gets an

allocation but they city can reach that target or that allocation however they choose. Within their jurisdiction. Same thing at the county level when you get the total and then it's up to the local planning decisions and processes to determine where and how and what production strategies you have.

Vee Paykar noted as a non-planner I had a question on how much Metro incorporates repurposing existing buildings for housing stock into the calculation or thinking of what Metro does. Is Metro allowing for more dense building through ADUs or other kinds of alternative methods instead of new construction. Chair Kehe noted what the main topic that's talked about here is about demand for housing and the number of people and where they'll go. The second part is how do we accommodate those people. What land do we need. What density of housing and how is that addressed in cities that are all required by the same legislation to produce housing production strategies, and Metro will produce a housing coordination strategy. All of those plans are the place to talk about once you have that need and you know what the number of people you need to accommodate for number of households to accommodate. Planning those processes are specific to having conversations about how to accommodate those numbers.

Glen Bolen asked who's the enforcement arm of this and which state agencies have coordinating agreements. For ODOT, we have an agreement that we'd specify what is and is not land use action with the idea we are supposed to be supporting local cities' comprehensive plans. What if a city with their comprehensive plans creates more density in places so that they can get transit service, create a mix of uses. But if their target doesn't reflect that, that might lead support to their opponents of growth. Perhaps even the state doesn't want us to grow there. General services say they don't have land use actions or effect land use. To make this solid in the long run I think that's a bridge might be due to cross.

Mr. Lehner noted on the second piece there we'll be doing these allocations; these estimates every year. Cities will get locked into the six- or eight-year cycle, but to the extent that transit access does change, then all these numbers will be updated, too. It's dynamic in that sense so that it's based upon current patterns. If TriMet puts in a new light rail line, it's going to change those numbers accordingly. There is that feedback effect to it.

Mr. Edging added there's multiple layers to the piece that is raised here. First off, I think it's important to recognize that the overall policy for the Oregon Housing Needs Analysis fundamentally requires us to change from planning for a status quo that led us here. A lot of the rulemaking process that we're underway with right now is about how do we orient Goal 10 around this idea that not only are we planning just for capacity, or accommodating capacity, but we're trying to specifically proactively and affirmatively adopt policies that facilitate housing production, affordability and choice. And a lot of parts of this relate back to pieces on allowing a greater diversity of housing choices in our neighborhoods. And there's an intersection with the methodology, but I think it's important to recognize every community is going to be planning for more housing, especially affordable housing, which we have historically not built enough of.

You mentioned accountability. I think part of the policy does recognize specifically what that looks like, and that's part of the rulemaking discussion around the housing acceleration program. Specifically how DLCD interacts with local governments in response to tracking progress towards outcomes and how we set up that process. Mr. Bolen noted I was addressing who was responsible for administration for the implementation of Goal 10 with collaboration with partners and local governments. Mr. Edging confirmed DLCD is the responsible administrator and where policy implications are part of the dynamic.

Theresa Cherniak noted you were talking about assigning future growth to areas outside of the UGB and allocating future needs there. Areas outside of the UGB for us is the rural area. Are you saying that you are assigning housing need for a rural area and are we going to need to step up production of housing in the rural area, which is not where it's about housing. It's supposed to be about protection of resources and farm and forest and all that. Housing happens, but it's not like we're not really pushing it to happen there.

Mr. Lehner noted that is based on the PSU population forecast. They do have population forecast for areas outside of UGB for all other counties. But it's not really robust growth in most cases. So that would be the piece that is assigned the future need based upon the population forecast. The underproduction and housing for homelessness is assigned specifically to the UGBs. Mr. Edging noted from a policy perspective you can think of it as neutral, essentially acknowledging that some growth does happen outside of PSU's forecast. When we have this total need we can essentially reduce some of that, acknowledging that there's this expectation for some degree of population growth but it's generally limited. Because state policy does not facilitate significant housing production outside of urban growth boundaries.

Fiona Lyon asked where the 60-minute metric comes from, related to the transit in the methodology. Mr. Lehner noted that is a number that could change in the methodology. That would be something you could provide, comment on if you want, but it's trying to get at that nexus of infrastructure and accessibility and where people live. That's probably for planning purposes for the further fair housing. That is what we're going for. How do you get there based on currently available data. We looked at reasonableness, thresholds of transit access and job accessibility as a good data way to get to what we care about. Setting those thresholds so it's not too restrictive and reasonable. It's trying to thread that needle on what we care about, what the legislative intent is and data availability.

Adjournment

There being no further business, meeting was adjourned by Chair Kehe at 11:36 a.m.

Respectfully submitted,
Marie Miller, MTAC Recorder

Attachments to the Public Record, MTAC meeting May 15, 2024

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	5/15/2024	5/15/2024 MTAC Meeting Agenda	051524M-01
2	MTAC Work Program	5/8/2024	MTAC Work Program as of 5/8/2024	051524M-02
3	Concept Plan	4/3/2024	Sherwood West Concept Plan	051524M-03
4	Proposal	4/3/2024	Sherwood West Urban Growth Boundary Expansion Proposal 2024	051524M-04
5	Attachment A	4/3/2024	Attachment A: Cover Letter	051524M-05
6	Attachment B	4/3/2024	Attachment B: Title 14 Findings	051524M-06
7	Attachment C	4/3/2024	Attachment C: Concept Plan	051524M-07
8	Attachment C1	4/3/2024	Attachment C1: Concept Plan Appendices	051524M-08
9	Attachment D	4/3/2024	Attachment D: City Council Resolutions	051524M-09
10	Attachment E	4/3/2024	Attachment E: IGA Agreements	051524M-10
11	Attachment F1	4/3/2024	Attachment F1: Service Provider Letters	051524M-11
12	Attachment F2	4/3/2024	Attachment F2: Employment and Housing Stakeholder Letters of Support	051524M-12
13	Attachment F3	4/3/2024	Attachment F3: Property Owner and Public Letters of Support	051524M-13
14	Attachment G	4/3/2024	Attachment G: Housing Needs Analysis Confirmation	051524M-14
15	Attachment H	4/3/2024	Attachment H: Map of Expansion Area	051524M-15
16	Presentation	5/15/2024	Sherwood West Concept Plan	051524M-16
17	Fact Sheet	N/A	WHAT IS THE Oregon Housing Needs Analysis (OHNA)?	051524M-17

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
18	Presentation	5/15/2024	OHNA: Metro Methodology and Initial Findings	051524M-18

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: June 14, 2024
To: Metro Technical Advisory Committee (MTAC)
From: Glen Hamburg, Associate Regional Planner
Subject: Proposed Amendments to UGMFP Title 6

PURPOSE

Seeking MTAC feedback and recommendation to MPAC on Urban Growth Management Functional Plan (UGMFP) amendments required by the state's Climate-Friendly and Equitable Communities (CFEC) program for local adoption of boundaries for 2040 Growth Concept Centers

BACKGROUND

Back in December 2023, Metro staff presented to MTAC on future amendments to UGMFP Title 6, *Centers, Corridors, Station Communities, and Main Streets*, that would be required by new state regulations as part of state's CFEC program. As noted in the December memo to MTAC (Attachment A), related Oregon Administrative Rules (OARs)¹ mandate that Metro amend Title 6 by the end of 2024 to require that local jurisdictions adopt by the end of 2025 formal boundaries for the regional and town centers that are shown on the 2040 Growth Concept Map (Attachment B) and have been planned for urban land uses.

Since December, Metro staff have continued to confer with staff of cities and counties in the region about the center boundary related CFEC requirements and necessary Title 6 amendments. Metro staff have so far not received any suggestions to modify the draft Title 6 amendments submitted to MTAC in December. Those draft amendments (Attachment C), which are unchanged from December and attached again here, would:

1. Apply the Title 6 boundary adoption requirement to all 2040 Growth Concept centers that have been planned for urban land uses, including the Central City;
2. Identify a timeframe for cities and counties to report their adopted boundaries to Metro in order for Metro to reflect those adopted boundaries on an updated Title 6 Map;
3. Make minor, non-substantive amendments to clarify existing provisions, address formatting discrepancies, update citations, and correct typographic errors.

¹ OAR 660-012-0012(4)(d) states:

Metro shall amend its Urban Growth Management Functional Plan in conjunction with its next growth management analysis under ORS 197.296 and no later than December 31, 2024, to require each city and county within Metro to:

- (A) By December 31, 2025, adopt boundaries for all regional and town centers identified on Metro's 2040 Growth Concept map for which the city or county has adopted urban land use designations in their comprehensive plan, except for any portions of centers that have boundaries adopted by another city or county;
- (B) Adopt boundaries for any other regional and town center identified on Metro's 2040 Growth Concept map when the city or county adopts urban land use designations for the area of that center in their comprehensive plan, unless portions of the center have boundaries already adopted by another city or county; and
- (C) Identify boundaries for regional and town centers that are adopted pursuant to this subsection to be located in the general area of the center as identified in the Metro 2040 Growth Concept map.

NEXT STEPS

Metro staff are interested in whether MTAC has any feedback on the draft proposed Title 6 amendments in Attachment C and are seeking a recommendation on the amendments to MPAC. MPAC will consider draft Title 6 amendments later this year and make their own recommendation to the Metro Council. Before consideration by the Metro Council at a public hearing, draft amendments to Title 6 will also be shared with cities and counties in Metro and submitted to the Department of Land Conservation and Development (DLCD).

ATTACHMENTS

Attachment A – December 13, 2023 MTAC Memo

Attachment B – 2040 Growth Concept Map

Attachment C – Draft Proposed Title 6 Amendments



Memo

Date: December 13, 2023
To: Metro Technical Advisory Committee (MTAC)
From: Glen Hamburg, Associate Regional Planner
Subject: CFEC-Required Amendments to UGMFP Title 6 for Regional and Town Centers

PURPOSE

Provide background to, and an overview of, a state requirement to amend Title 6, *Centers, Corridors, Station Communities, and Main Streets*, of Metro's Urban Growth Management Functional Plan in order to require local adoption of boundaries for regional and town centers

BACKGROUND

The '2040 Growth Concept', adopted by the Metro Council in 1995¹, is the long-range vision for development of our region's urban form. The '2040 Growth Concept Map' (Attachment A) is the geographic expression of that vision. Both the 2040 Growth Concept and Map are now incorporated in the Regional Framework Plan (RFP) adopted by the Metro Council in 1997² and are the unifying bases for the RFP's various regional policies, such as those concerning land use. RFP policies are implemented by Metro's functional plans, including the Urban Growth Management Functional Plan (UGMFP), which has certain requirements and recommendations for cities' and counties' comprehensive plans and land use regulations.

The 2040 Growth Concept's underlying philosophy is to "*preserve our access to nature and build better communities for the people who live here today and who will live here in the future*". In support of this philosophy, the Growth Concept foresees numerous walkable, higher-density, mixed-use **centers** of employment, housing, cultural and recreational activities, and transit service across the region, with those centers helping to grow the economy, provide affordable housing, and promote vibrant and distinctive communities that reduce the need for sprawl and minimize transportation costs and contributions to climate change.

There are three types of 'centers' envisaged in the 2040 Growth Concept:

1. The **Central City**, which includes areas such as Downtown Portland, Old Town/Chinatown, the Pearl, Goose Hollow, South Waterfront, the Lloyd District, Lower Albina, and the Central Eastside, is the region's business and cultural hub, indeed the primary center for finance, commerce, government, retail, tourism, arts, and entertainment with the most intensive development of housing and employment.
2. **Regional centers**, serving hundreds of thousands of people in major urban areas outside the Central City and surround high-quality transit service, multi-modal street networks, and nodes of regional through-routes. Regional centers are typically characterized by two- to four-story employment and housing development, larger commercial uses, healthcare

¹ Ordinance No. 95-625A

² Ordinance No. 97-715B

Attachment A

facilities, and local government services. There are eight regional centers in the 2040 Growth Concept:

- Downtown Oregon City and Clackamas Regional Center, both serving Clackamas County
 - Gateway, serving central Multnomah County
 - Downtown Gresham, serving eastern Multnomah County
 - Downtown Hillsboro and Tanasbourne/AmberGlen, both serving western Washington County
 - Downtown Beaverton and Washington Square, both serving eastern Washington County
3. **Town centers**, which are smaller than regional centers and serve populations of tens of thousands of people. They offer more locally-focused retail uses, like restaurants, cafes, brewpubs, child care facilities, cinemas, and dry cleaners and public amenities like libraries and community halls. Town centers are typified by one- to three-story buildings for employment and housing, as well as a strong sense of community identity.

There are 32 town centers in the 2040 Growth Concept, which vary greatly in character across the region:

- Aloha
- Bethany
- Cedar Mill
- Cornelius
- Damascus
- Fairview
- Forest Grove
- Gladstone
- Happy Valley
- Hillsdale
- Hollywood
- King City
- Lake Grove
- Lake Oswego
- Lents
- Milwaukie
- Murray/Scholls
- Orenco
- Pleasant Valley
- Raleigh Hills
- Rockwood
- Sherwood
- St. Johns
- Sunset Transit
- Tigard
- Troutdale
- Tualatin
- West Linn – Bolton
- West Linn – Willamette
- West Portland
- Wilsonville
- Wood Village

CURRENT APPROACH

Existing RFP policies recognize that the success of the 2040 Growth Concept depends in part on the success of these centers serving as hubs of urban life in the region. RFP policies encourage the development of employment and housing opportunities, along with as transportation system improvements, in centers in partnership with cities, counties, and other stakeholders.

However, the UGMFP does not currently mandate that cities and counties take specific actions (e.g., local regulatory strategies) to develop their centers in accordance with the vision of the 2040 Growth Concept. Rather, Title 6 of the UGMFP has employed an incentive approach, tying eligibility

Attachment A

for optional regional investments³ in centers to: local adoption of defined center boundaries; assessment of the center’s physical and market conditions and of barriers to and ways to encourage mixed-use, pedestrian-friendly, and transit-supportive development; and a local plan of actions and investments that will be taken to enhance centers consistent with the 2040 Growth Concept. To be sure, these measures only need to be taken when pursuing a regional investment in the center.

Nonetheless, roughly three-quarters of the centers in the 2040 Growth Concept already have locally adopted geographic boundaries that either originate from a time when the UGMFP did require such boundaries or were otherwise adopted by local choice. Many jurisdictions have also adopted land use policies and implementing regulations applicable to their centers that, while not necessarily required by the UGMFP, encourage development and activation of centers consistent with the 2040 vision. Less than a dozen 2040 centers lack locally adopted boundaries today.

NEW STATE REQUIREMENTS

Over the last couple years, Oregon’s Land Conservation and Development Commission (LCDC) has updated certain Oregon Administrative Rules (OARs) as part of the state’s Climate Friendly and Equitable Communities (CFEC) program. CFEC aims to reduce greenhouse gas pollution and improve social equity in transportation services and community health, safety, and livability, in part by facilitating denser, transit-oriented development, active transportation, and the “greening” of Oregon’s urban spaces.

To those ends, CFEC includes measures intended to accelerate the development and transformation of Metro’s centers in ways that are consistent with the 2040 Growth Concept and RFP policies. Metro will continue to defer to Department of Land Conservation and Development (DLCD) on the specifics of those state measures, but they generally have obligations for cities and counties concerning the following in and near centers for which they have planning jurisdiction:

- Motor vehicle parking management (e.g., minimum off-street parking requirements, parking maximums, etc.);
- Provision of public bicycle parking;
- Design of streets to prioritize pedestrian, bicycle, and transit systems;
- Enhanced pedestrian crossings near transit stops;
- Improvements to tree canopies; and
- Reporting on housing production.

Implementing CFEC measures for centers necessitates defining a geographic area where those measures apply. OAR 660-012-0012(4)(d) therefore requires Metro to amend UGMFP Title 6 by the end of 2024 to include a mandate that cities and counties adopt boundaries of the regional and town centers for which they have land use planning authority and for which they have adopted urban land use designations. Cities and counties in the region then have until the end of 2025 to adopt those center boundaries. The locally adopted boundaries must be in the general location of the center as depicted on the 2040 Growth Concept Map.

³ UGMFP Section 3.07.610 defines a “regional investment” as an investment in a new high-capacity transit line or an investment that is so designated in a grant or funding program administered by Metro or subject to Metro’s approval.

Attachment A

DRAFT AMENDMENTS

Attachment B is an early working draft of amendments to UGMFP Title 6 intended to comply with CFEC requirements, specifically OAR 660-012-0012(4)(d). Over the next year, Metro staff will continue to have dialogue with staff of cities and counties, DLCD, and other stakeholders to refine this draft before submitting a formal proposal of amendments for review by MTAC, MPAC, and ultimately the Metro Council to be considered for adoption by the Metro Council with the 2024 Urban Growth Report.

Consistent with CFEC requirements, the draft amendments would only require adoption of boundaries for centers with urban land use designations; they would not require adoption of boundaries for any center on the 2040 Growth Concept Map that still has only rural land use plan designations in the comprehensive plan of the responsible jurisdiction.

The 2040 Growth Concept Map has conceptual depictions of centers that sometimes span county and/or city boundaries. However, CFEC and the draft amendments do not require multiple jurisdictions to adopt boundaries for portions of the same center. CFEC and the draft amendments only require that one jurisdiction adopt boundaries for each center with an urban land use plan designation.

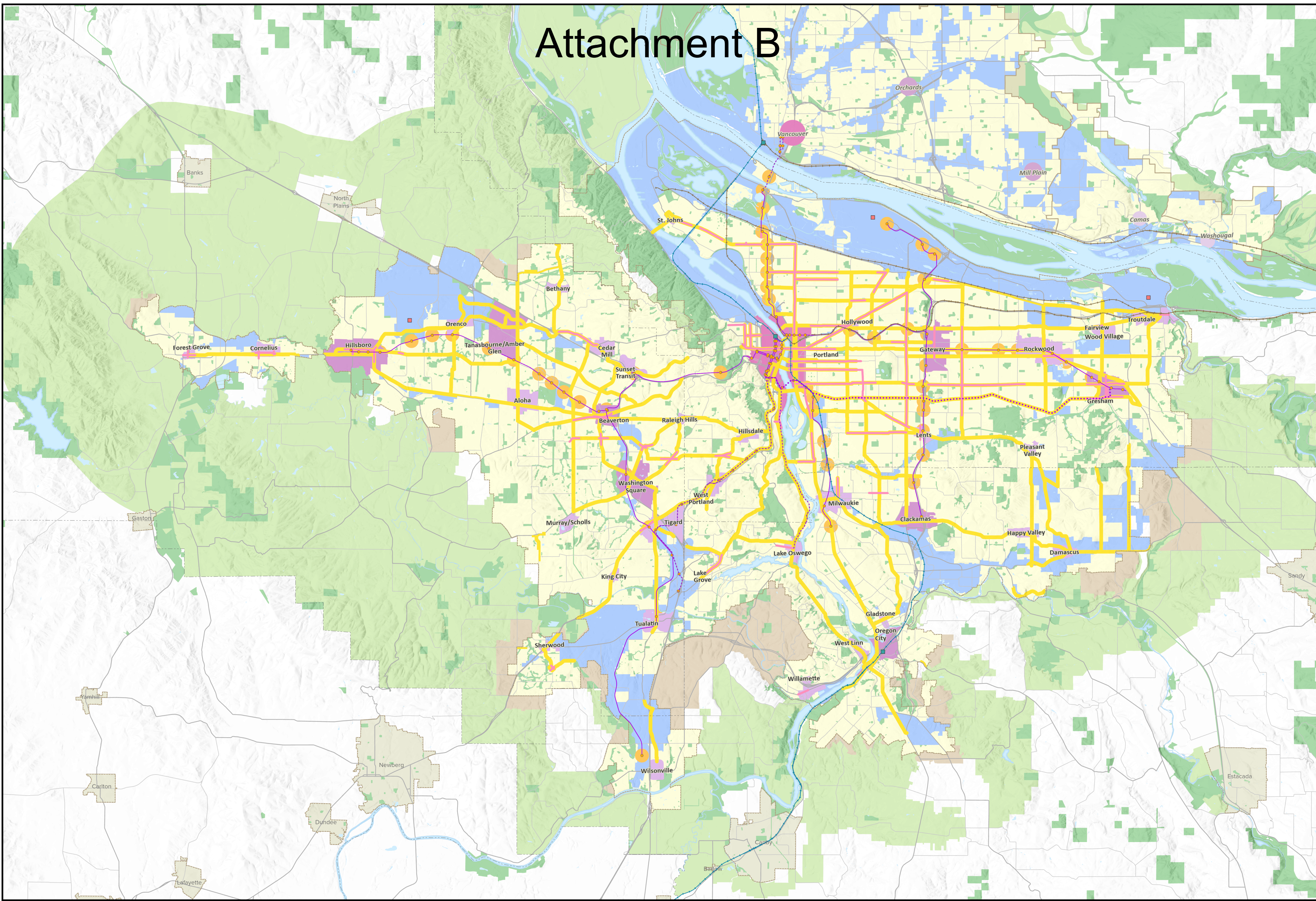
While CFEC specifically mandates that Metro require local adoption of boundaries for regional and town centers, Metro staff supports applying the Title 6 boundary adoption requirement to the Central City as well, with the same expectation for all centers in the 2040 Growth Concept that have been planned for urban uses. The draft Title 6 amendments therefore would require adoption of boundaries for all centers, including the Central City.

Metro staff also see it as useful to identify a timeframe for cities and counties to report their adopted boundaries to Metro so that Metro can reflect those boundaries in an updated 2040 Growth Concept Map and other relevant maps. The draft amendments say that, by February 1, 2026, cities and counties shall identify to Metro the boundaries of each center that they have adopted as of December 31, 2025. The draft amendments also require that cities and counties notify Metro of any new or revised Center boundaries within 31 days of adopting those new or revised Center boundaries after December 31, 2025.

Finally, the draft amendments propose a number of minor, non-substantive amendments to Title 6 that would clarify existing provisions, address formatting discrepancies, update citations, and correct typographic errors.

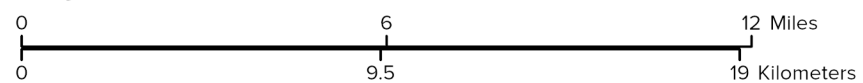
Metro staff welcome any feedback on these draft Title 6 amendments.

Attachment B



2040 Growth Concept Map

May 2023



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 Metro 2040 Growth Concept defines the form of regional growth and development for the Portland metropolitan region. The Growth Concept was adopted in December 1995 through the Region 2040 planning and public involvement process. This concept is intended to provide long-term growth management of the region.

The map highlights elements of parallel planning efforts including: the 2018 Regional Transportation Plan that outlines investments in multiple modes of transportation, and a commitment to local policies and investments that will help the region better accommodate growth within its centers, corridors and employment areas.

- | | | | |
|---------------------|-------------------------|---------------------------------------|-------------------------|
| Central city | Employment land | Existing high capacity transit | Neighboring cities |
| Regional center | Parks and natural areas | Planned high capacity transit | Airports |
| Town center | Neighborhood | Proposed high capacity transit tier 1 | Intercity rail terminal |
| Station communities | Rural reserve | Mainline freight | |
| Main streets | Urban reserve | High speed rail (proposed) | |
| Corridors | Urban growth boundaries | County boundaries | |

For more information on these initiatives, visit <http://www.oregonmetro.gov/2040>



Attachment C

Title 6: Centers, Corridors, Station Communities and Main Streets

3.07.610 Purpose

The Regional Framework Plan (RFP) identifies three types of Centers – the Central City, Regional Centers and Town Centers, – Corridors, Main Streets and Station Communities throughout the region on the 2040 Growth Concept Map and recognizes them as the principal centers of urban life in the region. Pursuant to OAR 660-012-0012(4)(d), cities and counties must define the boundaries of Centers for areas that have urban land use designations in their comprehensive plans. To enhance the intended role of the Centers, Corridors, Main Streets and Station Communities in the region, Title 6 also calls for voluntary actions and investments by cities and counties, complemented by regional investments, to enhance this role. A “regional investment” is: an investment in a new high-capacity transit line; or a designated a-regional investment in a grant or funding program that is either administered by Metro or subject to Metro’s approval. [Ord. 97-715B, Sec. 1. Ord. 98-721A, Sec. 1. Ord. 02-969B, Sec. 7. Ord. 10-1244B, Sec. 5.]

3.07.615 Adoption of Boundaries for Centers

- (a) By December 31, 2025, each city and county shall adopt boundaries for all Centers identified on the 2040 Growth Concept Map for which the city or county has adopted urban land use designations in their comprehensive plan, unless another city or county has already adopted a boundary for the portion of the Center within its jurisdiction.
- (b) Each city and county shall adopt boundaries for any other Center identified on Metro’s 2040 Growth Concept Map when the city or county designates the area of that Center for urban land uses in their comprehensive plan, unless portions of the Center have boundaries already adopted by another city or county with planning jurisdiction for the Center.
- (c) Identified boundaries for Centers that are adopted pursuant to Section 3.07.615 shall be located in the general area of the Center as identified on the 2040 Growth Concept Map.
- (d) By February 1, 2026, cities and counties shall identify to Metro the boundaries of each Center that they have adopted pursuant to Section 3.07.615 as of December 31, 2025. After December 31, 2025, cities and counties shall notify Metro of any new or revised Center boundaries within 31 days of adopting those new or revised Center boundaries.

3.07.620 Actions and Investments in Centers, Corridors, Station Communities and Main Streets

- (a) In order to be eligible for a regional investment in a Center, Corridor, Station Community or Main Street, or a portion thereof, a city or county shall take the following actions:

Attachment C

- (1) Establish a boundary for the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to ~~subsection~~ Subsection 3.07.620(b);
 - (2) Perform an assessment of the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to ~~subsection~~ Subsection 3.07.620(c); and
 - (3) Adopt a plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to ~~sub~~Subsection 3.07.620(d).
- (b) The boundary of a Center, Corridor, Station Community or Main Street, or portion thereof, shall:
- (1) Be consistent with the general location shown in the RFP-2040 Growth Concept Map except, for a proposed new Station Community, be consistent with Metro's land use final order for a light rail transit project;
 - (2) For a Corridor with existing high-capacity transit service, include at least those segments of the Corridor that pass through a Regional Center or Town Center;
 - (3) For a Corridor designated for future high-capacity transit in the RTP, include the area identified during the system expansion planning process in the RTP; and
 - (4) Be adopted and may be revised by the city council or county board following notice of the proposed boundary action to the Oregon Department of Transportation and to Metro in the manner set forth in ~~subsection~~ Subsection 3.07.820(a) ~~of section 3.07.820~~ of this chapter.
- (c) An assessment of a Center, Corridor, Station Community or Main Street, or portion thereof, shall analyze the following:
- (1) Physical and market conditions in the area;
 - (2) Physical and regulatory barriers to mixed-use, pedestrian-friendly and transit-supportive development in the area;
 - (3) The city or county development code that applies to the area to determine how the code might be revised to encourage mixed-use, pedestrian-friendly and transit-supportive development;
 - (4) Existing and potential incentives to encourage mixed-use pedestrian-friendly and transit-supportive development in the area; and
 - (5) For Corridors and Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area under Title 4 of this chapter, barriers to a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP.
- (d) A plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street shall consider the assessment completed under ~~subsection~~ Subsection 3.07.620(c) and include at least the following elements:

Attachment C

- (1) Actions to eliminate, overcome or reduce regulatory and other barriers to mixed-use, pedestrian-friendly and transit-supportive development;
- (2) Revisions to its comprehensive plan and land use regulations, if necessary, to allow:
 - (A) In Regional Centers, Town Centers, Station Communities and Main Streets, the mix and intensity of uses specified in ~~section~~Section 3.07.640; and
 - (B) In Corridors and those Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area in Title 4 of this chapter, a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP;
- (3) Public investments and incentives to support mixed-use pedestrian-friendly and transit-supportive development; and
- (4) A plan to achieve the non-SOV mode share targets, adopted by the city or county pursuant to ~~subsections~~Subsections 3.08.230(a) and (b) of the RTFP, that includes:
 - (A) The transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP;
 - (B) A transportation system or demand management plan consistent with ~~section~~Section 3.08.160 of the RTFP; and
 - (C) A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with ~~section~~Section 3.08.410 of the RTFP.
- (e) A city or county that has completed all or some of the requirements of ~~subsections~~Subsections 3.07.620(b), (c), and (d) may seek recognition of that compliance from Metro by written request to the COO.
- (f) Compliance with the requirements of this section is not a prerequisite to:
 - (1) Investments in Centers, Corridors, Station Communities or Main Streets that are not regional investments; or
 - (2) Investments in areas other than Centers, Corridors, Station Communities and Main Streets. [Ord. 97-715B, Sec. 1. Ord. 98-721A, Sec. 1. Ord. 02-969B, Sec. 7. Ord. 10-1244B, Sec. 5.]

3.07.630 Eligibility Actions for Lower Mobility Standards and Trip Generation Rates

- (a) A city or county is eligible to use the higher volume-to-capacity standards in Table 7 of the 1999 Oregon Highway Plan when considering an amendment to its comprehensive plan or land use regulations in a Center, Corridor, Station Community or Main Street, or portion thereof, if it has taken the following actions:

Attachment C

- (1) Established a boundary pursuant to ~~subsection (b) of Subsection~~ 3.07.620**(b)**; and
 - (2) Adopted land use regulations to allow the mix and intensity of uses specified in ~~section-Section~~ 3.07.640.
- (b) A city or county is eligible for an automatic reduction of 30 percent below the vehicular trip generation rates reported by the Institute of Traffic Engineers when analyzing the traffic impacts, pursuant to OAR 660-012-0060, of a plan amendment in a Center, Corridor, Main Street or Station Community, or portion thereof, if it has taken the following actions:
- (1) Established a boundary pursuant to ~~subsection (b) of Subsection~~ 3.07.620**(b)**;
 - (2) Revised its comprehensive plan and land use regulations, if necessary, to allow the mix and intensity of uses specified in ~~section-Section~~ 3.07.640 and to prohibit new auto-dependent uses that rely principally on auto trips, such as gas stations, car washes and auto sales lots; and
 - (3) Adopted a plan to achieve the non-SOV mode share targets adopted by the city or county pursuant to ~~subsections-Subsections~~ 3.08.230 (a) and (b) of the RTFP, that includes:
 - (A) Transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP;
 - (B) A transportation system or demand management plan consistent with ~~section-Section~~ 3.08.160 of the RTFP; and
 - ~~(C)~~ **(C)** A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with section 3.08.410 of the RTFP. [Ord. 97-715B, Sec. 1. Ord. 98-721A, Sec. 1. Ord. 02-969B, Sec. 7. Ord. 10-1244B, Sec. 5.]
- ~~(e)~~ **(C)**

3.07.640 Activity Levels for Centers, Corridors, Station Communities and Main Streets

- (a) ~~A~~ Centers, Corridors, Station Communities and Main Streets need a critical number of residents and workers to be vibrant and successful. The following average number of residents and workers per acre is recommended for each:
- (1) Central City - 250 persons
 - (2) Regional Centers - 60 persons
 - (3) Station Communities - 45 persons
 - (4) Corridors - 45 persons
 - (5) Town Centers - 40 persons
 - (6) Main Streets - 39 persons

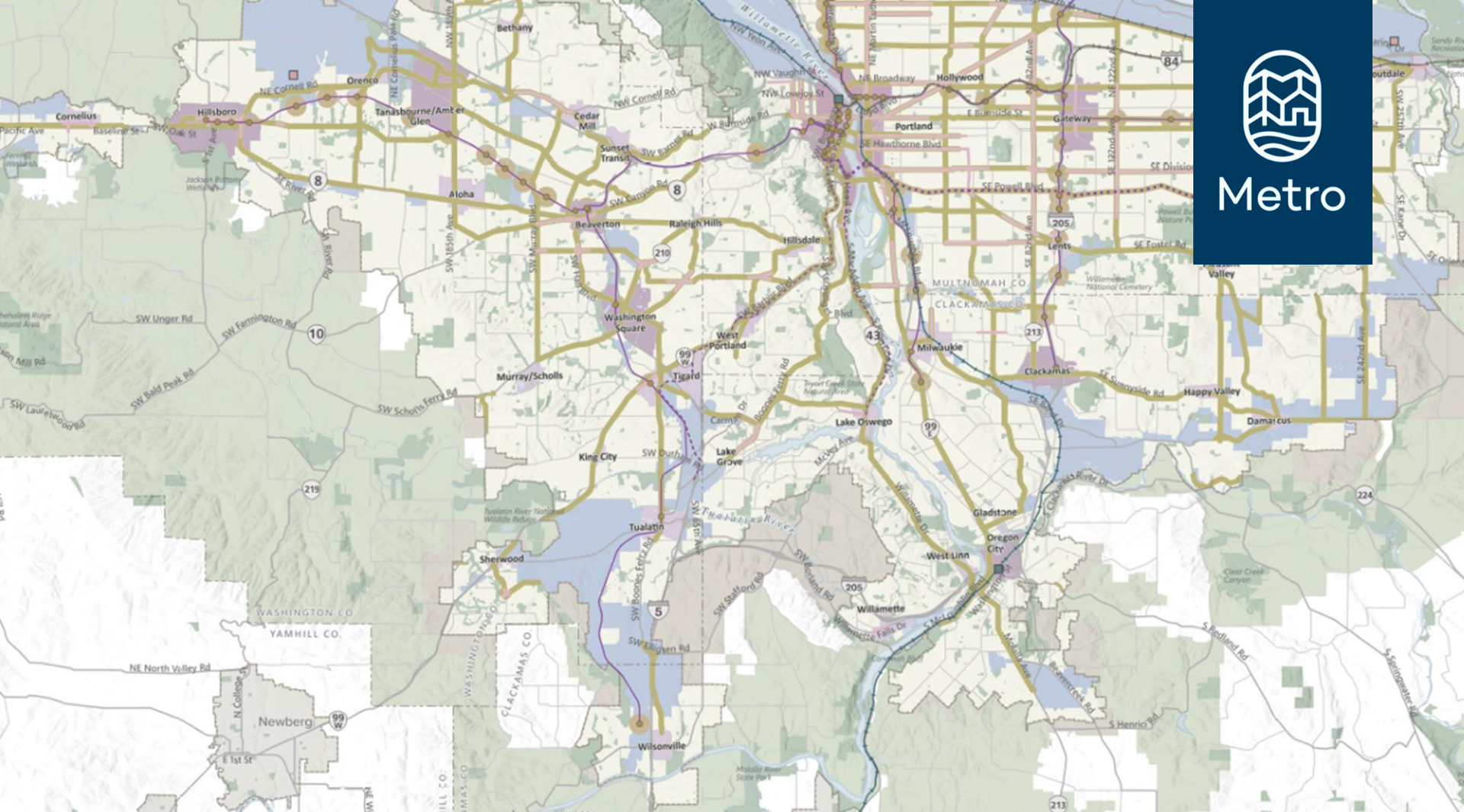
Attachment C

- (b) Centers, Corridors, Station Communities and Main Streets need a mix of uses to be vibrant and walkable. The following mix of uses is recommended for each:
- (1) The amenities identified in the most current version of the *State of the Centers: Investing in Our Communities*, such as grocery stores and restaurants;
 - (2) Institutional uses, including schools, colleges, universities, hospitals, medical offices and facilities;
 - (3) Civic uses, including government offices open to and serving the general public, libraries, city halls and public spaces.
- (c) Centers, Corridors, Station Communities and Main Streets need a mix of housing types to be vibrant and successful. The following mix of housing types is recommended for each:
- (1) The types of housing ~~listed in the~~ identified as “needed housing” ~~statute, in~~ ORS 197.303(1) ~~(a)-(e)~~;
 - (2) The types of housing identified in the city’s or county’s housing need analysis ~~done-completed~~ pursuant to ORS 197.296 or ~~statewide~~ Statewide Planning Goal 10 (Housing); and
 - (3) Accessory dwellings pursuant to ~~section~~ Section 3.07.120 of this chapter. [Ord. 97-715B, Sec. 1. Ord. 98-721A, Sec. 1. Ord. 02-969B, Sec. 7. Ord. 10-1244B, Sec. 5. Ord. 15-1357.]

3.07.650 Centers, Corridors, Station Communities and Main Streets Map

- (a) The 2040 Growth Concept Map’s depiction of Centers, Corridors, Station Communities and Main Streets Map is incorporated in this title as the “Title 6 Centers, Corridors, Station Communities and Main Streets Map,” and is Metro’s official depiction of their which depicts the boundaries of those areas. The map shows the boundaries established pursuant to this title.
- (b) A city or county may revise the boundary of a Center, Corridor, Station Community or Main Street so long as the boundary is consistent with the general location on the 2040 Growth Concept Map in the RFP and the revision is made consistent with all other requirements of this title. The city or county shall provide notice of its proposed revision as prescribed in ~~subsection~~ Subsection (b) of section 3.07.620 ~~(b)~~.
- (c) The COO shall revise the Title 6 Centers, Corridors, Station Communities and Main Streets Map, as well as the 2040 Growth Concept Map and any other relevant maps, by order to conform the such maps to establishment or revision of a boundary under this title. [Ord. 02-969B, Sec. 7; Ord. 10-1244B, Sec. 5; Ord. 11-1264B, Sec. 1.]

Title 6 Centers, Corridors, Station Communities and Main Streets Map as of April 1, 2021 [COO Order 12-073. Ord. 14-1336. COO Order 21-001.]



Proposed Amendments to UGMFP Title 6

MTAC: June 26, 2024

December 2023

Discussed with MTAC:

- 2040 Growth Concept
- Central City, Regional Centers, Town Centers
- UGMFP Title 6
- CFEC and its requirements for Center boundaries
- Draft Title 6 amendments



Draft Amendments

- Address CFEC requirements
- Boundaries required for Central City, as well as Regional and Town Centers, **if planned for urban uses**
- Adopted by ordinance by 2025
- **One jurisdiction per center** is sufficient
- Timeframe for reporting to Metro
- Minor, non-substantive “clean up” amendments

MTAC Recommendation

“Do you recommend that the amendments to Title 6, as proposed in Attachment C, be recommended by MPAC for adoption by the Metro Council?”

(YES *or* NO)

Thank you!



Materials following this page were distributed at the meeting.



Urban growth management: Employment land analyses

MTAC

June 26, 2024

Technical work and analysis: Developing the urban growth report

- Buildable land inventory (BLI)
- Regional forecast
- Capacity analysis
- Employment trends and site characteristics
- Housing needs analysis
- Residential readiness analyses
- Draft urban growth report (UGR)

City expansion proposals

- Letters of interest
- Expansion proposals

2040 planning and development grants available

Metro Council decision

- Consider Metro staff and advisory group recommendations
- Public hearings
- Policy direction
- Final decision

Nov 2022 - July 2024

Dec 2023 - April 2024

Aug 2024 - Dec 2024

Residential readiness analyses

Capacity analysis - begin BLI and regional proforma model

Draft capacity analysis available for local review

Letters of interest due

Regional forecast updated

Housing needs analysis

Proposals due

Draft UGR public comment period

Advisory group input

Public hearing

Final UGB decision

Engagement

- MTAC
- MPAC
- CORE
- Land Use Technical Advisory Group
- Jurisdictional outreach
- Urban growth report roundtable
- Youth cohort
- Interest group presentations

Project timeline

July 9: Draft UGR is released for public comment period (ends August 4)

Discussion of draft UGR:

July 9: Council Work Session

July 17: MTAC

July 24: MPAC

July 26: UGR roundtable

August 14: COO recommendation released

Discussion of COO recommendation:

August 21: MTAC

September 3: Council Work Session

September 11: MPAC

Discussion of final overall recommendations:

September 18: MTAC (recommendations to MPAC)

September 19: CORE (recommendations to Council)

September 21: Council holds public hearing on COO recommendation

September 25: MPAC (recommendations to Council)

October 1: Final UGR prepared per Council direction

November 28: Council first reading of ordinance; public hearing

December 12: Council second reading of ordinance; final decision

**The draft
UGR and
beyond**

Employment land: draft capacity results

2024 Vacant Buildable Land

Employment Land
June 2024 (DRAFT)

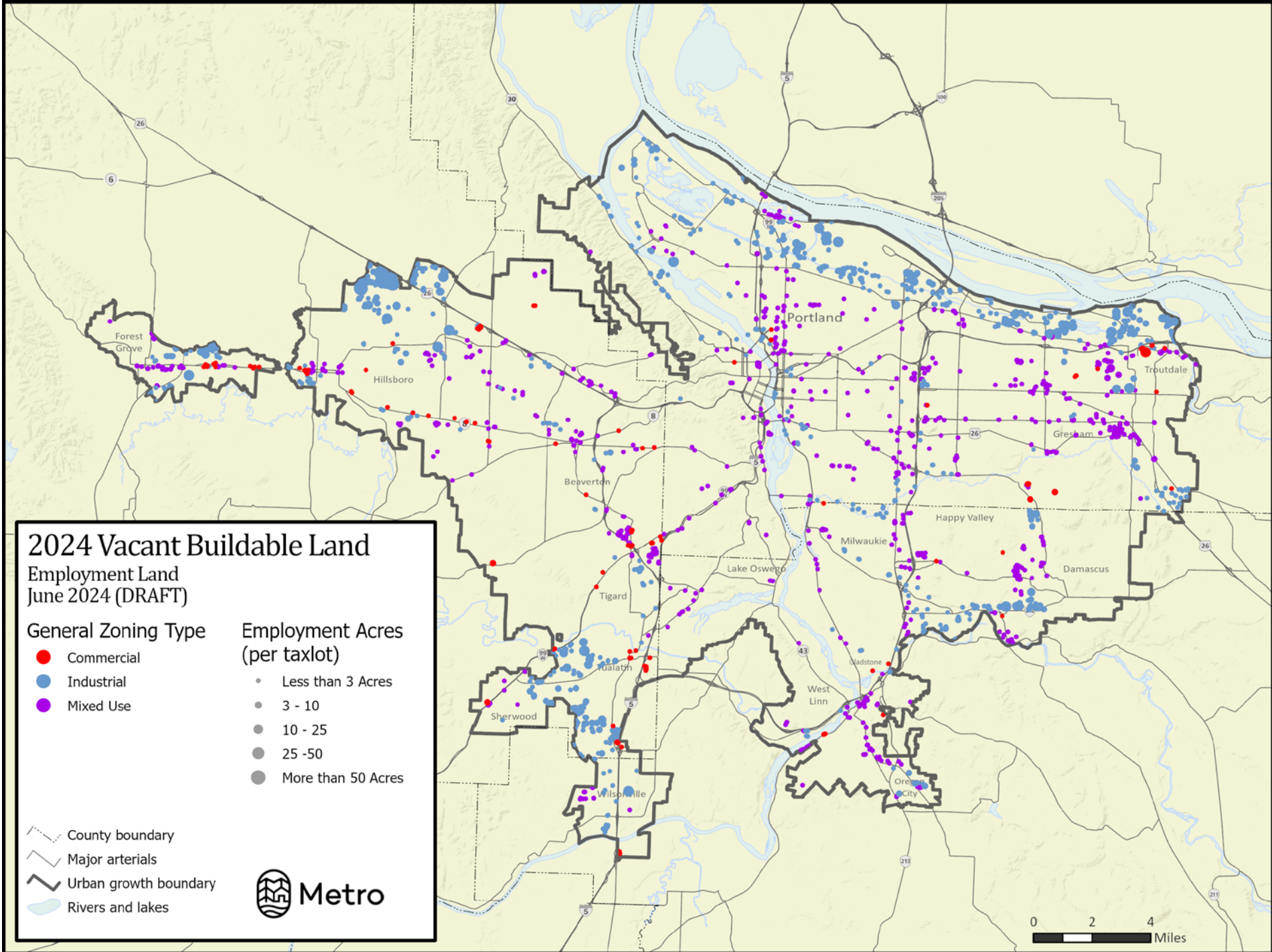
General Zoning Type

- Commercial
- Industrial
- Mixed Use

Employment Acres (per taxlot)

- Less than 3 Acres
- 3 - 10
- 10 - 25
- 25 - 50
- More than 50 Acres

- County boundary
- Major arterials
- Urban growth boundary
- Rivers and lakes



2024 Infill Buildable Land

Employment Land
June 2024 (DRAFT)

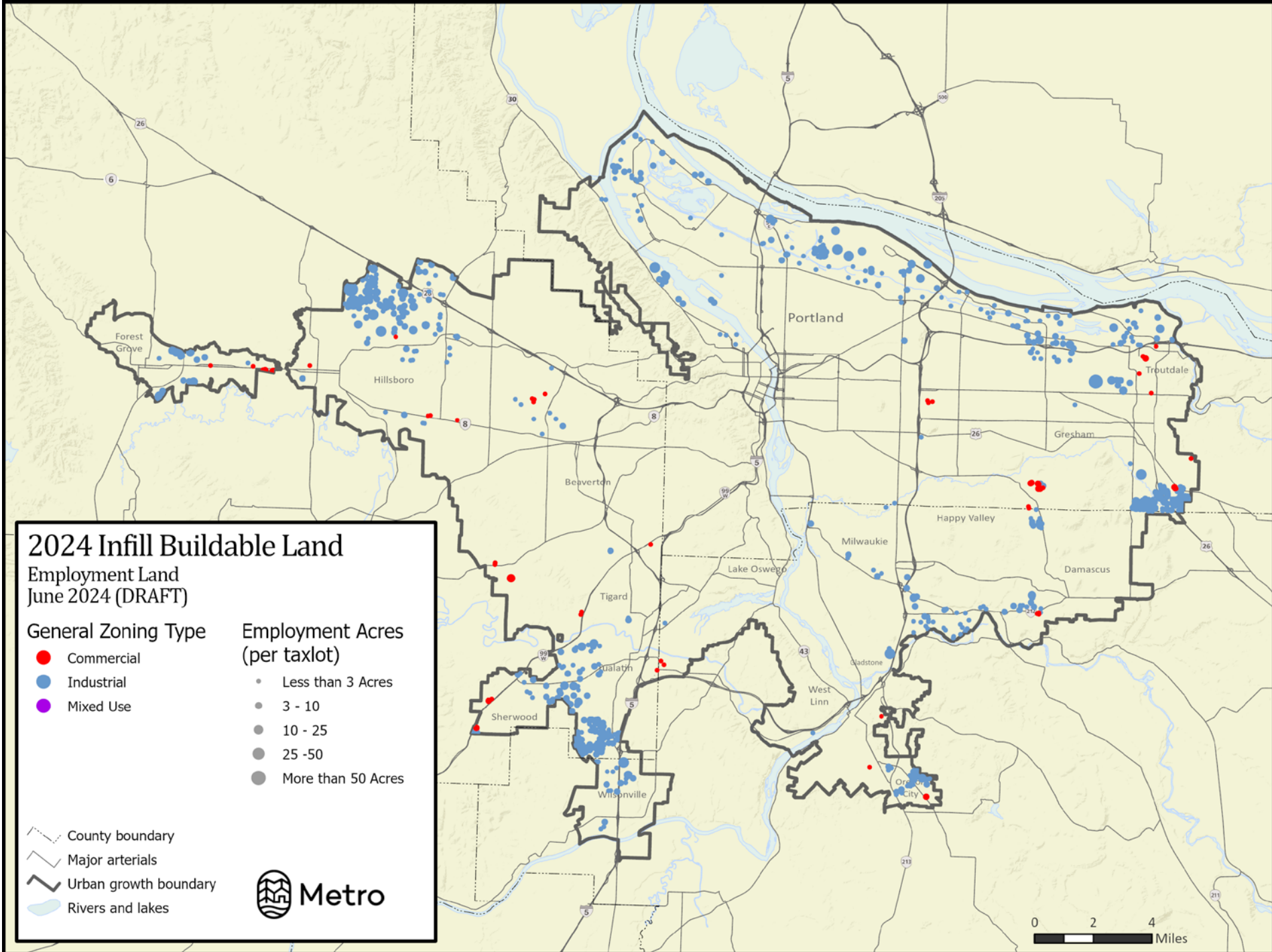
General Zoning Type

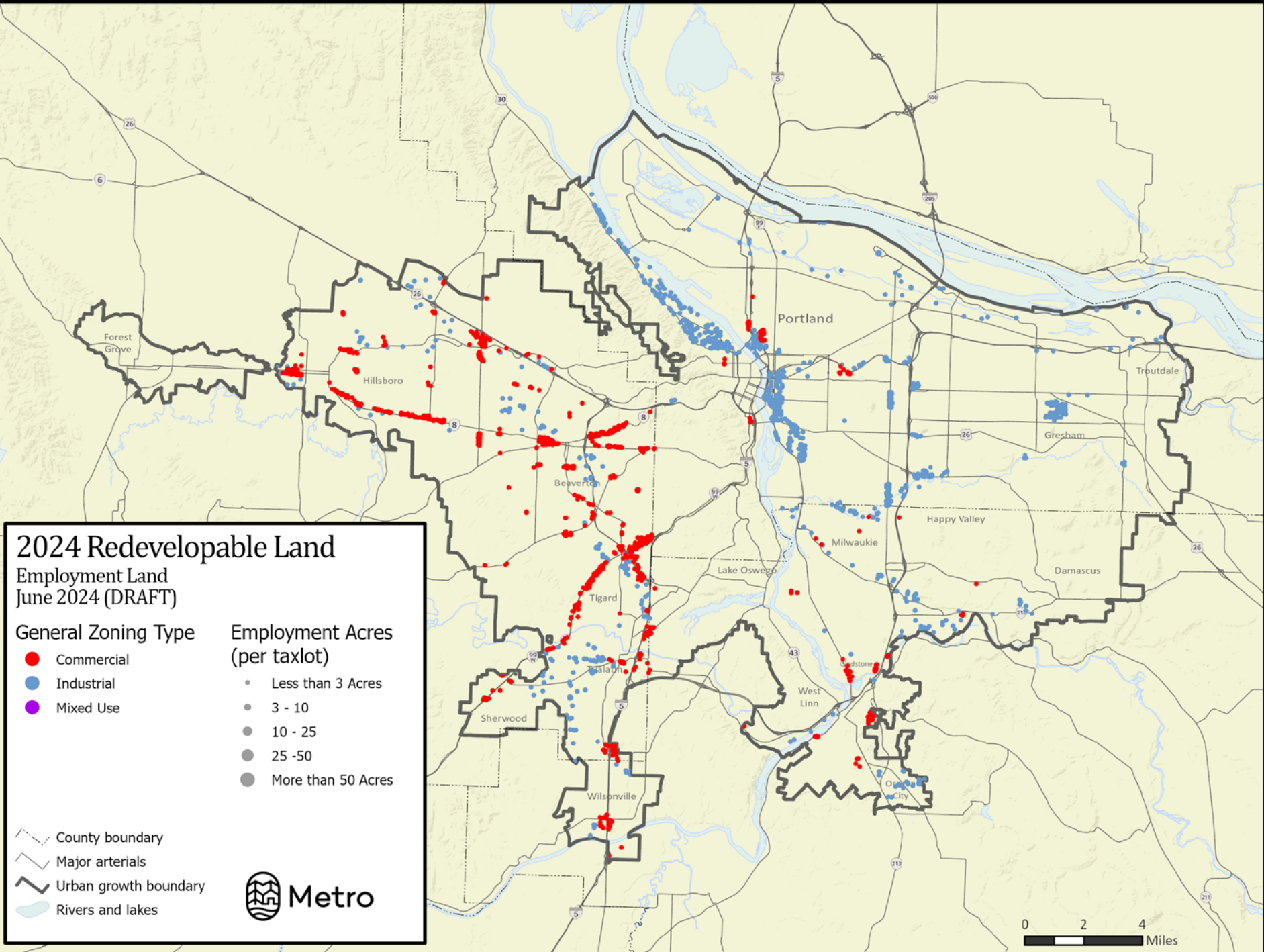
- Commercial
- Industrial
- Mixed Use

Employment Acres (per taxlot)

- Less than 3 Acres
- 3 - 10
- 10 - 25
- 25 - 50
- More than 50 Acres

- County boundary
- Major arterials
- Urban growth boundary
- Rivers and lakes





Employment capacity inside UGB

Buildable acres – reviewed by local jurisdictions

Capacity type	Industrial	Commercial
Vacant	2,574	288
Infill	3,252	147
Redevelopment	124	46
Total	5,950	481

**Employment land:
demand analysis
methodology**

Converting jobs to acres

Regional (7-county MSA) employment forecast by sector

Apply historic UGB capture rate by sector

Deduct shares of work from home/hybrid by sector

Assign shares of each sector to 6 building types

Account for current excess office vacancies

Apply square feet per employee by building type

Apply floor-area ratios by building type

Acres demanded



Converting jobs to acres

Regional (7-county MSA) employment forecast by sector

Apply historic UGB capture rate by sector

Deduct shares of work from home/hybrid by sector

Assign shares of each sector to 6 building types

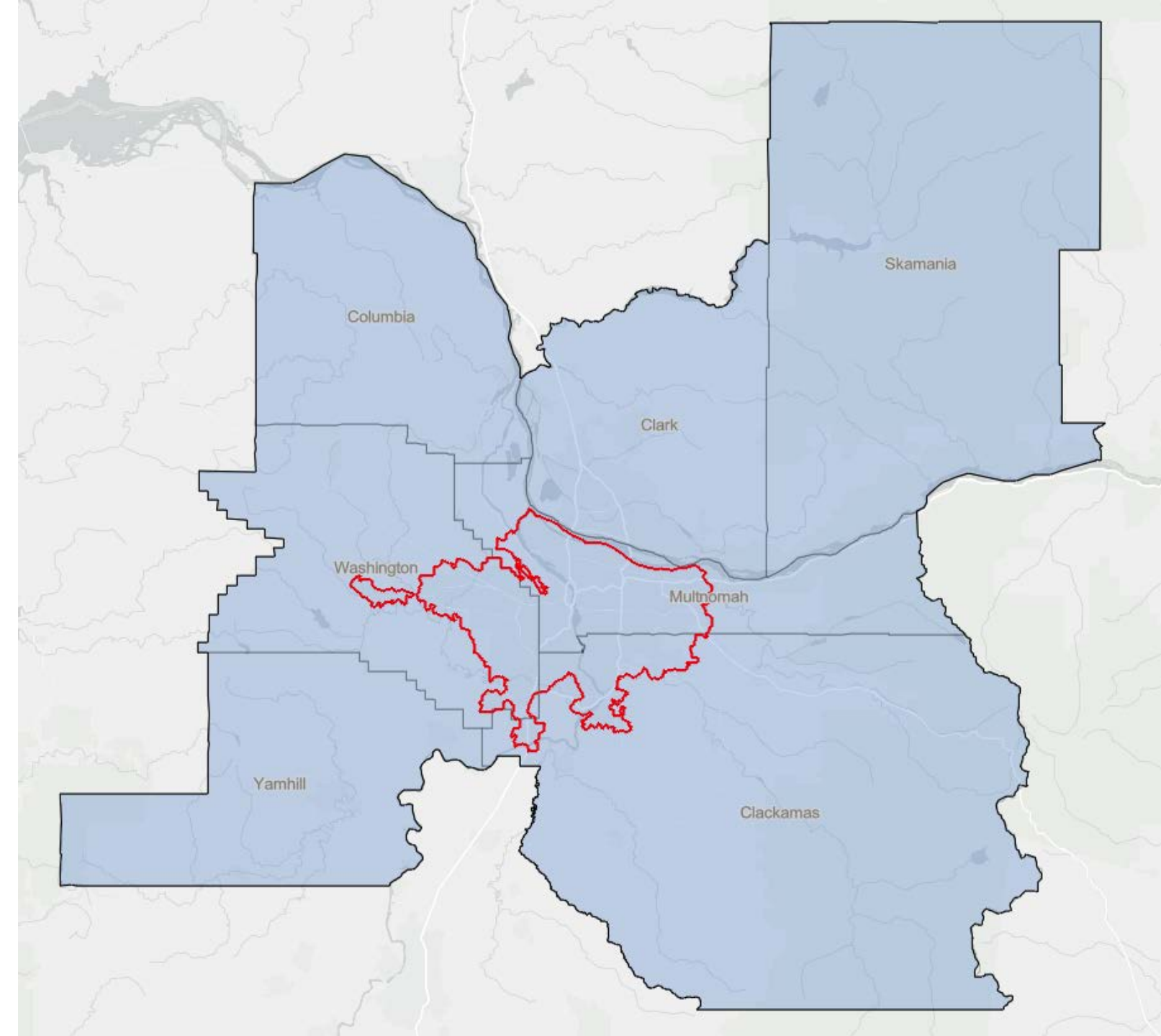
Account for current excess office vacancies

Apply square feet per employee by building type

Apply floor-area ratios by building type

Acres demanded

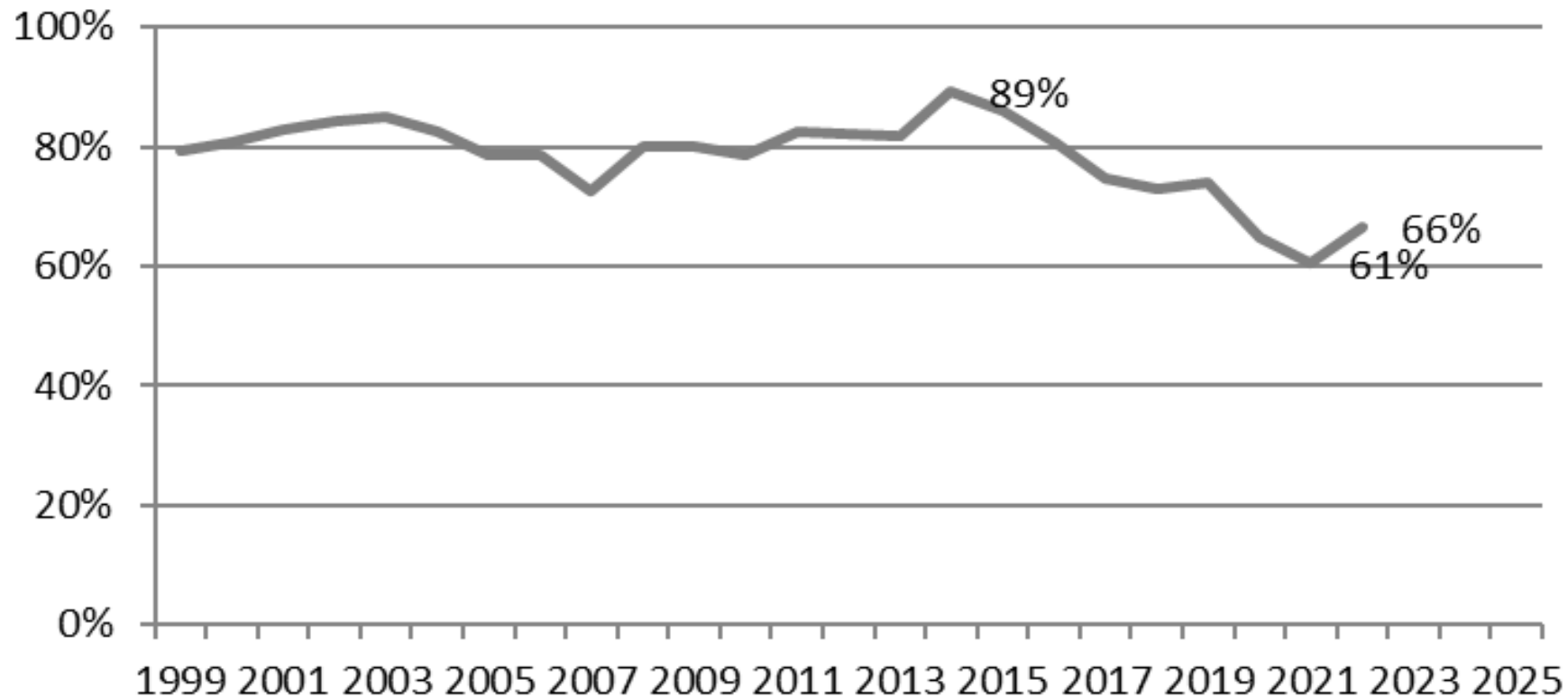




**Regional
forecast
geography**

75% average UGB capture rate (assumptions vary by sector)

Annual moving 20-year capture rate since inception of the Metro UGB in 1979



Converting jobs to acres

Regional (7-county MSA) employment forecast by sector

Apply historic UGB capture rate by sector

Deduct shares of work from home/hybrid by sector

Assign shares of each sector to 6 building types

Account for current excess office vacancies

Apply square feet per employee by building type

Apply floor-area ratios by building type

Acres demanded



Deduction from demand: work from home and hybrid work



Mostly in-person sectors
10% or less WFH

Construction
Retail trade
Transportation,
warehousing, and utilities
Arts, entertainment,
recreation
Accommodations and
food service



Moderately
hybrid sectors
10-20% WFH

Manufacturing
Wholesale trade
Private education
Health and social services
Other services



Hybrid sectors
20% + WFH

Information
Finance and insurance
Real estate
Professional services
Management of
companies
Government

Converting jobs to acres

Regional (7-county MSA) employment forecast by sector

Apply historic UGB capture rate by sector

Deduct shares of work from home/hybrid by sector

Assign shares of each sector to 6 building types

Account for current excess office vacancies

Apply square feet per employee by building type

Apply floor-area ratios by building type

Acres demanded



Manufacturing sector example

Shares of jobs are allocated to buildings

Office

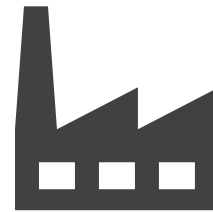
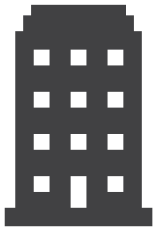
Medical/
Institution

Flex/Business
park

General
industrial

Warehouse/
Distribution

Retail



3%

0%

33%

40%

20%

4%

Converting jobs to acres

Regional (7-county MSA) employment forecast by sector

Apply historic UGB capture rate by sector

Deduct shares of work from home/hybrid by sector

Assign shares of each sector to 6 building types

Account for current excess office vacancies

Apply square feet per employee by building type

Apply floor-area ratios by building type

Acres demanded



Account for excess office vacancy

Total vacant
office space

Healthy vacancy rate

Excess vacancy counted as
capacity for future office
space demand



Converting jobs to acres

Regional (7-county MSA) employment forecast by sector

Apply historic UGB capture rate by sector

Deduct shares of work from home/hybrid by sector

Assign shares of each sector to 6 building types

Account for current excess office vacancies

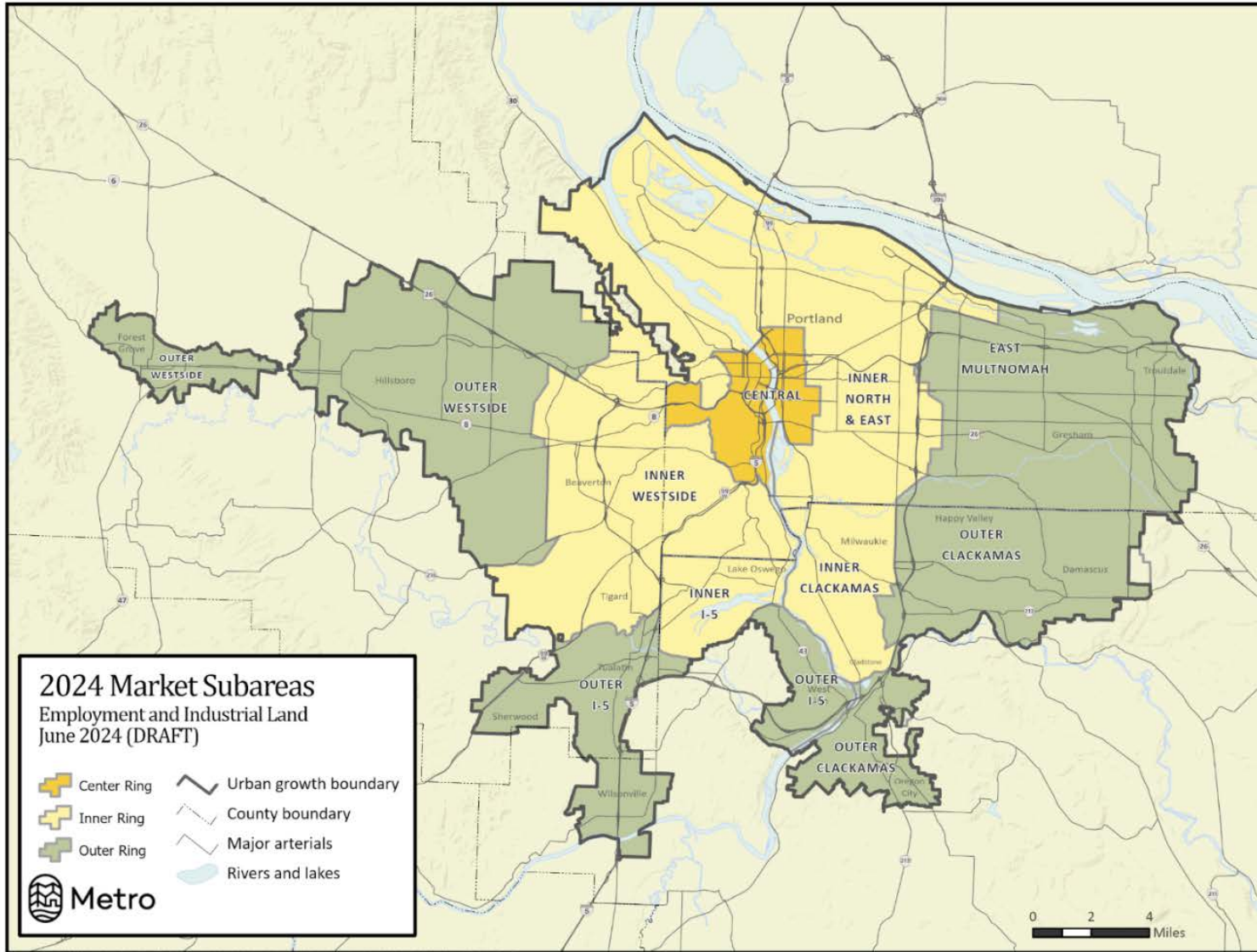
Apply square feet per employee by building type

Apply floor-area ratios by building type

Acres demanded



Analysis subareas: square feet per employee and floor-area ratios vary



Job densities

(vary by building type and submarket)

Office

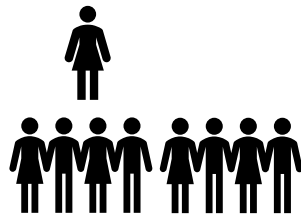
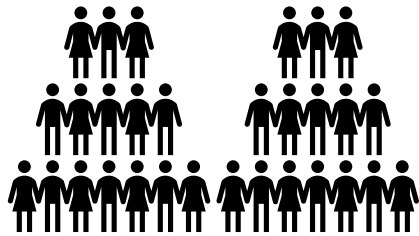
Retail

Medical /
Institution

Flex/
bus. park

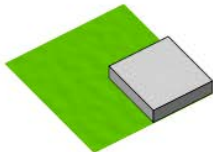
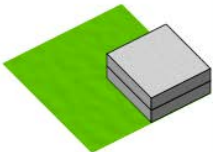
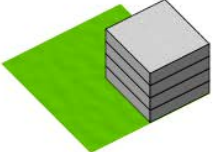
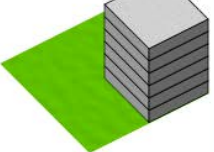
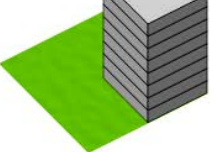
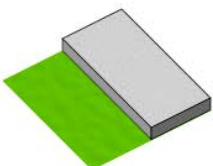
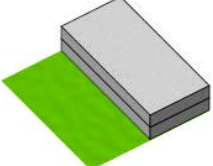
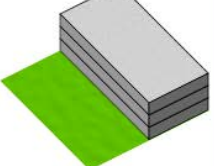
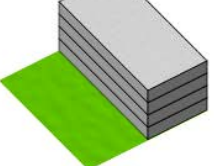
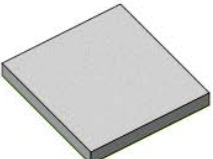
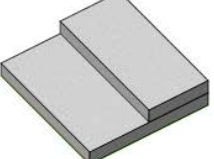
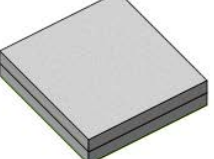
General
industrial

Warehouse
/distr.



Floor-area ratios

(vary by building type and submarket)

	0.25 25%	0.5 50%	1 100%	1.5 150%	2 200%
25% lot coverage					
50% lot coverage	not possible				
100% lot coverage	not possible	not possible			

Converting jobs to acres

Regional (7-county MSA) employment forecast by sector

Apply historic UGB capture rate by sector

Deduct shares of work from home/hybrid by sector

Assign shares of each sector to 6 building types

Account for current excess office vacancies

Apply square feet per employee by building type

Apply floor-area ratios by building type

Acres demanded



Summarize two categories for results

Industrial

Gen. Industrial

Warehouse/Distribution

Flex/Business Park

Commercial

Office

Retail

Medical/Institution

Employment land gap analysis: draft results

Industrial land gap analysis

	Capacity (acres)	Demand (acres)	Surplus or deficit (acres)
Low growth forecast	5,950	-1,500	+7,450
Baseline growth forecast	5,950	1,400	+4,550
High growth forecast	5,950	5,200	+750

Commercial land gap analysis

	Capacity (acres)	Demand (acres)	Surplus or deficit (acres)
Low growth forecast	480	-300	+780
Baseline growth forecast	480	800	-320
High growth forecast	480	2,300	-1,820

Large industrial site inventory

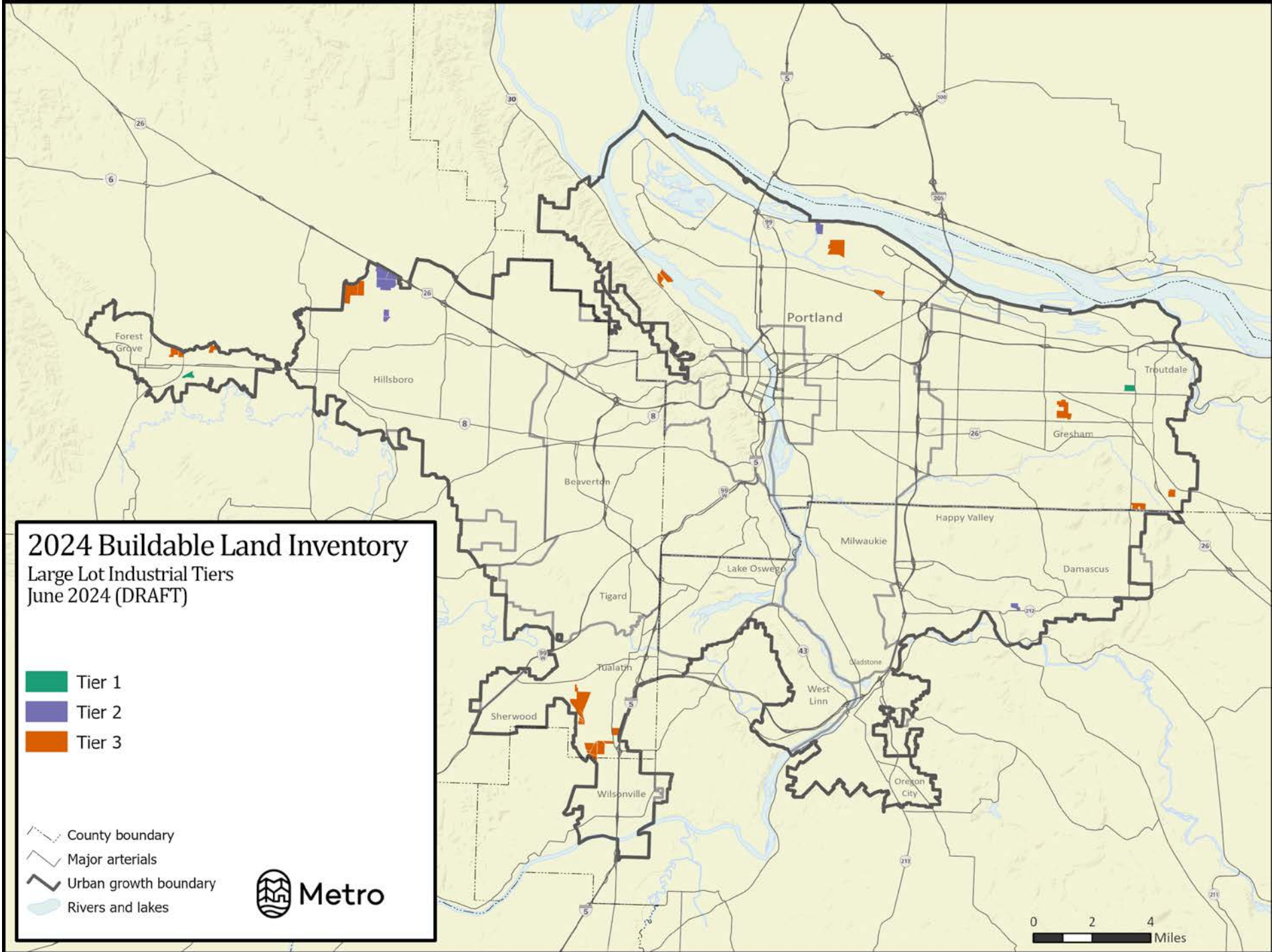
2024 Buildable Land Inventory

Large Lot Industrial Tiers

June 2024 (DRAFT)

- Tier 1
- Tier 2
- Tier 3

- County boundary
- Major arterials
- Urban growth boundary
- Rivers and lakes

Sherwood West employment analysis

Project Question

Is there an economic benefit to include employment acres above and beyond the regional growth forecast?

- How does an increase in employment land in Sherwood West support economic growth for the Metro Region?
- How could this approach and analysis be replicated and effective for reviewing future UGB expansion requests?

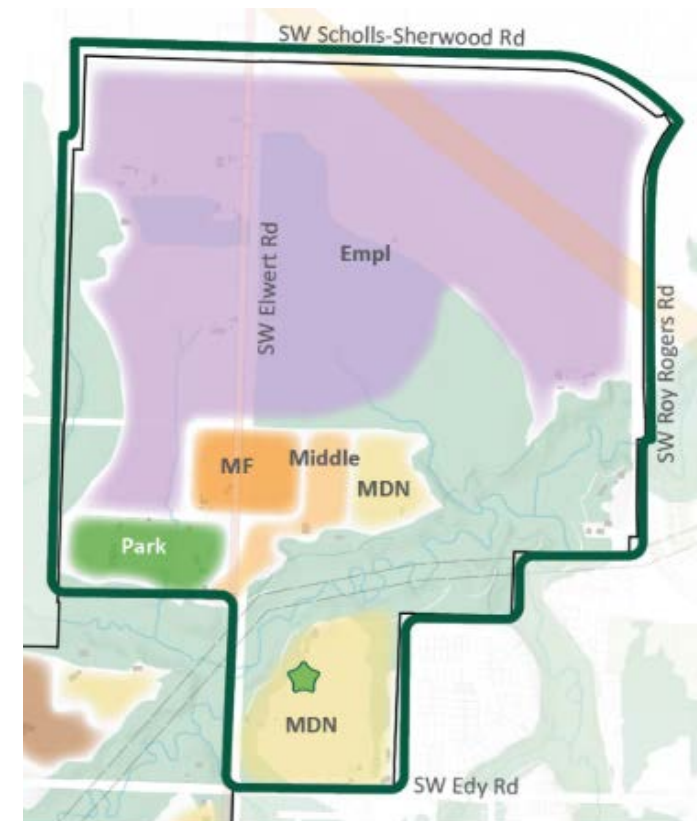
Project Approach

Market supply

A diverse regional market supply of sites is essential to maintain an equilibrium in market pricing and to support a broad range of industries.

Site competitiveness

The Sherwood West site has characteristics that are suited to accommodate the industries that are likely to grow, which will support regional economic and business growth.



Market supply

Does the region have the supply of industrial land to support the industries that are growing in the region?

Current industrial land supply and vacancy rates

Positive net absorption of industrial square footage in Washington County and Sherwood in 2023

Current vacant land that could support employment growth

Average parcel size: 10 acres
Median parcel size: 5 acres

Parcel assembly is likely needed to support industrial uses

Market supply

Does the region have the supply of industrial land to support the industries that are growing in the region?

Regional employment growth trends

Average annual growth rate, 2017-2022

	Sherwood	Regionwide
Industrial land users	5.8%	1.7%
Manufacturing	2.5%	1.1%



Site competitiveness

Does Sherwood West have a competitive advantage for employment growth over other available land in the region?

Site evaluation and readiness analysis

Pros: Parcel size, ownership, and slopes are competitive for industrial users

Cons: I-5 access

Needs: Infrastructure for water and sanitary sewer

Capacity constraints in existing industrial areas

Companies have relocated from smaller spaces in the region to new industrial parks in Sherwood to expand and consolidate operations

Questions?

oregonmetro.gov



Job densities

(participants in review of assumptions)

- Schnitzer Properties
- Johnson Economics
- Fulfillment and distribution firm (requested anonymity)
- Cities of Hillsboro, Sherwood, and Portland
- Specht Properties/Development
- Mackenzie
- Oregon Department of Land Conservation and Development
- Commercial Realty Advisors

Regional forecast

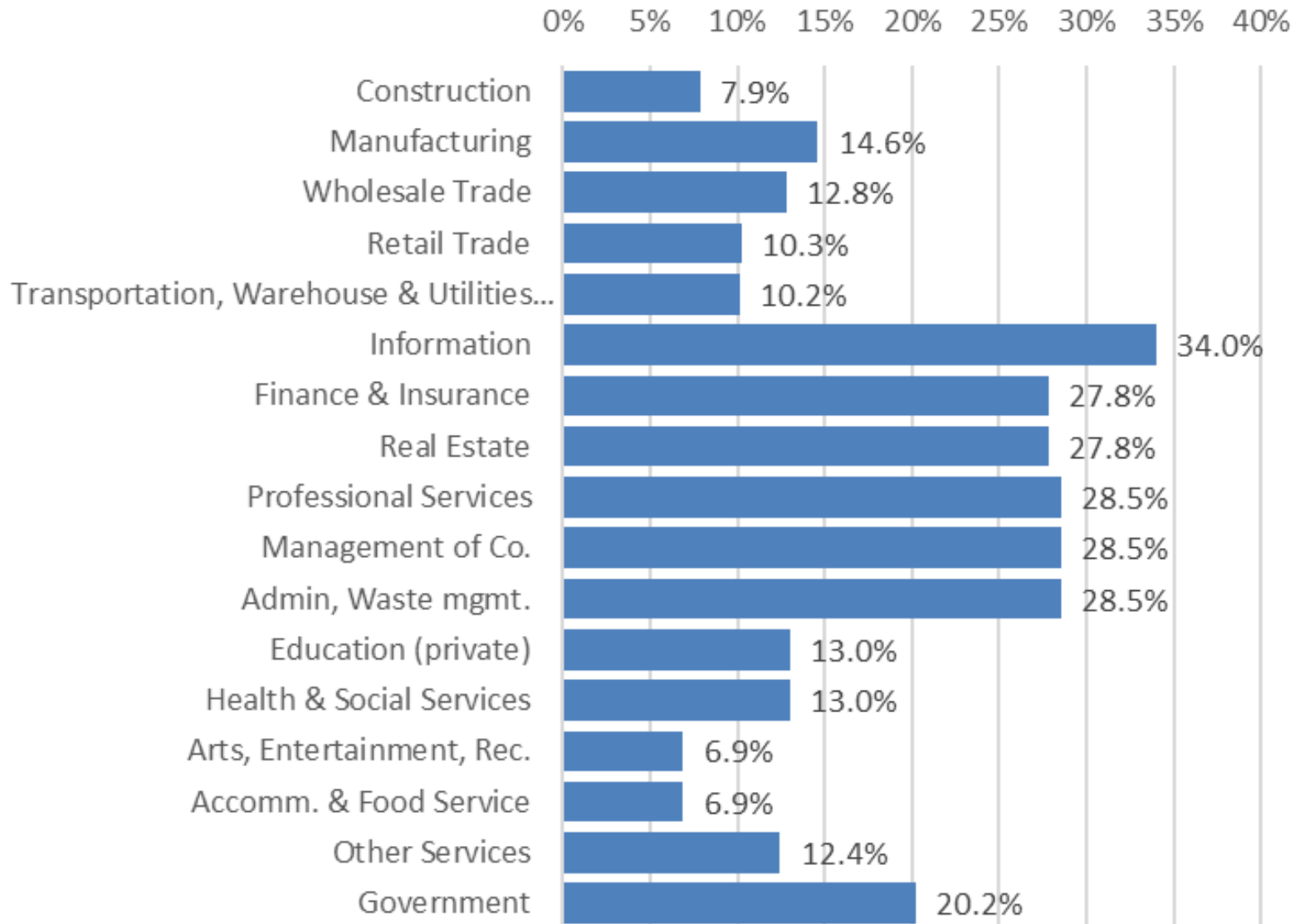
(economists & demographers at MPAC and Roundtable)

- Josh Lehner, OR Office of Economic Analysis
- Tyler Bump, ECONorthwest
- Mark McMullen, OR Office of Economic Analysis
- Jeff Renfro, Multnomah County
- Tom Potiowsky, former State Economist

Forecast expert panel review:

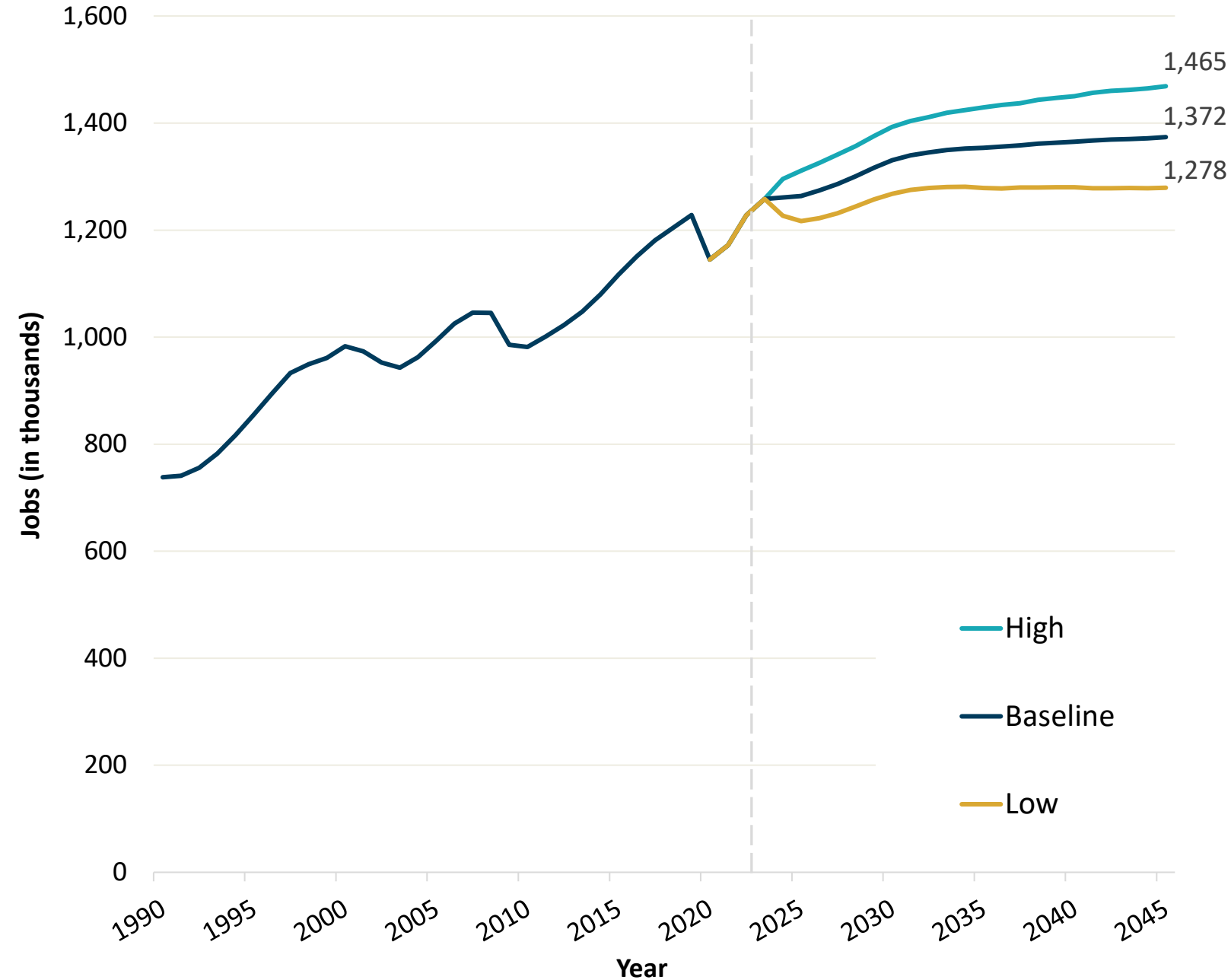
- Peter Hulseman, City of Portland
- Neal Marquez, PSU Population Research Center
- Ethan Sharygin, PSU Population Research Center
- Amy Vandervliet, Oregon Employment Department

Work from home (forecast factors)



**Deduction
from
demand:
work from
home and
hybrid work**

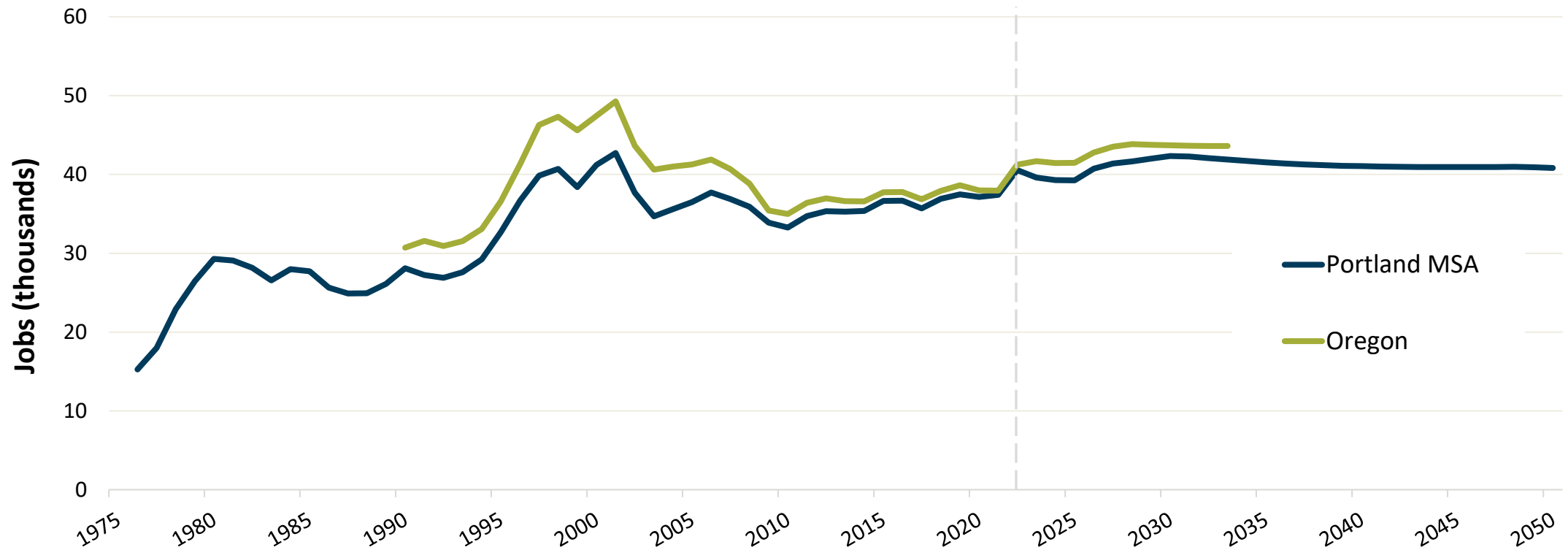
MSA payroll employment (in thousands)



**Regional
employment
outlook**

Metro's forecast accounts for the CHIPS Act

State (OEA) and regional (Metro) computer and electronics manufacturing forecasts with CHIPS Act impacts



Jobs by sector assigned to buildings

(based on current data)

NAICS	Sectors Represented	Office	Institution	Flex/BP	Gen Industrial	Ware-house	Retail
23	Construction	27%	2%	1%	40%	20%	10%
31-33	Manufacturing	3%	0%	33%	40%	20%	4%
42	Wholesale Trade	12%	1%	23%	7%	50%	8%
44-45	Retail Trade	5%	1%	0%	2%	50%	42%
22, 48-49	Transportation, Warehouse & Utilities	31%	6%	10%	1%	43%	9%
51	Information	50%	2%	2%	1%	30%	15%
52	Finance	74%	2%	0%	0%	0%	23%
53	Real Estate	73%	3%	1%	2%	1%	21%
54	Professional Services	62%	4%	1%	2%	10%	20%
55	Management	78%	6%	1%	1%	0%	14%
56	Admin, Waste	69%	2%	2%	1%	5%	21%
61	Education (private)	33%	63%	0%	0%	0%	3%
62	Health & Social Services	17%	67%	0%	0%	0%	15%
71	Arts, Entertain, Rec	17%	13%	1%	1%	20%	49%
72	Accomm & Food Service	7%	1%	0%	1%	25%	65%
81	Other Services	34%	8%	1%	2%	35%	18%
92	Government	76%	0%	0%	0%	0%	3%
TOTAL		36%	16%	6%	8%	5%	29%

source: QCEW 2019 data, Metro tabulation using LDMS information

Square feet per employee

(vary by building type and market subarea)

Building types	Central Hub	Inner Ring	Outer Ring
General Industrial	850	800	800
Warehousing/ Distribution	950	1,400	2,000
Flex	600	625	1,000
Office	300	300	300
Retail	450	450	475
Medical / Institution	500	500	550

2040 Planning & Development Grants – Program Updates



Metro

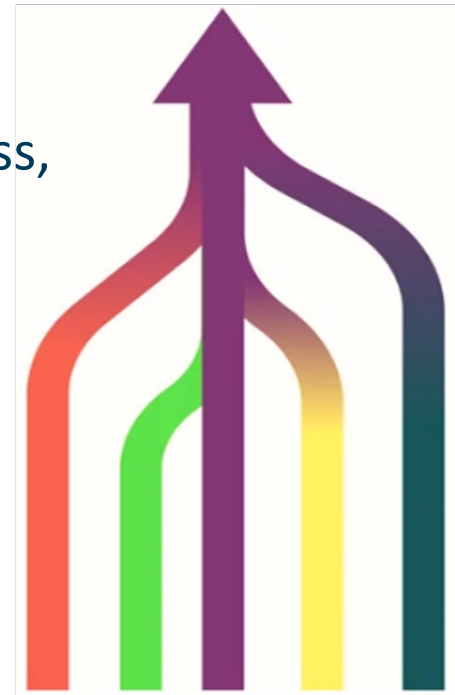
2040 Grants - Program overview

- Implements Metro's 2040 Growth Concept
- Remove barriers to development & redevelopment
- Advance equity goals
- Funded through construction excise tax
- Since 2006, over 130 projects (\$30 million)
- Available to cities and counties in Metro



2040 Grants – Program Refresh

- User survey + stakeholder conversations
- Improvements for effectiveness, responsiveness, flexibility, streamlining
- Focus on:
 - Expanded opportunities
 - Ease of use
 - Providing more support



2040 Grants – New in 2024!

- Rolling cycle with quarterly awards
- Grants available for Tribes
- Grants available for unincorporated areas for annexation planning
- Simplified grant categories, clear criteria
- Up to 20% of grants can be used for local government staff time

2040 Grant Categories

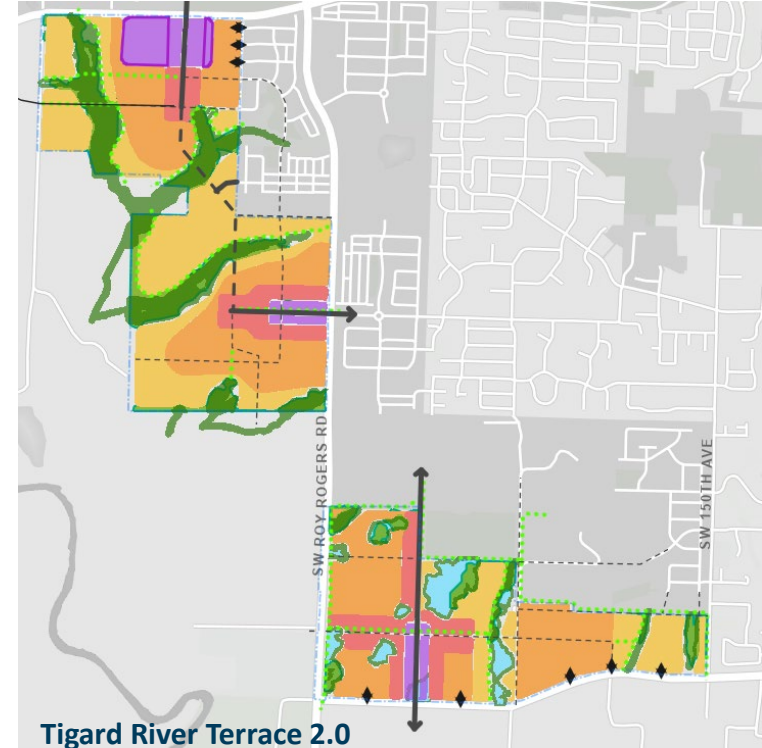
Grant categories:

- Concept planning
- Planning inside the UGB

**\$4 million
available
each year**

2040 Grants – Concept Planning

- Planning for urban reserve areas per Metro's Title 11
- Focus on complete communities
- Robust community engagement
- Plan for implementation
- Open to cities and counties with urban reserves



2040 Grants – Planning Inside UGB

- Facilitate development or redevelopment per Metro's 2040 Growth Concept
- Equitable & livable communities
- Support economic growth & stability
- Intended for cities, counties, Tribes, and unincorporated communities who want to incorporate/annex



OMSI Center for Tribal Nations

2040 Grants – General Criteria

- Facilitates development or redevelopment
- Project readiness
- Meaningful community engagement
- Aligns with Metro 2040 Growth Concept goals



2040 Grants – 2024 Timeline

- Letters of interest due: **June 21 (8 received)**
- Optional meetings with Metro staff: **July**
- Full applications due: **September 6**
- Application evaluation: **September/October**
- Council awards: **November 14 (tentative)**
- Final scoping & agreements: **December**

Thank you!

Questions or comments?



Metro

Arts and events
Garbage and recycling
Land and transportation
Oregon Zoo
Parks and nature

oregonmetro.gov