

Sherwood West Urban Growth Boundary Expansion Proposal 2024

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SHERWOOD WEST CONCEPT PLAN

Attachment D City Council Resolutions





RESOLUTION 2024-013

ACCEPTING A REFINEMENT STUDY TO THE SHERWOOD WEST CONCEPT PLAN AND AUTHORIZING THE CITY MANAGER OR DESIGNEE TO SUBMIT AN URBAN GROWTH BOUNDARY EXPANSION APPLICATION TO METRO

WHEREAS, the Sherwood City Council accepted the Sherwood West Concept Plan (Concept Plan) on July 18, 2023 via Resolution 2023-060; and

WHEREAS, after acceptance of the Concept Plan, a refinement study was undertaken to identify in greater detail the infrastructure needs for the North District and to refine cost estimates and revenues for the entire Concept Plan study area; and

WHEREAS, the City received a 2040 Planning and Development Grant from Metro to fund a portion of the refinement study, and the City awarded a professional services contract to Mackenzie Architecture to lead the study; and

WHEREAS, the Sherwood West Concept Plan Re-Look Technical Advisory Committee was reconvened to provide feedback on the refinement including public meetings in December 2023 and January 2024; and

WHEREAS, a City Council work session was held on the refinement study on February 20, 2024 to inform council and the public of the findings; and

WHEREAS, the findings of the refinement study have been incorporated into the Concept Plan for consistency and the refinement study has also been included as an appendix to the plan; and

WHEREAS, the updated Sherwood West Concept Plan is included as Attachment 1 to this resolution and the updated Concept Plan Appendices are included as Attachment 2 to this resolution; and

WHEREAS, Metro's administrative guidance for cities proposing an Urban Growth Boundary expansion requires an adopted resolution from a city's governing body in support of an expansion proposal prior to submittal.

NOW, THEREFORE, THE CITY OF SHERWOOD RESOLVES AS FOLLOWS:

Section 1. The City Council hereby accepts the refinement study and updated Sherwood West Concept Plan as a foundational tool on which to base future planning decisions for Sherwood West, otherwise known as Urban Reserve 5b.

Section 2. The City Council authorizes the City Manager or their designee to submit an Urban Growth Boundary Expansion application to Metro during the 2024 expansion cycle for the entirety of Sherwood West as described in the Concept Plan.

Section 3. This Resolution shall take effect immediately upon its passage by the Council and signature by the Mayor.

Duly passed by the City Council this 5th day of March 2024.



Tim Rosener, Mayor

Attest:



Sylvia Murphy, MMC, City Recorder



RESOLUTION 2024-015

AUTHORIZING THE CITY MANAGER TO ENTER INTO AN INTERGOVERNMENTAL AGREEMENT WITH WASHINGTON COUNTY FOR TRANSPORTATION PLANNING IN THE SHERWOOD WEST URBAN GROWTH BOUNDARY EXPANSION AREA

WHEREAS, the City of Sherwood (City) is preparing to apply for an Urban Growth Boundary expansion for an approximately 1,200-acre Urban Reserve area known as Sherwood West; and

WHEREAS, Sherwood City Council accepted the Sherwood West Concept Plan (Concept Plan) on July 18, 2023 via Resolution 2023-060; and

WHEREAS, City Council accepted a refinement study to the Concept Plan on March 5, 2024 via Resolution 2024-013; and

WHEREAS, a Concept Plan was developed in coordination with Washington County (County) pursuant to Metro Code Chapter 3.07; and

WHEREAS, the Concept Plan was developed jointly by the City and County in conformance with Section III(C) of the Urban Planning Area Agreement (UPAA) between the City and County; and

WHEREAS, the UPAA Section III(C)(1) requires an agreement between the City and County regarding expectations for road funding, jurisdictional transfer of roadways, and access management for county roads in an Urban Reserve Planning Area; and

WHEREAS, the City and County have developed an Intergovernmental Agreement for Transportation Planning in Urban Growth Boundary Expansion Areas included as Attachment 1 to the resolution.

NOW, THEREFORE, THE CITY OF SHERWOOD RESOLVES AS FOLLOWS:

Section 1. The City Council hereby authorizes the City Manager to enter into an Intergovernmental Agreement for Transportation Planning in Proposed Urban Growth Boundary Expansion Areas with Washington County, in a form substantially similar to Attachment 1.

Section 2. This Resolution shall be effective upon its approval and adoption.

Duly passed by the City Council this 19th day of March 2024.



Kim Young, Council President

Attest:



Sylvia Murphy, MMC, City Recorder

Resolution 2024-015

March 19, 2024

Page 1 of 1, with Attachment 1 (3 pgs)

Intergovernmental Agreement for Transportation Planning in Proposed Urban Growth Boundary Expansion Areas

This Intergovernmental Agreement (IGA) is entered into by the following parties: WASHINGTON COUNTY, a political subdivision in the State of Oregon, hereinafter referred to as "COUNTY"; and the CITY of SHERWOOD, an incorporated municipality of the State of Oregon, hereinafter referred to as "CITY."

Recitals:

- A. Oregon Revised Statute (ORS) 190.010 provides that units of local government may enter into agreements for the performance of any or all functions and activities that a party to the agreement, its officers, or agents, have authority to perform.
- B. The State legislature, with House Bill 4078-A in 2014 and House Bill 2047 in 2015, validated the acknowledged UGB and Urban and Rural Reserves established through the Metro Regional process involving both the COUNTY and the CITY.
- C. Pursuant to Metro Code, Title 11, as defined in Metro Code Chapter 3.07, cited as the Urban Growth Management Functional Plan (UGMFP), in order to apply for an UGB expansion the city will prepare a concept plan in coordination with the COUNTY and Metro, for the entirety of the area they are proposing to add to the UGB.
- D. Pursuant to Metro Code, Title 11, 3.07.1110 C. (7), the concept plan for the proposed UGB expansion area will include an agreement between or among CITY, COUNTY and applicable service districts that preliminarily identifies the likely service providers of urban services, as defined by ORS 195.065(4), when the area is urbanized.
- E. The UGB expansion area is served by roads under COUNTY jurisdiction and the COUNTY is the transportation service provider on these facilities.
- F. The Urban Planning Area Agreement (UPAA) between CITY and COUNTY was adopted in September 2017. The UPAA specifies that upon completion and acknowledgement of the concept plan by CITY and COUNTY, and the addition of the area into the UGB by Metro, the affected portion of the Urban Reserve Planning Area shall be designated as part of the Urban Planning Area without requiring an amendment to the UPAA.
- G. The COUNTY intends to update the existing Urban Planning Area Agreement with the CITY to include this area.
- H. The CITY has completed a concept plan for a proposed Urban Growth Boundary expansion area to include 1,291 acres of Urban Reserve designated land.

1. If Metro expands the UGB into the proposed UGB expansion area, the CITY will proceed with development and adoption of a comprehensive plan and financing strategy and proceed with annexation.

Agreement:

NOW, THEREFORE, the parties mutually agree as follows:

1. Prior to adopting a comprehensive plan amendment for the UGB expansion area, the CITY will coordinate with the COUNTY to develop a traffic study for the UGB expansion area.
2. The CITY and COUNTY will agree on a future multi-modal transportation network to support the UGB expansion area and will adopt road alignments, functional class, and lane numbers into CITY and COUNTY TSPs consistent with this network. The CITY and COUNTY shall agree on a financing strategy for county street improvements consistent with the adopted comprehensive plan.
3. The CITY and COUNTY will agree on access management standards for COUNTY roads, and will attempt to close existing access points through the development process where they exist out of compliance with current standards.
4. The CITY and COUNTY will identify roads that will remain under COUNTY jurisdiction, and those for which the CITY will assume responsibility for upon annexation of part or all of the UGB expansion area in the comprehensive plan. Road jurisdiction transfer will be determined through a separate agreement between the CITY and COUNTY.
5. This IGA is effective until the CITY has adopted a comprehensive plan for the area.
6. Once approved by Metro, the area included in the CITY's application for an UGB expansion will be designated as part of the Urban Planning Area and will be covered by the provisions in the existing UPAA. The area included in the UGB expansion request is as shown in Exhibit A.
7. This Agreement may be terminated by mutual agreement of the parties.
8. Modifications to this Agreement are valid only if made in writing and signed by all parties.
9. Each party shall give the other immediate written notice of any action or suit filed or any claim made against that party that may result in litigation in any way related to this Agreement.

10. This writing is intended both as the final expression of the Agreement between the parties with respect to the included terms and as a complete and exclusive statement of the terms of the Agreement.

WHEREAS, all the aforementioned is hereby agreed upon by the parties and executed by the duly authorized signatures below.

CITY OF SHERWOOD

Signature

Date

Printed Name

Title

WASHINGTON COUNTY

Signature

Date

Printed Name

Title

SHERWOOD WEST CONCEPT PLAN

Attachment E IGA with Washington County



Intergovernmental Agreement for Transportation Planning in the Proposed Sherwood West Urban Growth Boundary Expansion Area

This Intergovernmental Agreement (IGA) is entered into by the following parties: WASHINGTON COUNTY, a political subdivision in the State of Oregon, hereinafter referred to as "COUNTY"; and the CITY of SHERWOOD, an incorporated municipality of the State of Oregon, hereinafter referred to as "CITY."

Recitals:

- A. Oregon Revised Statute (ORS) 190.010 provides that units of local government may enter into agreements for the performance of any or all functions and activities that a party to the agreement, its officers, or agents, have authority to perform.
- B. The State legislature, with House Bill 4078-A in 2014 and House Bill 2047 in 2015, validated the acknowledged UGB and Urban and Rural Reserves established through the Metro Regional process involving both the COUNTY and the CITY.
- C. Pursuant to Metro Code, Title 11, as defined in Metro Code Chapter 3.07, cited as the Urban Growth Management Functional Plan (UGMFP), in order to apply for an UGB expansion the city will prepare a concept plan in coordination with the COUNTY and Metro, for the entirety of the area they are proposing to add to the UGB.
- D. Pursuant to Metro Code, Title 11, 3.07.1110 C. (7), the concept plan for the proposed UGB expansion area will include an agreement between or among CITY, COUNTY and applicable service districts that preliminarily identifies the likely service providers of urban services, as defined by ORS 195.065(4), when the area is urbanized.
- E. The UGB expansion area is served by roads under COUNTY jurisdiction and the COUNTY is the transportation service provider on these facilities.
- F. The Urban Planning Area Agreement (UPAA) between CITY and COUNTY was adopted in September 2017. The UPAA specifies that upon completion and acknowledgement of the concept plan by CITY and COUNTY, and the addition of the area into the UGB by Metro, the affected portion of the Urban Reserve Planning Area shall be designated as part of the Urban Planning Area without requiring an amendment to the UPAA.
- G. The CITY has completed a concept plan for a proposed Urban Growth Boundary expansion area to include 1,291 acres of Urban Reserve designated land.
- H. If Metro expands the UGB into the proposed UGB expansion area, the CITY will proceed with development and adoption of a comprehensive plan and financing strategy and proceed with annexation.

Agreement:

NOW, THEREFORE, the parties mutually agree as follows:

1. Prior to adopting a comprehensive plan amendment for the UGB expansion area, the CITY will coordinate with the COUNTY to develop a traffic study for the UGB expansion area.
2. The CITY and COUNTY will agree on a future multi-modal transportation network to support the UGB expansion area and will adopt road alignments, functional class, and lane numbers into CITY and COUNTY TSPs consistent with this network. The CITY and COUNTY shall agree on a financing strategy for county street improvements consistent with the adopted comprehensive plan.
3. The CITY and COUNTY will agree on access management standards for COUNTY roads and will attempt to close existing access points through the development process where they exist out of compliance with current standards.
4. The CITY and COUNTY will identify roads that will remain under COUNTY jurisdiction, and those for which the CITY will assume responsibility for upon annexation of part or all the UGB expansion area in the comprehensive plan. Road jurisdiction transfer will be determined through a separate agreement between the CITY and COUNTY.
5. This IGA is effective until the CITY has adopted a comprehensive plan for the area.
6. Once approved by Metro, the area included in the CITY's application for an UGB expansion will be designated as part of the Urban Planning Area and will be covered by the provisions in the existing UPAA. The area included in the UGB expansion request is as shown in Exhibit A.
7. This Agreement may be terminated by mutual agreement of the parties.
8. Modifications to this Agreement are valid only if made in writing and signed by all parties.
9. Each party shall give the other immediate written notice of any action or suit filed or any claim made against that party that may result in litigation in any way related to this Agreement.
10. This writing is intended both as the final expression of the Agreement between the parties with respect to the included terms and as a complete and exclusive statement of the terms of the Agreement.

WHEREAS, all the aforementioned is hereby agreed upon by the parties and executed by the duly authorized signatures below.

CITY OF SHERWOOD

DocuSigned by:
Craig Sheldon
67DE63A25255470...
Signature

4/3/2024 | 15:02 PDT
Date

Craig Sheldon
Printed Name

City Manager Pro Tem
Title

WASHINGTON COUNTY

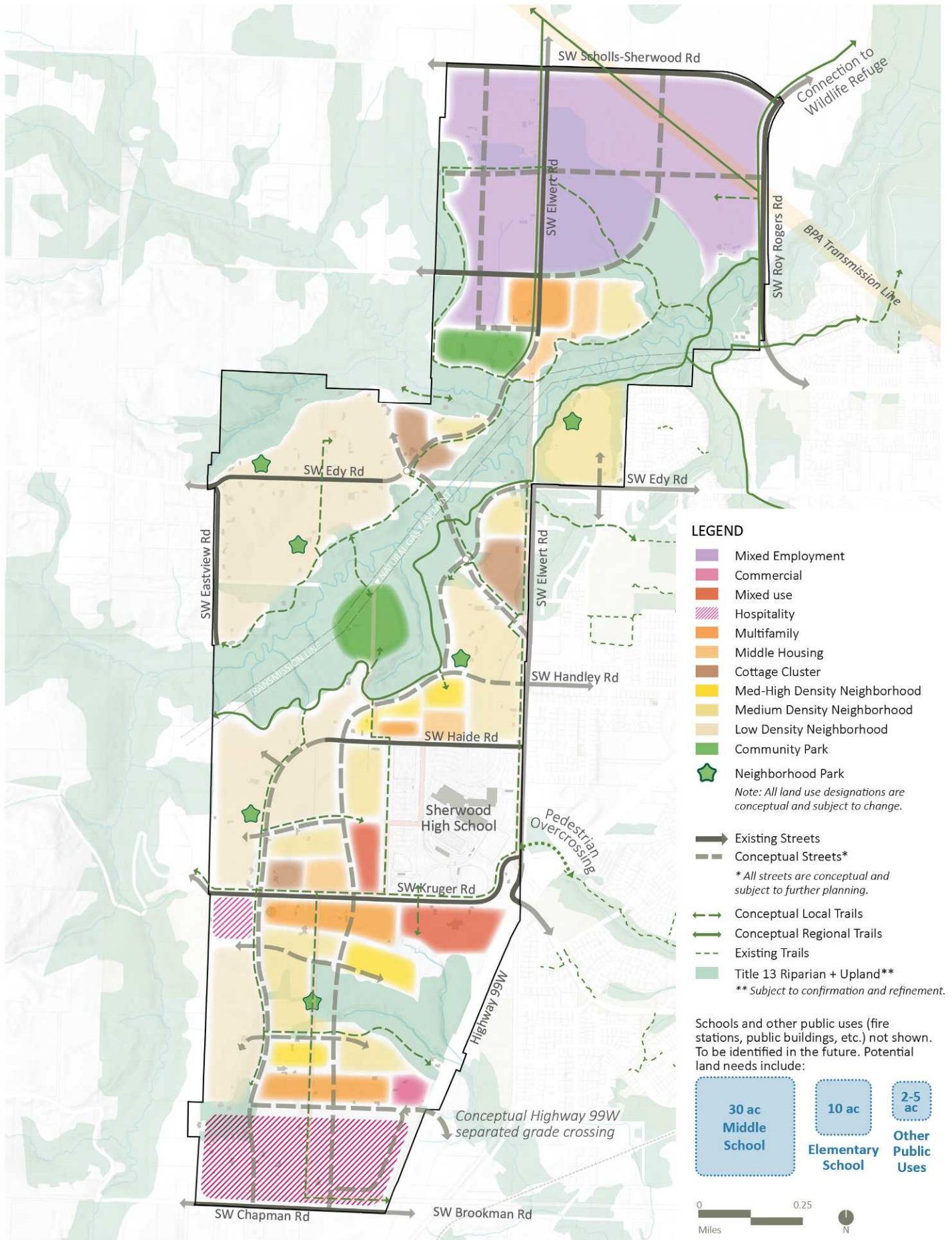
DocuSigned by:
Marni Kuy1
802F57129067492...
Signature

4/3/2024 | 15:15 PDT
Date

Marni Kuy1
Printed Name

Marni Kuy1 ACA
Title

Figure 8. Composite Concept Plan Map



For Administrative Use Only – Z99999

Supplier Name: City of Sherwood

Actual Contract Number (CustomText4): 24-0503

Department (Location): LUT - Long Range Planning

Contract Type: 8 Agreements

Contract Sub Type (Custom2Code): IGA: Intergovernmental Agreement

Minute Order Date:

Minute Order Number:

Master Contract Number (CustomText1): 24-0503

Bid/RFP # (BidRFP):

BPO Number (Custom1Code): \$0 or Not Applicable

SHIP TO (LocShipTo): LUT - Long Range Planning

BILL TO (LocBillTo):

Project Number (CustomText2):

Chargeable Program Number (ChargeProgram):

Contract Admin (Administrator): Michelle Morato

Certificate Of Completion

Envelope Id: 3704A1B97F9F4DA18463A2975BF7F2A5	Status: Completed
Subject: Complete with DocuSign: 24-0503: City of Sherwood	
Source Envelope:	
Document Pages: 5	Signatures: 2
Certificate Pages: 5	Initials: 0
AutoNav: Enabled	Envelope Originator:
Envelope Stamping: Enabled	Brenna McClamma
Time Zone: (UTC-08:00) Pacific Time (US & Canada)	155 N. First Ave, Suite 270
	MS28
	Hillsboro, OR 97124-3087
	brenna_mcclamma@washingtoncountyor.gov
	IP Address: 192.235.66.2

Record Tracking

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Security Appliance Status: Connected	Pool: StateLocal	
Storage Appliance Status: Connected	Pool: Washington County	Location: DocuSign

Signer Events

Craig Sheldon
SheldonC@SherwoodOregon.gov
City Manager Pro Tem
Security Level: Email, Account Authentication (None), Access Code

Signature

DocuSigned by:
Craig Sheldon
67DE83A25255470...

Signature Adoption: Pre-selected Style
Using IP Address: 192.65.141.36

Timestamp

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Signed: 4/3/2024 3:02:50 PM

Electronic Record and Signature Disclosure:

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ID: a12e156c-e8a7-42ad-a772-08de32daad75

Marni Kuyl
Marni_Kuyl@washingtoncountyor.gov
Marni Kuyl ACA
Security Level: Email, Account Authentication (None), Access Code

DocuSigned by:
Marni Kuyl
802F57129067492...

Signature Adoption: Pre-selected Style
Using IP Address: 72.21.10.211
Signed using mobile

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Signed: 4/3/2024 3:15:58 PM

Electronic Record and Signature Disclosure:

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In Person Signer Events	Signature	Timestamp
Editor Delivery Events	Status	Timestamp
Agent Delivery Events	Status	Timestamp
Intermediary Delivery Events	Status	Timestamp
Certified Delivery Events	Status	Timestamp
Carbon Copy Events	Status	Timestamp
Witness Events	Signature	Timestamp
Notary Events	Signature	Timestamp

Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	4/3/2024 10:24:46 AM
Certified Delivered	Security Checked	4/3/2024 3:15:43 PM
Signing Complete	Security Checked	4/3/2024 3:15:58 PM
Completed	Security Checked	4/3/2024 3:15:58 PM

Payment Events	Status	Timestamps
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Electronic Record and Signature Disclosure

ELECTRONIC RECORD AND SIGNATURE DISCLOSURE

From time to time, Carahsoft OBO SHI OBO Washington County (we, us or Company) may be required by law to provide to you certain written notices or disclosures. Described below are the terms and conditions for providing to you such notices and disclosures electronically through the DocuSign system. Please read the information below carefully and thoroughly, and if you can access this information electronically to your satisfaction and agree to this Electronic Record and Signature Disclosure (ERSD), please confirm your agreement by selecting the check-box next to 'I agree to use electronic records and signatures' before clicking 'CONTINUE' within the DocuSign system.

Getting paper copies

At any time, you may request from us a paper copy of any record provided or made available electronically to you by us. You will have the ability to download and print documents we send to you through the DocuSign system during and immediately after the signing session and, if you elect to create a DocuSign account, you may access the documents for a limited period of time (usually 30 days) after such documents are first sent to you. After such time, if you wish for us to send you paper copies of any such documents from our office to you, you will be charged a \$0.00 per-page fee. You may request delivery of such paper copies from us by following the procedure described below.

Withdrawing your consent

If you decide to receive notices and disclosures from us electronically, you may at any time change your mind and tell us that thereafter you want to receive required notices and disclosures only in paper format. How you must inform us of your decision to receive future notices and disclosure in paper format and withdraw your consent to receive notices and disclosures electronically is described below.

Consequences of changing your mind

If you elect to receive required notices and disclosures only in paper format, it will slow the speed at which we can complete certain steps in transactions with you and delivering services to you because we will need first to send the required notices or disclosures to you in paper format, and then wait until we receive back from you your acknowledgment of your receipt of such paper notices or disclosures. Further, you will no longer be able to use the DocuSign system to receive required notices and consents electronically from us or to sign electronically documents from us.

All notices and disclosures will be sent to you electronically

Unless you tell us otherwise in accordance with the procedures described herein, we will provide electronically to you through the DocuSign system all required notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you during the course of our relationship with you. To reduce the chance of you inadvertently not receiving any notice or disclosure, we prefer to provide all of the required notices and disclosures to you by the same method and to the same address that you have given us. Thus, you can receive all the disclosures and notices electronically or in paper format through the paper mail delivery system. If you do not agree with this process, please let us know as described below. Please also see the paragraph immediately above that describes the consequences of your electing not to receive delivery of the notices and disclosures electronically from us.

How to contact Carahsoft OBO SHI OBO Washington County:

You may contact us to let us know of your changes as to how we may contact you electronically, to request paper copies of certain information from us, and to withdraw your prior consent to receive notices and disclosures electronically as follows:

To contact us by email send messages to: tina_hartmeier@co.washington.or.us

To advise Carahsoft OBO SHI OBO Washington County of your new email address

To let us know of a change in your email address where we should send notices and disclosures electronically to you, you must send an email message to us at tina_hartmeier@co.washington.or.us and in the body of such request you must state: your previous email address, your new email address. We do not require any other information from you to change your email address.

If you created a DocuSign account, you may update it with your new email address through your account preferences.

To request paper copies from Carahsoft OBO SHI OBO Washington County

To request delivery from us of paper copies of the notices and disclosures previously provided by us to you electronically, you must send us an email to tina_hartmeier@co.washington.or.us and in the body of such request you must state your email address, full name, mailing address, and telephone number. We will bill you for any fees at that time, if any.

To withdraw your consent with Carahsoft OBO SHI OBO Washington County

To inform us that you no longer wish to receive future notices and disclosures in electronic format you may:

- i. decline to sign a document from within your signing session, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may;
- ii. send us an email to tina_hartmeier@co.washington.or.us and in the body of such request you must state your email, full name, mailing address, and telephone number. We do not need any other information from you to withdraw consent.. The consequences of your withdrawing consent for online documents will be that transactions may take a longer time to process..

Required hardware and software

The minimum system requirements for using the DocuSign system may change over time. The current system requirements are found here: <https://support.docusign.com/guides/signer-guide-signing-system-requirements>.

Acknowledging your access and consent to receive and sign documents electronically

To confirm to us that you can access this information electronically, which will be similar to other electronic notices and disclosures that we will provide to you, please confirm that you have read this ERSD, and (i) that you are able to print on paper or electronically save this ERSD for your future reference and access; or (ii) that you are able to email this ERSD to an email address where you will be able to print on paper or save it for your future reference and access. Further, if you consent to receiving notices and disclosures exclusively in electronic format as described herein, then select the check-box next to 'I agree to use electronic records and signatures' before clicking 'CONTINUE' within the DocuSign system.

By selecting the check-box next to 'I agree to use electronic records and signatures', you confirm that:

- You can access and read this Electronic Record and Signature Disclosure; and
- You can print on paper this Electronic Record and Signature Disclosure, or save or send this Electronic Record and Disclosure to a location where you can print it, for future reference and access; and
- Until or unless you notify Carahsoft OBO SHI OBO Washington County as described above, you consent to receive exclusively through electronic means all notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you by Carahsoft OBO SHI OBO Washington County during the course of your relationship with Carahsoft OBO SHI OBO Washington County.

SHERWOOD WEST CONCEPT PLAN

Attachment F1 Service Provider Letters





AGENDA ITEM

WASHINGTON COUNTY BOARD OF COMMISSIONERS

Reference No: [RO 24-23](#)

Meeting Date: April 02, 2024

Status: **APPROVED**

Agenda Category: CONSENT AGENDA

CPO: 5

Department(s): Land Use & Transportation

Presented by: Stephen Roberts, Director of Land Use & Transportation

Agenda Title: **Acknowledge the Sherwood West Concept Plan; Enter into an Intergovernmental Agreement with the City of Sherwood for Transportation Planning in the Proposed Urban Growth Boundary Expansion Area; Approve a Letter of Support for Sherwood's Urban Growth Boundary Expansion Application**

REQUESTED ACTION:

Acknowledge the Sherwood West Concept Plan; approve Intergovernmental Agreement with the City of Sherwood and authorize its execution; and approve a letter of support to Metro for Sherwood's Urban Growth Boundary expansion application.

SUMMARY:

The City of Sherwood (city) completed concept planning for the [Sherwood West](#) urban reserve area in 2024. This 1,291-acre planning area is located west of the existing city limits and bounded by SW Scholls-Sherwood Road to the north and SW Chapman Road to the south. The city is preparing an application to Metro to expand the regional urban growth boundary (UGB) to include this area. Sherwood Mayor Tim Rosener and city staff presented the concept plan to the Board at the Feb. 27, 2024 Work Session.

The city's concept planning process included robust community engagement to help inform the final plan, which includes a mix of employment and residential areas, a connected transportation system, and parks, trails and open space throughout the plan area. The plan envisions that up to 5,582 housing units and 4,524 jobs could be accommodated in the expansion area.

County staff participated on the Technical Advisory Committee for this project and worked closely with city staff on analysis of the transportation system for the future expansion area. A county arterial street, Elwert Road, runs north-south through the planning area, and is planned to be brought up to urban street standards as the area develops over time. County staff will continue to coordinate with city staff on the future design and alignment of Elwert Road through the next phase of comprehensive planning for the Sherwood West area.

The adopted Urban Planning Area Agreement (UPAA) between Washington County and the City of Sherwood states that the city's concept plan for an Urban Reserve Planning Area shall be acknowledged by Washington County. Additionally, per the UPAA and as a part of the application to

Metro for an expansion of the UGB, the City of Sherwood is required to enter into agreements with all service providers who will ultimately serve the area. As a transportation service provider for the Sherwood West area, Washington County should enter into an Intergovernmental Agreement (IGA) with the city to guide transportation planning and development of the Sherwood West UGB expansion area.

If Metro approves the city's urban growth boundary expansion request, more detailed comprehensive planning will be conducted for the area, including an infrastructure funding plan. County staff will continue to coordinate closely with city staff on any next steps.

ADDITIONAL INFORMATION:

Community Feedback (Known Support/Opposition):

The Sherwood West Concept Plan process included robust community engagement, including a Community Advisory Committee to advise city staff.

Legal History/Prior Board Action:

The Sherwood City Council adopted the Sherwood West Concept Plan at a public meeting on March 5, 2024.

Your Board was presented with the Sherwood West Concept Plan for consideration at the Feb. 27, 2024 work session.

Budget Impacts:

None

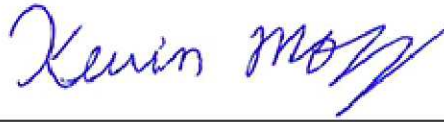
ATTACHMENTS:

[Resolution and Order 24-23 - Sherwood West Concept Plan IGA and Letter of Support](#)

[Sherwood West Concept Plan IGA and Letter of Support: Ex. A - Concept Plan Map](#)

[Sherwood West Concept Plan IGA and Letter of Support: Ex. B - Intergovernmental Agreement Signed - Sherwood West Concept Plan Letter of Support - 4-2-24](#)

Approved by the
Washington County Board of Commissioners
also serving as the governing body of Clean Water Services and all other County Districts



Kevin Moss, Board Clerk

April 2, 2024

Date Signed

RO 24-23

1 IN THE BOARD OF COUNTY COMMISSIONERS

2 FOR WASHINGTON COUNTY, OREGON

3 In the matter of acknowledging the City of) RESOLUTION AND ORDER
4 Sherwood Concept Plan for Sherwood) No. 24-23
5 West and authorizing an)
6 Intergovernmental Agreement for related)
7 transportation planning)

8 This matter having come before the Washington County Board of Commissioners (Board)
9 at its meeting on April 2, 2024; and

10 It appearing to the Board that the City of Sherwood City Council has authorized
11 application to Metro to expand the Urban Growth Boundary around the urban reserve area
12 known as Sherwood West; and

13 It appearing to the Board that the City has prepared a concept plan in accordance with
14 Metro’s Urban Growth Management Functional Plan (UGMFP), Title 11, and in coordination with
15 Washington County (County); and

16 It appearing to the Board that the County has an adopted Urban Planning Area Agreement
17 (UPAA) granting the City planning authority for this area before comprehensive planning is
18 complete; and

19 It appearing to the Board that the concept plan is not a binding land use decision, but a
20 non-regulatory document expected to inform future comprehensive planning; and

21 It appearing to the Board that the City and County recognize that additional work is
needed to refine the transportation plan and develop an infrastructure finance plan for the area;

1 and

2 It appearing to the Board that Metro’s UGMFP, Title 11, requires an agreement between
3 the City and service providers of the proposed expansion area, and the County is considered a
4 transportation service provider for the area known as Sherwood West; and

5 It appearing to the Board that the City and County intend to enter into an
6 Intergovernmental Agreement (IGA) to guide the transportation elements of comprehensive
7 planning for the area; and

8 It appearing to the Board that the City has shared the concept plan at the Board’s
9 February 27, 2024, work session; it is therefore

10 RESOLVED AND ORDERED that the Board does hereby:

- 11 a) Acknowledge the Sherwood West Concept Plan as depicted in attached Exhibit A; and
- 12 b) Authorize an IGA with the City of Sherwood (refer to attached Exhibit B) to guide
- 13 transportation planning and development of an infrastructure finance plan as a part of
- 14 the City’s comprehensive planning process for the Sherwood West area, .

15
16 DATED this 2nd day of April 2024.

17
18 BOARD OF COUNTY COMMISSIONERS
FOR WASHINGTON COUNTY, OREGON

19 
20 _____
CHAIR KATHRYN HARRINGTON

21 

RECORDING SECRETARY

Exhibit A: Sherwood West Concept Plan Map

Figure 8. Composite Concept Plan Map

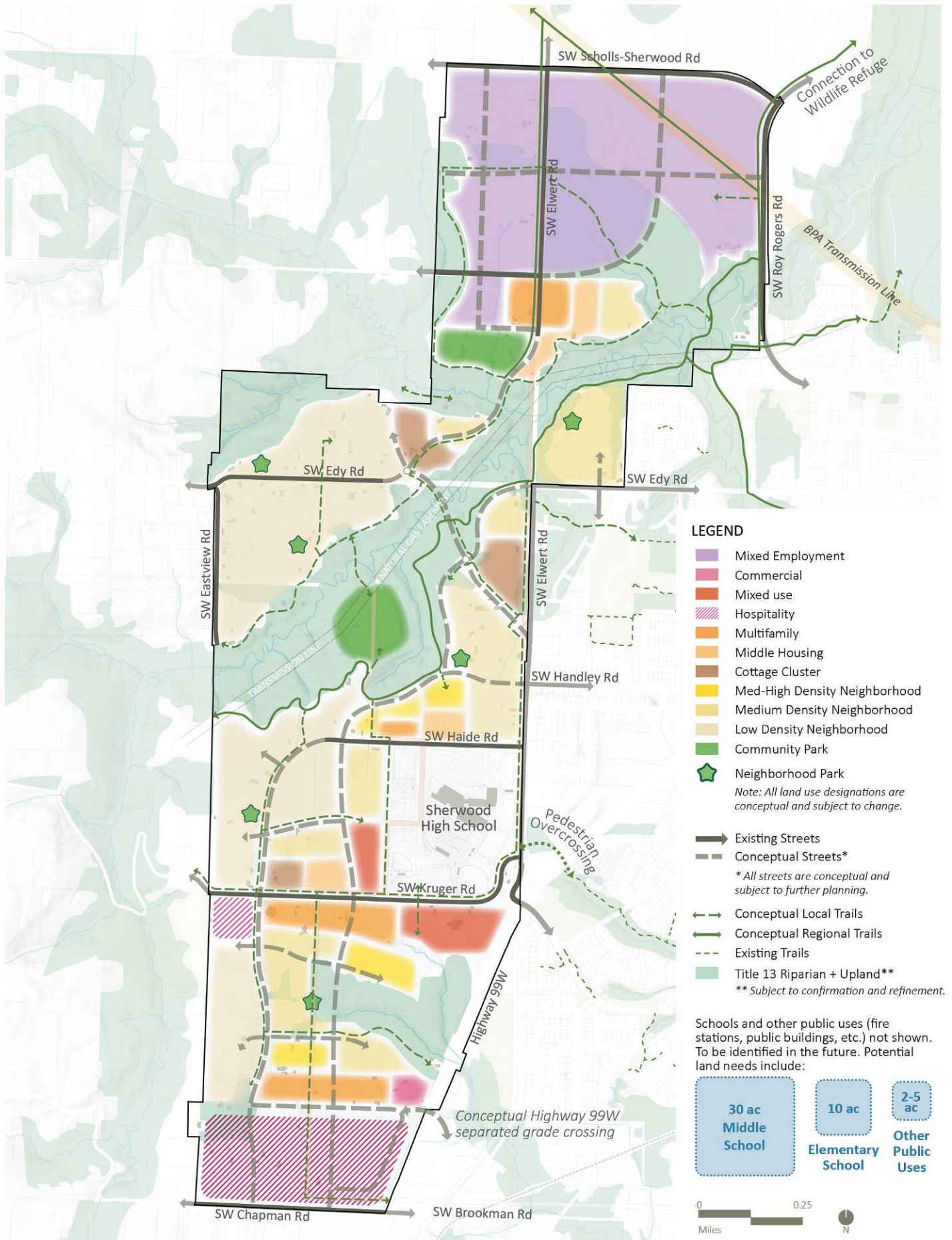


Exhibit B

Intergovernmental Agreement for Transportation Planning in the Proposed Sherwood West Urban Growth Boundary Expansion Area

This Intergovernmental Agreement (IGA) is entered into by the following parties: WASHINGTON COUNTY, a political subdivision in the State of Oregon, hereinafter referred to as "COUNTY"; and the CITY of SHERWOOD, an incorporated municipality of the State of Oregon, hereinafter referred to as "CITY."

Recitals:

- A. Oregon Revised Statute (ORS) 190.010 provides that units of local government may enter into agreements for the performance of any or all functions and activities that a party to the agreement, its officers, or agents, have authority to perform.
- B. The State legislature, with House Bill 4078-A in 2014 and House Bill 2047 in 2015, validated the acknowledged UGB and Urban and Rural Reserves established through the Metro Regional process involving both the COUNTY and the CITY.
- C. Pursuant to Metro Code, Title 11, as defined in Metro Code Chapter 3.07, cited as the Urban Growth Management Functional Plan (UGMFP), in order to apply for an UGB expansion the city will prepare a concept plan in coordination with the COUNTY and Metro, for the entirety of the area they are proposing to add to the UGB.
- D. Pursuant to Metro Code, Title 11, 3.07.1110 C. (7), the concept plan for the proposed UGB expansion area will include an agreement between or among CITY, COUNTY and applicable service districts that preliminarily identifies the likely service providers of urban services, as defined by ORS 195.065(4), when the area is urbanized.
- E. The UGB expansion area is served by roads under COUNTY jurisdiction and the COUNTY is the transportation service provider on these facilities.
- F. The Urban Planning Area Agreement (UPAA) between CITY and COUNTY was adopted in September 2017. The UPAA specifies that upon completion and acknowledgement of the concept plan by CITY and COUNTY, and the addition of the area into the UGB by Metro, the affected portion of the Urban Reserve Planning Area shall be designated as part of the Urban Planning Area without requiring an amendment to the UPAA.
- G. The CITY has completed a concept plan for a proposed Urban Growth Boundary expansion area to include 1,291 acres of Urban Reserve designated land.
- H. If Metro expands the UGB into the proposed UGB expansion area, the CITY will proceed with development and adoption of a comprehensive plan and financing strategy and proceed with annexation.

Agreement:

NOW, THEREFORE, the parties mutually agree as follows:

1. Prior to adopting a comprehensive plan amendment for the UGB expansion area, the CITY will coordinate with the COUNTY to develop a traffic study for the UGB expansion area.
2. The CITY and COUNTY will agree on a future multi-modal transportation network to support the UGB expansion area and will adopt road alignments, functional class, and lane numbers into CITY and COUNTY TSPs consistent with this network. The CITY and COUNTY shall agree on a financing strategy for county street improvements consistent with the adopted comprehensive plan.
3. The CITY and COUNTY will agree on access management standards for COUNTY roads and will attempt to close existing access points through the development process where they exist out of compliance with current standards.
4. The CITY and COUNTY will identify roads that will remain under COUNTY jurisdiction, and those for which the CITY will assume responsibility for upon annexation of part or all the UGB expansion area in the comprehensive plan. Road jurisdiction transfer will be determined through a separate agreement between the CITY and COUNTY.
5. This IGA is effective until the CITY has adopted a comprehensive plan for the area.
6. Once approved by Metro, the area included in the CITY's application for an UGB expansion will be designated as part of the Urban Planning Area and will be covered by the provisions in the existing UPAA. The area included in the UGB expansion request is as shown in Exhibit A.
7. This Agreement may be terminated by mutual agreement of the parties.
8. Modifications to this Agreement are valid only if made in writing and signed by all parties.
9. Each party shall give the other immediate written notice of any action or suit filed or any claim made against that party that may result in litigation in any way related to this Agreement.
10. This writing is intended both as the final expression of the Agreement between the parties with respect to the included terms and as a complete and exclusive statement of the terms of the Agreement.

WHEREAS, all the aforementioned is hereby agreed upon by the parties and executed by the duly authorized signatures below.

CITY OF SHERWOOD

Signature

Date

Printed Name

Title

WASHINGTON COUNTY

Signature

Date

Printed Name

Title



April 2, 2024

Sherwood City Council
City of Sherwood
22560 SW Pine Street
Sherwood, OR 97140

Re: Sherwood West Concept Plan

Dear Mayor Rosener and City Councilors,

Mayor Rosener and city staff presented the Sherwood West Concept Plan to our Board on Feb. 27, 2024. The presentation described a vibrant vision for the 1,291-acre Sherwood West area, which includes a mix of employment and residential areas, a connected transportation system, and parks, trails and open space throughout the plan area. The plan envisions that up to 5,582 housing units and 4,524 jobs could be accommodated in the expansion area, and we appreciate the city's focus on helping to serve both housing and employment needs. Our Board is pleased to offer support for the City of Sherwood's application to expand the Metro Urban Growth Boundary to include the Sherwood West urban reserve area.

Washington County is a transportation service provider in the Sherwood West area, and there are currently County arterial and collector streets serving the area. We expect county staff to continue to work with the City of Sherwood on the following issues during the Comprehensive Planning process for Sherwood West, following a successful UGB expansion request.

- **Elwert Road alignment and design.** The Sherwood West Concept Plan proposes a potential realignment of Elwert Road through the concept plan area, including a realignment of the Elwert Road/Edy Road intersection. The County supports exploring options for this potential realignment and will work with the city on feasibility analysis and street design for the future intersection and roadway improvements. In addition, county staff will coordinate with city staff on the appropriate cross-section and streetscape design for Elwert Road through the plan area, to help achieve the city's vision of a safe, connected and attractive boulevard, while maintaining its function as an arterial street.
- **Refine the preliminary Infrastructure Funding Strategy.** County staff will continue to coordinate with city staff to ensure consistent assumptions, methodology and calculations are used throughout the funding strategy. Coordination should specifically address the following issues: Transportation Development Tax revenue assumptions; development floor area ratio assumptions, as well as capital project cost assumptions.
- **Ensure adequate access management on County streets.** The Concept Plan identifies multiple local street connections with county arterial streets. Transportation

connections in the Sherwood West area will need to meet county access management policy, which requires a design exception to allow a local street connection to an arterial street.

Providing transportation services is costly, takes years to implement, and requires negotiation between developers, the city, and the county. We ask that the City of Sherwood commit to continued coordination of the above-mentioned issues. We look forward to continuing to work closely with the city as planning and implementation of Sherwood West moves forward.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Kathryn Harrington', written in a cursive style.

Chair Kathryn Harrington
On Behalf of the Washington County Board of Commissioners

cc: Board of County Commissioners
Stephen Roberts, Director of Land Use & Transportation
Metro Council
Catherine Ciarlo, Metro Planning and Development Director

March 26, 2024

Marissa Madrigal
Chief Operating Officer
Metro
600 NE Grand Avenue
Portland, OR 97232

Dear Ms. Madrigal,

On behalf of Clean Water Services (CWS), I am writing this letter to offer support for the City of Sherwood's, Sherwood West Urban Reserve, urban growth boundary expansion application.

As the regional water resources utility for Washington County, CWS, along with our many partners is committed to improving water quality in the Tualatin River Watershed. We provide sanitary sewer services in cooperation with our county and 12 partner cities. CWS also has the responsibility, in collaboration with our partners, to manage stormwater runoff from construction sites and development.

Since 2021, when the city council began an update to the concept plan, CWS has been actively involved in the planning for Sherwood West and continues to coordinate on providing regional infrastructure to support Sherwood's goals around housing, employment, and economic development in a manner that supports community livability and natural resource resilience. CWS also continues to collaborate on refinements within the Sherwood West planning area, specifically on delivering infrastructure for employment lands in support of, not only Sherwood but also the larger goals currently being considered by the state legislature to provide industry-ready lands.

To this end, CWS has been actively engaged with Sherwood leaders recognizing that timely delivery of infrastructure is critical to providing diverse and affordable housing options and additional employment lands. We believe the Sherwood West Concept Plan provides a clear pathway for the city. Currently, CWS and Sherwood are working to site a new pump station that will provide sanitary sewer service to the additional employment lands within Sherwood West. Further, CWS has recently coordinated with Washington County to design and build a new sanitary force main, which will serve the future pump station, in conjunction with the county's ongoing improvements of Roy Rogers Road. CWS accelerated this project by two years to complete as part of the current transportation project without any delays in the current project schedule. Additionally, CWS is scheduled to award a bid to construct the Brookman Sanitary Sewer Trunk line which will serve the Sherwood West area up to Sherwood High School. Construction on this project is scheduled to begin in May 2024. This proactive coordination of land-use planning and infrastructure development highlights both CWS and the City of Sherwood's commitment to thoughtful development.

Through our existing operating Intergovernmental Agreement, CWS will continue to provide the needed regional services to Sherwood and its expansion areas. This will ensure residents, businesses, and others will receive a high-quality infrastructure and the associated services.

With the full support of our Board of Directors, CWS is committed to supporting the Sherwood West Concept Plan due to, not only its vision for more livable, sustainable communities that have an enduring legacy of natural resource protection but also because of the critical steps that we are taking with the County and our city partners in working towards the Governor's goals of increasing housing production.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Gall", is positioned above the printed name.

Joseph Gall
Chief Utility Relations Officer

CC: Eric Rutledge
Chris Faulkner

SHERWOOD SCHOOL DISTRICT 88J
21920 SW Sherwood Boulevard
Sherwood, Oregon 97140

SHERWOOD SCHOOL DISTRICT RESOLUTION IN SUPPORT OF THE SHERWOOD WEST
CONCEPT PLAN

WHEREAS, The City of Sherwood has completed a Concept Plan for Sherwood West, a 1,291 acre area just outside and to the west and north of the existing city boundaries but entirely within the Sherwood School District boundary;

WHEREAS, The Sherwood West Concept Plan is the result of considerable research, study and hundreds of hours of community advisory and technical advisory committee meetings, which included representatives of the Sherwood School District and many school district patrons;

WHEREAS, The Sherwood West planning area surrounds Sherwood High School on three sides and is just a few hundred feet in distance from both The Ridges and Middleton Elementary Schools;

WHEREAS, The City's Sherwood West Concept Plan was done in a careful manner and includes areas designated for businesses, housing and parks and natural spaces;

WHEREAS, The City has prioritized significant areas of Sherwood West for business/employment uses, particularly in the northern 1/3 of the planning area and wishes to expedite the location of new businesses in Sherwood;

WHEREAS, The Sherwood West Concept Plan includes a diversity of primarily residential land designations around the area of Sherwood High School, thereby allowing the development of a neighborhood surrounding the High School to finally come to fruition;

WHEREAS, Full development of the Sherwood West area could result in a few thousand new homes being built in Sherwood over the next 10-20 years;

WHEREAS, The addition of a few thousand new homes to the Sherwood School District over the next 30-40 years would help ensure a growing and healthy school district as existing students matriculate out of the District;

WHEREAS, The Sherwood School District has benefited for several decades from the City's residential and business growth, and believes that responsible growth is a critical element for the future stability of our community and maintaining a healthy School District;

NOW, THEREFORE, THE SHERWOOD SCHOOL DISTRICT RESOLVES AS FOLLOWS:

Section 1. The Sherwood School District does hereby endorse and support the Sherwood West Concept Plan and the Sherwood City Council taking immediate action to expand the City to include the entire Sherwood West planning area.

Section 2. The Sherwood School District affirms that the continued prosperity of the Sherwood School District is linked to the responsible and steady residential growth of the City of Sherwood

SSD Resolution 2324003

and surrounding areas, and therefore urges the City to prioritize development of neighborhoods that will surround Sherwood High School.

Section 3. This Resolution shall be effective upon its approval and adoption.

ADOPTED by the Board of Directors of Sherwood School District No. 88J, this 18th day of October 2023.

ATTEST:

By: Abigail Hawkins
Chair, Board of Directors

By: Jay Zorn
Superintendent

January 31, 2024

Mayor Tim Rosener
City of Sherwood
22560 SW Pine St.
Sherwood, OR 97140

Dear Mayor Rosener,

On behalf of TriMet, I am writing to support the City of Sherwood's urban growth boundary expansion application for the Sherwood West Urban Reserve area. The accepted Concept Plan includes concepts for Sherwood West to be supportive of active transportation with sidewalks, trails, safe crossings, a mix of housing and commercial uses. The plan also includes micro-mobility which may aid "first and last mile" connections. These planning elements, along with future development in southeast Washington County, will be key to allow for the potential of successful transit service in the future.

We look forward to working with the City of Sherwood, Washington County, Sherwood, and community members to assess the feasibility of providing TriMet service to the Sherwood West based on projected population densities, land uses, street connectivity, future development in the area, and other factors that drive transit ridership.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tom Mills".

Tom Mills
Director
Service Planning

CC: Council President Kim Young
Councilor Renee Brouse
Councilor Taylor Giles
Councilor Keith Mays
Councilor Doug Scott
Councilor Dan Standke

January 31, 2024

Eric Rutledge, Community Development Director
City of Sherwood
22560 SW Pine Street, Sherwood, Oregon 97140

RE: Support for the Sherwood West Urban Growth Boundary Expansion

Dear Mr. Rutledge,

On behalf of Tualatin Valley Fire & Rescue, I'm writing to convey our support for the proposed 1,291-acre Sherwood West Urban Growth Boundary expansion. As you know, a member of our Fire & Life Safety team served on the Technical Advisory Committee, and we believe the City of Sherwood has demonstrated its ability to provide the appropriate level of infrastructure and services to the Sherwood West area that will supply the region with new employment and housing opportunities.

TVF&R already provides service to this area, so an Urban Growth Boundary expansion does not require any changes to our service district boundary. Though the increase of jobs, residents, and traffic in the area will generate additional demands for service, we anticipate that our current and planned infrastructure will be sufficient to maintain reliable emergency response. TVF&R currently has fire stations on all sides of the proposed expansion area, including Sherwood Station #33, King City Station #35, Midway Station #19, and Newberg Station #21.

We recognize that the development will increase the tax base in the area, and we appreciate Sherwood's goal of funding necessary infrastructure improvements without the use of an urban renewal district or other tax increment financing (TIF) that compromises our revenue for decades.

Thank you for the work you do to further the livability and prosperity of Sherwood.

Respectfully,



Deric Weiss
Fire Chief
Tualatin Valley Fire & Rescue



16273 SW Railroad Street
Sherwood, Oregon 97140
PH: (503) 625-7800
www.sherwoodchamber.org

Dear City of Sherwood:

The Sherwood Chamber of Commerce is a vibrant and active organization representing hundreds of businesses in and around Sherwood with the primary goal of supporting businesses and building community partnerships. In that light, the Chamber especially appreciates the City's effort to be forward-looking keeping our town the special place it is while also building upon our success and creating new business opportunities such as we see in the Tonquin Employment Area, and ensuring there are ample choices for people to live and work in Sherwood.

This same foresight is on display with the adoption of a revised concept plan for the Sherwood West planning area. This through two-year process for both the Citizens Advisory Committee (CAC) and the Technical Advisory Committee (TAC) has produced a concept plan that will allow us to realize a vision that has been embraced by so many during this project.

We commend the work of CAC and TAC for creatively weaving the residential and business needs of current and future Sherwood residents into a unique plan that is created by and for our community. The 200-250 acres of potential employment lands contained in the plan makes a strong statement that the future viability of our community depends on a healthy mix of land uses that will encourage more businesses to locate in our great city while creating desirable communities for people employed by these new businesses to work and live in Sherwood. The Sherwood Chamber of Commerce Board voted unanimously on October 17, 2023, to endorse the city moving forward with an Urban Growth Boundary (UGB) expansion which includes the entire Sherwood West planning area. We wholeheartedly support your efforts and appreciate working together to make Sherwood the best it can be for many years to come.

Best regards,

William (Bill) Sikkens
2023 President

Sherwood Area Chamber of Commerce
16273 SW Railroad Street
Sherwood, Oregon 97140

PROMOTE...

CONNECT...

REPRESENT...

STRENGTHEN...



Sherwood *Area* Chamber of Commerce

SHERWOOD WEST CONCEPT PLAN

Attachment F2

Employment and Housing Stakeholder Letters of Support





March 15, 2024

Marissa Madrigal
Chief Operating Officer
Metro
600 NE Grand Ave
Portland, OR 97232

Dear Marissa:

Thank you for the opportunity to lend our support to the City of Sherwood's urban growth boundary expansion application. The Washington County Chamber wishes to express our strong support for the City of Sherwood's application.

First, we'd like to emphasize the significant economic development opportunities that this expansion will bring to both Sherwood and the entire region. The importance of technology and advanced manufacturing cannot be overstated in driving the Metro and Westside economy. Traded-sector workers in our region earn 41% more than other workers, and advanced manufacturing plays a crucial role in creating higher-paying family-wage jobs. These jobs not only enhance individual livelihoods but also contribute to a more equitable society by generating revenues for essential public services like schools, parks, and infrastructure.

The pressing need for more industrial and employment land is evident, especially given the strong demand for new industrial space in Washington County. With extremely low industrial vacancy rates, it's clear that expanding and attracting traded-sector businesses is essential for sustaining economic growth. Moreover, the lack of space within the Metro boundary is causing companies to locate outside the region, leading to increased sprawl and greenhouse gas emissions.

Furthermore, the need for larger sites, particularly for manufacturing companies, cannot be overlooked. The scarcity of development-ready sites poses a challenge for major manufacturing investments, impacting the region's competitiveness and job growth potential. It's imperative that we provide suitable sites for advanced manufacturing companies to thrive within our region.

Supporting Sherwood's application aligns with our shared goals of promoting economic development and addressing the housing crisis. The proposal includes a variety of housing zones and types, ensuring a mixture of housing options to meet the needs of our diverse population. Additionally, innovative zoning types will provide opportunities for first-time homebuyers and empty nesters, contributing to a vibrant and inclusive community.

We believe Sherwood's application for urban growth boundary expansion presents a unique opportunity to foster economic prosperity, provide much-needed housing, and create a complete community where residents can live, work, and recreate. We urge you to consider our support as you make decisions that will shape the future of Sherwood and our region.

Thank you for your attention to this matter, and please do not hesitate to reach out if you have any questions or need further information.

Sincerely,

A handwritten signature in black ink that reads "Deanna Palm". The signature is written in a cursive, flowing style.

Deanna Palm
President & CEO



Marissa Madrigal, COO
Metro
600 NE Grand Avenue
Portland, OR 97232

Cc: Eric Rutledge, Community Development Director
City of Sherwood
22560 SW Pine Street
Sherwood, OR 97140

March 6, 2024

Dear Ms. Madrigal,

Thank you for considering this letter of support for the City of Sherwood’s application to expand their Urban Growth Boundary.

There is strong demand for new industrial land and space in Washington County and Sherwood as exhibited by the extremely low industrial vacancy rates. Additionally, the Metro region’s current industrial vacancy rate is 3.3 percent with the Southwest I-5 industrial submarket (including Sherwood) with a vacancy rate of 2.5.

We know that growth of Southwest I-5 Corridor is fueled by manufacturing, rather than warehousing, operations. Indeed, warehousing buildings are often occupied by manufacturing companies for lack of other options. And, only 600,000 SF of new industrial space in the Southwest I-5 Corridor is scheduled to be delivered in 2024. At most this is a 3-year supply of industrial inventory.

Over half of region’s new industrial construction is in Clark County, Washington – outside of the Metro boundary and outside of Oregon. This impacts state and local tax revenues in Oregon.

Additionally, we know from the Oregon Semiconductor Competitive Task force that our state falls woefully short of large industrial sites that are development-ready. And we also learned from the report issued by the task force (“Seizing Opportunity”) that, **“At the aggregate level, the Metro region shows thousands of acres designated as industrial property over a 20-year planning cycle. However, a closer look at this land shows very few sites of appropriate size that are development-ready for major manufacturing investment, especially semiconductor R&D and manufacturing”**.

At WEA we center the opportunity of our community to move into the middle class as a key indicator of a vibrant economy. We encourage Metro to do the same, which means providing opportunities for economic growth that is not solely based service-

EXECUTIVE COMMITTEE

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Vice President Gina Cole
Legacy Health

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Metro

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City of Hillsboro

Councilor John Dugger
City of Beaverton

Mayor Heidi Lueb
City of Tigard

Mayor Frank Bubenik
City of Tualatin

industry jobs. **Manufacturing and R&D are sectors that provide an economic ladder and should be favored in our consideration of how we grow our region.**

A 2024 Metro-funded study completed by MacKenzie & Leland Consulting Group for Sherwood West-North District (including planned Mixed Employment Area) indicated:

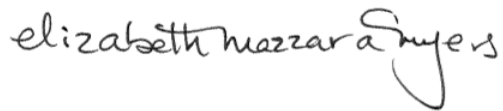
- The Mixed Employment area is conducive for both large-scale industrial development/larger companies and for smaller-scale development and smaller companies.
- There is strong potential for Mixed Employment and industrial development considering the increasing demand for and limited supply of high quality, buildable employment land in the region - particularly large sites.
- Sherwood is centrally located between the existing tech clusters in Wilsonville and the Sunset Corridor and developers are looking for opportunities elsewhere in the region.

WEA is fortunate to work closely with the City of Sherwood, and the City has demonstrated it can collaborate effectively with our major industrial development partners. The City has worked with companies to develop over 1.1 million square feet of new speculative industrial park space in the last three years. Space is leased prior to completion of construction to advanced manufacturing companies such as Lam Research, DW Fritz Automation, NSI Manufacturing and Olympus Controls. Large new projects are currently underway – demonstrating continued strong market demand.

Lastly, the City of Sherwood’s application will help address our region’s chronic housing shortage. The Sherwood West proposal includes a variety of housing zones and types to ensure a mixture of housing is provided. We are heartened that the plan proposes 340 net acres of new residential land with zoning that will result in a variety of housing types, sizes, and price points. Our understanding is that the plan would result in a minimum of 3,000 new residential units, a victory for both our region and the state. **In alignment with Metro’s goals, The City will follow a Master Planned Community approach that ensures ample parks, open space, and multi-modal transportation options.**

Thank you to you and your staff for your thoughtful consideration of this excellent proposal that offers so much to improve the quality of life for our region.

Sincerely,



Elizabeth Mazzara Myers, Executive Director

March 13, 2024

Marissa Madrigal
Chief Operating Officer
Metro
600 NE Grand Ave
Portland, OR 97232

Dear Ms. Madrigal and Metro Council:

On behalf of Greater Portland Inc (GPI), I am writing to express my strong support for the City of Sherwood's proposal to bring Sherwood West, currently designated Urban Reserve Area 5B, into the Urban Growth Boundary. I believe the following reasons justify this action:

There is a pressing need for more employment lands. Demand remains high for new industrial land and buildings in Washington County as exhibited by the extremely low industrial vacancy rates. The current industrial vacancy rate is 3.3 percent with the Southwest I-5 industrial submarket at 2.5 percent. Only 600,000 SF of new industrial space in the Southwest I-5 Corridor is scheduled to be delivered in 2024 – what is considered a 3-year supply of inventory.

The region's reputation is that of a tight industrial market. Although Metro's 2018 Urban Growth Report indicated that over 8,000 acres of industrially zoned sites exist within the Metro UGB, national corporate site selectors have repeatedly indicated that the Greater Portland Metro area is not considered a viable destination by companies primarily due to the lack of available, appropriately sized, shovel-ready sites within the region.

Regional business attraction efforts have been directly hindered by the lack of adequate industrial land supply. In 2023, 40% of GPI's lost recruitment and expansion projects were the direct result of a lack of land inventory. These losses had the potential to create 6,700 new jobs and bring \$6.5 billion in capital investment to the region.

Sherwood West constitutes 1,291 gross acres with 605 acres of net developable acreage, including 265-acres of employment land. The employment land proposed in Sherwood West will accommodate an estimated 4,500 new jobs. Greater Portland Inc eagerly endorses the City of Sherwood's proposed expansion of the Urban Growth Boundary.

GPI is the only regional public-private partnership dedicated to creating and expanding jobs and pursuing equitable economic prosperity. Spanning two states and seven counties, the organization is in a unique position to speak to the regional significance and impact of employment lands.

Sincerely,



Monique Claiborne
President & CEO
Greater Portland Inc



March 28, 2024

Dear Metro Council Members and Metro Chief Operating Officer,

On behalf of NAIOP Oregon, I am writing to express our strong support for the City of Sherwood's request for a Urban Growth Boundary (UGB) expansion in 2024, encompassing both industrial and residential land. This expansion is a critical opportunity to address the region's growing need for employment and critical housing options, and we believe it aligns with the long-term economic and community development goals of the region.

We understand that Metro evaluates UGB expansions for employment land every six years, and the decision to amend the UGB is a significant one with lasting implications. Given the limited frequency of such considerations, it is imperative that Metro Council carefully assesses the current proposal from the City of Sherwood and recognizes its potential to contribute positively to the economic vitality of the region.

The Sherwood West Concept Plan, approved by the Sherwood City Council in July 2023 after extensive citizen involvement, presents a well-thought-out vision for sustainable growth and development. The plan designates a significant portion of the expansion area for employment land, including a mix of industrial, commercial, educational, and hospitality uses. This will not only create an estimated 4,500 new jobs but also serve as a vital gateway to the renowned Wine Country, further enhancing the region's attractiveness for businesses and visitors alike.

Moreover, the inclusion of housing land in the expansion proposal is critical, particularly given the current housing crisis facing Oregonians today. The focus on developing Master Planned Communities that offer diverse housing options at various price points is consistent with what the legislature is working to address. The innovative zoning approach proposed by the City of Sherwood demonstrates a commitment to promoting housing affordability and diversity, including the development of middle housing and cottage clusters. These efforts align closely with Governor Kotek's housing production goals and will assist in reaching those goals (36,000 units a year for the next ten years).

We believe that approving the UGB expansion for Sherwood in 2024 is a necessary and strategic decision that will yield significant benefits for the region's economy, community, and statewide housing goals.

Furthermore, the scarcity of available industrial land in our region has reached a critical point, posing a substantial challenge to businesses seeking to establish or expand operations. This shortage not only hampers the growth potential of local enterprises but also undermines our region's competitiveness in attracting new industries and investment. Without sufficient industrial land, we risk stifling innovation, job creation, and economic diversification. Therefore, the inclusion of industrial land expansion within the proposed Urban Growth Boundary (UGB) expansion for Sherwood is imperative. By addressing this pressing need, we can unlock opportunities for industrial growth, fostering a vibrant and resilient economy for generations to come.

We urge the Metro Council to prioritize this aspect in their evaluation of the expansion proposal, recognizing its pivotal role in securing the economic future of our region. And to carefully consider the merits of this proposal and to support its timely implementation. Thank you.



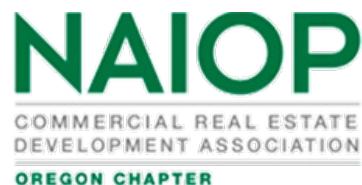
Judi Hack | Executive Director

NAIOP Oregon Chapter

2075 Madrona Ave SE Suite 150

Salem, OR 97302

jodi@jhackconsulting.com | cell: 503.508.5414



March 23, 2024

Marissa Madrigal, Chief Operating Officer
Oregon Metro
600 NE Grand Ave.
Portland, OR 97232

Dear Marissa,

Please accept this letter of support for the City of Sherwood's proposal to bring Sherwood West into the Urban Growth Boundary (UGB).

The Port of Portland's mission is to build shared prosperity through travel, trade, and economic development. A major pillar of our work for decades has been industrial land development in support of Oregon's traded sector. As such, we have been involved in many discussions and processes surrounding land use and economic development. In each, competing interests typically emerge, and all-too-often stall progress in any direction. That is clearly not the case with the Sherwood West proposal. To be sure, this is a major endeavor with real considerations on how to balance the community's needs and future growth; but the City of Sherwood has done the work to chart an effective path forward.

Sherwood's proposal is a result of two-plus years of engagement with city residents and the broader economic development community; and will result in a mixed-use development that meets pressing employment and housing needs along the I-5 corridor. This proposal also speaks to dire need for development-ready industrial land in the region, highlighted most recently by the Oregon Semiconductor Task Force.

We are pleased to see this proposal move forward and are hopeful the process will accommodate the opportunity.

Sincerely,

Keith Leavitt

Keith Leavitt
Chief Economic Development Officer

CC: Bruce Coleman, Sherwood Economic Development Manager
Eric Rutledge, Sherwood Community Development Director



March 15, 2024

Marissa Madrigal
Chief Operating Officer
Metro
600 NE Grand Avenue
Portland, OR 97232

CC:
Eric Rutledge
Community Development Director
City of Sherwood
22560 SW Pine Street
Sherwood OR 97140

Re: Support from Oregon Business & Industry for Sherwood West/Urban Growth Boundary Expansion

Dear Ms. Madrigal,

I am writing to indicate the strong support by the Oregon Business & Industry (OBI) for the application by the City of Sherwood to Metro for the expansion of the Urban Growth Boundary for Sherwood West.

OBI is a statewide business association representing businesses from a wide variety of industries from each of Oregon's 36 counties. In addition to being the statewide chamber of commerce, OBI is the state affiliate for the National Association of Manufacturers (our Manufacturing Council of Oregon, or "MCO") and the National Retail Federation. Our 1,600+ member companies, more than 80% of which are small businesses, employ more than 250,000 Oregonians. OBI's primary mission is to strengthen the business climate in Oregon.

OBI and MCO have long advocated for the growth of manufacturing as essential for the economic prosperity of Oregon and the Portland Metropolitan Area. This includes not only the semiconductor industry, which is so vital of the region's future but all other types of advanced manufacturing. Manufacturing creates living wage jobs which are essential if we hope to grow a diverse middle class and a more equitable economy. Many of these jobs do not require a university education and can be achieved through high school Career & Technical Education Programs, often with a community college certificate – particularly when combined with industry-led training initiatives.

We are concerned, however, that the Portland region lacks an adequate supply of available sites for the growth of manufacturing. While there are reports that many industrially zoned sites already exist within the current UGB boundary, so many of these sites require assembly and redevelopment which is a very time-consuming process and difficult to achieve and, often, not practical within normal business cycles. This is the reason that corporate site selectors frequently do not consider Greater Portland in their recruitment efforts since they recognize that the region just does not have the larger sites needed for their client companies. We often lose out to other regions.

Most of the potential larger sites required by industry are located in the outer areas of the Metro boundary. Unless we are able to provide suitable locations for the growth of manufacturing, we are concerned that our companies may need to expand outside of Oregon, including in Clark County, Washington. This will continue to harm the revenue base for the State of Oregon and its cities and counties and will make it more challenging to provide strong levels of public services.

Since 2021, Sherwood has already demonstrated that it can work to attract major industrial park development and that these developments can provide a location for semiconductor and other advanced manufacturing supply chain companies. Due to the very strong market for these sites, we have been informed that Sherwood expects to run out of suitable industrial land within the next 3-to-5 years. This is the reason that Sherwood has been working for the past two years to plan for a prosperous future by creating new industrial sites for advanced manufacturers. We believe that Sherwood West offers a tremendous opportunity for Sherwood and the region to grow jobs that will spur on a more prosperous future for Metropolitan Portland.

Thank you for this opportunity to comment.

Sincerely yours,



Scott Bruun
Vice President of Government Affairs | Oregon Business & Industry
Tax, Fiscal & Manufacturing Policy
C: (503) 720-1329
scottbruun@oregonbusinessindustry.com



Portland General Electric

121 SW Salmon Street • Portland, OR 97204
portlandgeneral.com

Marissa Madrigal
Chief Operating Officer
Metro
600 NE Grand Ave
Portland, OR 97232

CC:
Eric Rutledge
Community Development Director
City of Sherwood
22560 SW Pine St.
Sherwood, Oregon 97140

March 27, 2024

Dear Ms. Marissa Madrigal and Metro Council:

Portland General Electric (PGE) is pleased to provide this letter in support of the city of Sherwood's 2024 proposal for the inclusion of land—known as Sherwood West—into the Urban Growth Boundary (UGB). The plan will increase the availability of industrial, commercial and residential zones, supporting the population and economic growth needs of the region.

PGE serves approximately 900,000 customers with a service area population of 2 million Oregonians in 51 cities, including approximately 75 percent of the state's commercial and industrial activity. PGE continually assesses the evolving needs of the region, supporting and futureproofing for population and economic growth. PGE has already invested millions of dollars into transmission infrastructure upgrades and a new substation to increase reliability and resiliency in the expanding Sherwood and surrounding Washington County areas.

PGE is committed to partnering with cities in our service area to support their specific development initiatives. As the City plans to increase the amount of buildable land and further expand, PGE anticipates a need for one new 115kV distribution substation to be constructed within the UGB, requiring 6-8 acres. We welcome the City's assistance with land selection and transmission easements to support the addition of this site.



Portland General Electric

121 SW Salmon Street • Portland, OR 97204
portlandgeneral.com

The exact timing and location of potential investments will depend on the outcome of UGB expansion requests, customer growth plans and regulatory approvals. PGE looks forward to working with the city of Sherwood to discuss the specifics. As always, we embrace the partnership to complete infrastructure projects as quickly as possible to support economic growth throughout our region.

Thank you for the opportunity to comment on the expansion of critical infrastructure as Sherwood grows.

Sincerely,

A handwritten signature in cursive script that reads "gohar shafiq".

Gohar Shafiq

Sr. Business Development Manager



TECHNOLOGY
ASSOCIATION
OF OREGON

February 25, 2024

Marissa Madrigal
Chief Operating Officer
Metro
600 NE Grand Avenue
Portland, OR 97232

Cc:
Eric Rutledge
Community Development Director
City of Sherwood
22560 SW Pine Street
Sherwood, OR 97140

Re: Proposed Expansion of Sherwood West UGB

I write on behalf of the Technology Association of Oregon (TAO) in support of the City of Sherwood's application to expand the Sherwood West Urban Growth Boundary (UGB). TAO is a nonprofit member-based organization whose mission is to support entrepreneurs and technologists, connect peers and decision makers, and establish Oregon as a global hub for innovation. TAO is composed of nearly 500 local and global companies working across the entire technology ecosystem, with the vast majority of those companies located in the Portland Metro Region.

Tech sector workers in Oregon earn an average of \$161,000 per year, and the region's advanced manufacturing and semiconductor industries are a significant reason why that number is so high. Advanced manufacturing—especially in the semiconductor industry—creates higher paying family-wage jobs leading to opportunities to a more equitable region. To be sure, the 2018 Metro Urban Growth Report (UGR) states: "Manufacturing plays an outsized role in our economy." Expanding and attracting traded-sector businesses are an important aspect of creating middle income jobs. As an income tax dependent state, Oregon's higher wage jobs generate revenues for schools, parks, and public services.

There is strong demand for new industrial land and space in Washington County and Sherwood as exhibited by the extremely low industrial vacancy rates. The Metro region's current industrial vacancy rate is 3.3 percent. Southwest I-5 industrial submarket (including Sherwood) has extremely low vacancy rates – 2.5% in the Sherwood area. As a result, over half of the region's new industrial construction is in Clark County, Washington – outside of the Metro boundary and outside of Oregon. This impacts state and local tax revenues in Oregon

The Oregon Legislature and Governor's Office are working to strengthen Oregon's position as a global hub for semiconductor R&D and manufacturing, and in the next couple of years, the Portland Metro is

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TECHNOLOGY
ASSOCIATION
OF OREGON

competing with regions around the U.S. for once-in-a-generation federal and private funding for expanding U.S.-based semiconductor production. Additionally, efforts are just now getting underway at the State level to enable Oregon to compete for nearly \$60B in federal funding focused on climate tech manufacturing through the Inflation Reduction Act (IRA). Oregon and the Portland Metro Region have much to gain or lose, depending upon how quickly our public officials can demonstrate that Oregon has what it takes to attract these investments. By way of example, Oregon currently has nearly twice as many semiconductor R&D workers as the next ten U.S. states with large concentrations combined. Those ten other states and more will be looking to leverage CHIPS Act funding to attract investments and talent away from Oregon.

One of the biggest challenges facing the Portland Metro Region is a lack of development-ready industrial land. In 2017, the Metro region had 47 industrial sites with more than 25 acres. Today that inventory has fallen by 40% to only 28 sites. In 2022, the Metro region had only two development ready sites totalling 82 acres. The need exists now for two 500+ acre sites, four 50–100 acre sites and nine 15-25 acres for manufacturing companies, and that does not include potential semiconductor and climate tech manufacturing investment in the area related to the CHIPS Act or the Inflation Reduction Act, respectively.

Sherwood is centrally located between the existing tech clusters in Wilsonville and the Sunset Corridor, which makes it attractive to developers. The expansion proposed by the City of Sherwood accounts for the fact that the Mixed Employment area is conducive for both large-scale industrial development geared toward larger companies and for smaller-scale development and smaller companies, recognizing this region's vibrant startup and small business ecosystem and providing those companies with options to grow into new spaces without having to leave the region or the state. Importantly, the plan proposes 340 net acres of new residential land with zoning that will result in a variety of housing types, sizes, and price points, recognizing that the region also faces a severe shortage of affordable housing (including affordable workforce housing).

For the reasons above, we strongly encourage the Metro Council to vote in favor of the City of Sherwood's proposed expansion to the Sherwood West UGB. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Skip Newberry". The signature is written in a cursive, flowing style.

Skip Newberry
President & CEO
Technology Association of Oregon



SIOR[®]

SOCIETY OF INDUSTRIAL
AND OFFICE REALTORS[®]

The Oregon/SW Washington Chapter of the Society of Industrial and Office Realtors (SIOR) is proud to write a letter in support of the Application To Metro for the Urban Growth Boundary expansion for the Sherwood West Area which includes an additional 250 acres for a new industrial area.

Sherwood offers many strategic advantages for business investment and economic development.

1. Conveniently located in the southwest/I-5 Corridor of Greater Portland's Silicon Forest.
2. 2.Rated the 2nd safest city in Oregon,
3. Sherwood also boasts a highly skilled workforce, outstanding schools, and strong community spirit.
4. Sherwood enjoys easy access to I-5, I-205, Highway 99W and the Portland International Airport.
5. Sherwood has a pro-business city government and encourages a wide range of businesses to locate and grow here, from startup entrepreneurs to Main Street businesses, to high technology advanced manufacturing.
6. Sherwood boasts an engaged and collaborative city staff. We are actively creating new locations to serve our growing business community. We invite you to explore business growth opportunities in Sherwood.

Not only does SIOR support this application, but I strongly encourage it as a 23-year Sherwood resident. I believe it would be foolish not to have this expansion which is just part of the City of Sherwoods overall growth. With the already huge growth of this City, we need this land to keep up with the bursting need for Industrial space. The current vacancy rate in the SW Portland market is 3.7 % and Sherwood is 1.6% We need this industrial expansion to happen sooner than later.

From our entire SIOR chapter we say, "Yes", Application to Metro for the Urban Growth Boundary expansion for the Sherwood West Area.

Scott D. Finney

Norris-Stevens Inc. Vice President of Industrial Properties

2024 SIOR President

Marissa Madrigal
Chief Operating Officer
Metro
600 NE Grand Ave
Portland, OR 97232

CC:

Eric Rutledge
Community Development Director
City of Sherwood
22560 SW Pine St.
Sherwood, Oregon 97140

As President of the Oregon Manufacturing Extension Partnership (OMEP), I am writing to express my full support for the Sherwood West Urban Growth Boundary (UGB) Expansion proposal. Through my involvement with OMEP, I have gained a deep understanding of the critical importance of this expansion, particularly for the manufacturing sector in our region.

The manufacturing industry plays a pivotal role in driving economic growth, fostering innovation, and providing employment opportunities. However, in order to thrive and remain competitive, manufacturers require adequate infrastructure, including suitable land for expansion and development.

The proposed Sherwood West UGB Expansion offers a significant opportunity to address the growing needs of the manufacturing sector. By designating additional land for industrial use, this expansion would enable existing manufacturing businesses to expand their operations, attract new investment, and create jobs within our community.

Furthermore, the expansion aligns with the long-term economic development goals of our region. It provides a strategic framework for accommodating future growth while preserving valuable agricultural and natural resources. This balanced approach to land use planning is essential for ensuring sustainable development and enhancing the overall quality of life for residents.

Moreover, the Sherwood West UGB Expansion has the potential to foster collaboration and partnership between local government, businesses, and community stakeholders. By working together, we can leverage our collective resources and expertise, including the valuable support and resources provided by OMEP, to maximize the benefits of this expansion for all stakeholders involved.

In conclusion, I urge you to support the Sherwood West UGB Expansion proposal and recognize its importance to the manufacturing sector and the broader community. By doing so, we can lay the foundation for continued economic prosperity and vitality in our region.

Thank you for considering my perspective on this matter. Should you require any further information or assistance, please do not hesitate to contact me.

Sincerely,



Mike



Mike Vanier
President

P: 503-406-3774 | M: 503-686-8993

***.omep.org

mvanier@omep.org



Grella Partnership Strategies
298 Buckhead Ave NE, Suite 2006, Atlanta, GA 30305
******.grellapartners.com***

March 13, 2024

Marissa Madrigal
Chief Operating Officer
METRO
600 NE Grand Avenue
Portland, OR 97232

Ms. Madrigal:

I am writing this letter in support of the City of Sherwood's formal proposal for Sherwood West to be brought into the Urban Growth Boundary. I understand that they will be completing the application going through a thoughtful process to add 1,291 gross acres of land to meet not only employment land opportunities but also housing for future residents.

I personally have worked for the State of Oregon's Business Development Department for over 27 years and am currently a Technical Advisor for Grella Partnership Strategies focusing on site selection and industrial development. As the Senior Business Recruitment Officer, my last four years with the Oregon Business Development Department were difficult at best due to the shortage of industrial parcels in the Portland Region. It forced me to encourage companies to look outside of the Portland Region at alternative options knowing that they would prefer to be within the MSA of the Region. I am not exaggerating when I say that we lost multiple projects due to the constraints of available industrial land.

Which is why I am so pleased to see the City of Sherwood take a proactive approach in working with Metro to find solutions to allow appropriate growth for the community, which will benefit the entire region.

There is need and there is demand that just can't be met. The few projects I'm working on with Grella are not considering the Portland region at this time, due to lack of availability of land as well as affordable housing. As an economic development professional with many decades of experience, there are so many factors required before a company invests and the key factors are transportation, housing and ready to build industrial land.

I agree with many that we need a couple of large sites as well as many 50-to-100-acre sites not only in the Portland region but all over the State. There are some great opportunities looking at Oregon due to the hard work of the Semiconductor Task Force, the work that Greater Portland Inc. is doing around key industry data and marketing and then the higher education system which is making great strides in building a stronger and competent workforce. Resources are flowing into these focuses and I'm excited to see the results of all this work.

I really respect the City of Sherwood for taking the initiative to work through the process and hope that you and your team will support their efforts. I've been enjoying my role on your Urban Growth Report Roundtable group and have learned so much and respect your organization and your responsibilities for all who work and reside in the Metro region.

I'm available to answer any questions you may have. Thank you for your time and consideration of this letter of support.

Warm regards,

Jill

Jill A. Miles, CEcD
Grella Partnership Strategies
541-805-8872
jmiles@grellapartners.com

cc: Eric Rutledge
Community Development Director
City of Sherwood
22560 Pine Street
Sherwood, OR 97140

March 14, 2024

Marissa Madrigal
Chief Operating officer
Metro
600 NE Grand Ave.
Portland, OR 97232

RE: Sherwood West UGB Expansion Letter of Support

Dear Marissa,

On behalf of Hines, I am pleased to present the below Letter of Support regarding the Sherwood West Urban Growth Boundary (UGB) Expansion Plan.

As background on our firm, Hines is a privately owned global real estate investment company founded in 1957 with a presence in 395 cities in 30 countries. Hines manages approximately \$96B in high-performing assets across residential, logistics, retail, office, and mixed-use strategies. The firm has 209 developments in design and under construction around the world. Historically, Hines has developed, redeveloped, or acquired 1,610 properties, totaling over 537 million square feet. With extensive experience in investments across the risk spectrum and all property types, and a pioneering commitment to sustainability, Hines is excited to partner with Sherwood on its vision. Hines opened an office in Oregon in fall of 2021 and we are pursuing acquisition and development strategies locally in all asset classes.

The pressing need for this UGB expansion is evident in the critical shortage of large developable industrial sites and available land for new housing projects. It is our understand that Sherwood is the only city within the Metro boundary that is requesting a UGB expansion for both product types.

Currently, the lack of suitable industrial sites within the Metro boundary is a significant barrier to attracting major manufacturing investments, adversely affecting the region's competitiveness and potential for job growth. Sherwood's proposal addresses this urgent need by providing additional large, industrial development sites, which is essential for growing the region's economy. According to CBRE, Clark County has historically contained approximately 12% of the region's industrial supply, but in the past year Clark County has delivered 52% of the region's new product and is currently under construction on over 50% of the region's future product. Metro will continue to lose opportunities to Clark County if more large-scale industrial sites are not made available. Continuing to grow the industrial supply in the region will not only grow its economy but will also add more high paying jobs which will further stimulate the metro.

To facilitate this growth mentioned above, it is crucial to grow the local housing supply alongside these new jobs. Not growing housing in parallel with new employment has led to the housing crisis our region currently faces. To increase the supply of housing, it is imperative to have a pipeline of nearby land available to develop. In the past, scarcity of residential land has exacerbated the housing problem in the region. The limited availability of residential land has driven up housing prices and made homeownership increasingly unattainable for many residents. This crisis disproportionately affects vulnerable populations, intensifying homelessness, and housing insecurity. Sherwood's expansion proposal offers a solution by allocating 340 acres of

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P 503.919.8224

Hines

UGB EXPANSION
SHERWOOD, OR
LETTER OF SUPPORT
Page 2

new residential land and incorporating innovative zoning types to facilitate the development of housing at a variety of pricing points. This mixed housing solution will help address the critical need for many.

In conclusion, we are excited to support Sherwood's application for UGB expansion, recognizing its potential to alleviate the shortage of developable industrial land, provide much-needed housing opportunities, and contribute to the region's economic prosperity.

Very truly yours,



Charlie Kuntz
Managing Director

cc: Dusty Harris, Senior Managing Director, Hines
 Eric Rutledge, Community Development Director, City of Sherwood



March 6, 2024

Marissa Madrigal
Chief Operating Officer
Metro
600 NE Grand Ave
Portland, OR 97232

cc:

Eric Rutledge
Community Development Director
City of Sherwood
22560 SW Pine St.
Sherwood, Oregon 97140

Re: Letter of support for Sherwood West/Urban Growth Boundary expansion

Dear Ms. Madrigal,

I am writing to express my sincerest support for the City of Sherwood's Sherwood West development project proposal, and by extension the Urban Growth Boundary expansion for both industrial and residential land.

Manufacturing plays a significant role in Oregon's economy, and the need for semiconductor manufacturing, in particular, is critical around the world. Hoffman is intimately familiar with the necessity to create more manufacturing opportunities, and we're also familiar with the lack of available sites to do so. In the last seven years industrial sites have decreased by 40% in the Portland metropolitan area. Over half of our region's new industrial construction is occurring in Washington state, which has a negative impact on Oregon's tax revenues. The lack of available industrial space in the Portland area is also causing manufacturing companies to move further out, from Tacoma to Cottage Grove, which is increasing both sprawl and greenhouse gas emissions – while simultaneously taking jobs out of the Metro boundary.

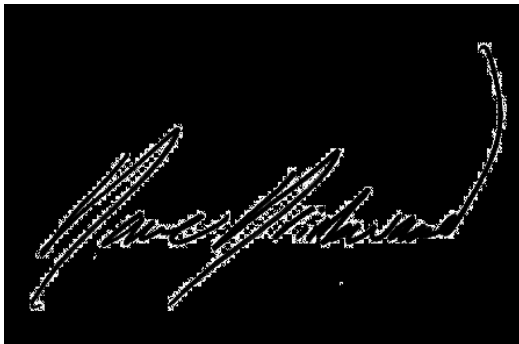
Increasing manufacturing opportunities in the Greater Portland area would create thousands of new jobs. And not just any jobs. Manufacturing jobs create middle income jobs that can be obtained without a college degree. These jobs also provide an opportunity to begin a career, to learn a skilled trade, and have rife opportunities for advancement. As an income tax dependent state, having higher paying jobs supports everyone and brings much needed revenue to our schools, parks, and other public facilities and services.

The Sherwood West project complements other projects Hoffman Construction is currently building or hopes to build in the near future. We are nearing completion of the Willamette Valley

Water Supply water reservoir project. The Tualatin Valley Water District, City of Hillsboro, and the City of Beaverton formed the Willamette Valley Water Supply System Commission due to accelerated growth in Washington County. To ensure there's enough water for the second most highly populated county in Oregon, Willamette River water will be treated at and pumped to a water treatment plant and stored at one of the most seismically-resilient water systems in the state. This \$1.6 billion investment should be completed by 2026, and the increased water capacity will support this proposed growth in Sherwood.

Like Metro, Hoffman works with communities, businesses, and residents in the Portland metropolitan area to plan wisely for the future while protecting what we all love about living here. We genuinely feel that Sherwood West supports a shared vision between numerous agencies, community members, and stakeholders. This project is a fortuitous opportunity to increase manufacturing facilities, create new jobs, bring in new tax revenue, add necessary housing, and co-locate several community resources to better support the future growth of Sherwood – and the Greater Portland region. I am very enthusiastic about this project and it has my full support.

Sincerely,



Dan Drinkward
Vice President
Hoffman Construction Company



March 25th, 2024

Marissa Madrigal
Chief Operating Officer
Metro
600 NE Grand Ave
Portland, OR 97232

Dear Marissa:

I hope this letter finds you well. I am writing you today to express Mortenson's support for the City of Sherwood's request to expand the Urban Growth Boundary. As a developer, design-builder and general contractor – Mortenson fully backs any municipality's request for expansion so long as the plan is written and carried out in a responsible manner. After meeting with the economic development team at the City of Sherwood and reviewing the adopted Sherwood West Concept Plan in detail, it is our belief that the proposed UGB expansion is a meticulously thought out and honest approach to development which will bring tremendous opportunity for businesses and the local community. Expanding the urban growth boundary will provide the required space we need to continue growing in a sustainable and responsible manner. The City of Sherwood's proposed plan allows for a variety of housing opportunities, hospitality projects, developed parks and greenways, and most notably the required land for continued economic development in the corporate enterprise sector. All these opportunities present the most valuable asset of expansion – more jobs for our community members.

The Portland Metro area has seen far too many missed opportunities with large manufacturing expansion projects, being passed up for more incentive-friendly locations such as Arizona and Ohio. While SB4 was a step in the right direction, we still lack the readily available land for large industrial projects. In 2017, our Metro region had 47 industrial sites with more than 25 acres. Today that inventory has fallen by 40% to only 28 sites. In 2022, the Metro region had only two development ready sites totaling 82 acres. Greater Portland Inc. (GPI) reported that in 2023, they had lost or closed projects constituting 9,700 new jobs and \$9.5 billion in capital investment for region. 40% of these projects were the direct result of a lack of land inventory.

While we understand that expanding the Urban Growth Boundary is a complex issue that requires careful consideration, Mortenson believes that the City of Sherwood's thoughtful planning with community input will allow for an expansion that benefits our metropolitan area and its residents. We fully support the UGB expansion request and will prioritize being a part of the extensive economic development it will bring in our region. Your consideration is greatly appreciated, I look forward to seeing our community continue to grow and prosper.

Respectfully,

A handwritten signature in blue ink, appearing to read "Mike Clifford".

Mike Clifford
Vice President, General Manager
Mortenson

Cc: Eric Rutledge, City of Sherwood



March 26, 2024

Ms. Marissa Madrigal
Chief Operating Officer
Metro
600 NE Grand Ave
Portland, OR 97232

RE: Support of the City of Sherwood's Sherwood West UGB Expansion

Dear Ms. Madrigal:

I am writing to you today in support of the City of Sherwood's application to expand their urban growth boundary (UGB). As a board member of Greater Portland Inc (GPI), I have had the opportunity to understand more about the needs of companies as they evaluate our greater Portland region for suitability. As the immediate past co-chair of SEMI's Pacific Northwest Chapter, I also have heard from the semiconductor sector of the challenges affecting their operational requirements.

Our greater Portland region is losing out on many potential new employers as well as the ability for existing companies within our metro area to expand due to a lack of industrial land supply. While I recognize that industrial lands do exist, the size of the parcels and/or locations of them are currently too small to accommodate the space these companies need, especially when it comes to our advanced manufacturers. GPI reported that, of the projects this region lost in 2023, approximately 40% were directly because of a lack of the kind of land availability the prospective employers were looking for. In fact, our region struggles to even be on the shortlist for advanced manufacturing companies because site selectors want multiple larger sites within our region to evaluate for these high wage bearing firms.

With better land availability of large parcels, we increase our chances of attracting employers who are interested in placing their operations in our metro region. The job creation will additionally mean an increased need for more residences. The City of Sherwood's proposed Sherwood West expansion provides an ideal place for many advanced manufacturers, many of whom serve Intel and are now required to have their facilities within 35 miles of the Intel campus.

By granting the expansion, you can directly assist continued growth and our ability to thrive and compete for employers that provide high economic viability to our region. Thank you for your kind consideration of the City of Sherwood's UGB expansion proposal.

Sincerely,

A handwritten signature in blue ink that reads 'Amy Winterowd'.

Amy Winterowd
Vice President
JE Dunn Construction

cc: Eric Rutledge, City of Sherwood Community Development Director

11450 SW Amu Street
Tualatin, OR 97062
P: 503.624.2090
F: 503.926.9391
perlo.biz



Marissa Madrigal
Chief Operating Officer
Metro
600 NE Grand Ave
Portland, OR 97232

Dear Marissa and the Metro Council,

We are writing to express our support for the proposed Sherwood West UGB Expansion and to convey the commitment of Perlo, a local construction company with over 50 years of dedicated service, to our community.

Perlo's roots run deep in both the Portland-Metro and Tualatin-Sherwood areas, and we take immense pride in contributing to their growth and prosperity. Through our extensive experience, we have gained a unique understanding of the City of Sherwood. We are confident that they can accommodate the expansion of businesses and homes, leveraging existing and pre-planned expansions of city utilities and land. Sherwood is well-prepared for growth, and this measure aligns with our vision for responsible and sustainable development.

Furthermore, the economic benefits of incorporating Sherwood West are significant. With nationwide demand for domestically manufactured semiconductor chips and a growing interest in domestic manufacturing in general, the city has a unique opportunity to thrive. Unfortunately, we have observed that our area has been overlooked due to the absence of adequate facilities. Greater Portland Inc. (GPI) reported that in 2023, they had lost or closed projects constituting 9,700 new jobs and \$9.5 billion in capital investment for the region. 40% of these projects were the direct result of a lack of land inventory. Of the current industrial spaces, vacancy rates are extremely low in Washington County and Sherwood. The area is clearly in demand and being used.

While there are some developments in progress in the Southwest I-5 Corridor, we estimate it will total only about 600,000 SF in the next year– at best that will sustain businesses until 2027. However, smaller spaces of around 50,000 SF are scarce, making it harder for smaller companies to utilize the area. This demand will, inevitably and quickly, use all viable sites for new industrial parks – some estimate Sherwood will run out in as little as five years. The measure, if passed, would release land to create these much-needed facilities, attracting investments and fostering economic growth.

We support the expansion of the UGB and urge you to consider the long-term benefits it can bring to the community. We believe that this measure will not only meet the needs of the current residents and businesses, but also position Sherwood and the surrounding Metro area as leaders in sustainable, responsible, and prosperous development.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink that reads "Chris P. McLaughlin".

Chris McLaughlin
Vice President | Partner
503.789.4052 | cmclaughlin@perlo.biz

Trammell Crow Company

1300 SW 5th Ave.
Suite 3350
Portland, OR 97201

February 26, 2024

Metro Council
Chief Operating Officer
Metro
600 NE Grand Ave
Portland, OR 97232

To Whom It May Concern:

Trammell Crow Company is a commercial real estate developer that has been investing in the Portland metro area since 1978. Our projects include retail (e.g., Cascade Station at PDX), office (e.g., Nimbus Corporate Center and Lincoln Center near Washington Square) multifamily (e.g., Mercato Grove in Lake Oswego) and industrial (e.g., T-S Corporate Center in Sherwood). We are the region's largest industrial developer having completed 94 projects totaling 24.4 million square feet worth over \$2.1 billion [at the time of delivery].

TCC understands the economic importance of technology and advanced manufacturing to the Metro region generally and the to the westside specifically. Traded-sector workers in the Metro region earn 41% more than other workers. Advanced manufacturing creates higher paying family-wage jobs leading to opportunities to a more equitable region. TS-Corporate Park in Sherwood offers a good example of the demand for modern space by local, traded-sector and advanced manufacturing companies. The Park leased up immediately (while under construction) to many nearby companies, such as Lam Research, NSI, and DW Fritz. It is now home to 250± high quality jobs.

The 2018 Metro Urban Growth Report (UGR) states: "Manufacturing plays an outsized role in our economy." Expanding and attracting traded-sector businesses are an important aspect of creating middle income jobs. As an income tax dependent state, Oregon's higher wage jobs generate revenues for schools, parks, and public services. The Metro region's current industrial vacancy rate is 3.3%. Southwest I-5 industrial submarket (including Sherwood) has extremely low vacancy rates of 2.5% in the Sherwood area.

TCC supports Sherwood's request to provide employment and housing opportunities by expanding the UGB to include the Sherwood West land.

Sincerely,



Steve Sieber
Principal

CC: Eric Rutledge, Community Development Director, City of Sherwood

March 7th 2024
Metro Council
Chief Operating Officer
Metro
600 NE Grand Avenue
Portland OR 97232

To whom it may concern:

My name is Stu Peterson. I am a partner at Macadam Forbes, one of Portland's largest industrial real estate brokers. I have been in this position for 42 years. During that period of time, I have spent the bulk of it in Westside Industrial and Office Brokerage. I have been involved in transactions involving all that region's largest employers. Short list would include Nike, Intel, Lam Research, Reser's Fine Foods, Mentor Graphics, Collins Aerospace, Microsoft, and Apple computer to name just a few. In addition to that I have sold land to land to nearly all the area's Industrial developers including Specht Development, Trammell Crow, Schnitzer Investment, Pannatoni Development, Pac Trust, and Pacific NW properties. In addition, I have been an investor in some developments on an individual basis. I believe this background makes me very qualified to understand the market dynamics of supply and demand and the economics associated therewith.

In all of this time I have never seen the supply of Industrial/Employment land so constrained. There is virtually no fully served industrial land of any scale available for development in the area spanning from Wilsonville to Hillsboro. I have seen examples of companies who the City of Sherwood has bucked this trend by servicing industrial sites, and providing a business friendly attitude for business. Over the last several years they have provided space for a plethora of traded sector manufacturing companies. Nuance Systems, DW Fritz Automation, Lam Research and Olympus Controls have all settled in Sherwood, principally due to this city having space available.

Counting all the developments that are scheduled to be completed in the next two years in the entire I-5 corridor may amount to a two-to-three-year supply of space. After that the future is murky at best. Currently there is not a ready to build parcel of even 10 acres available in the entire industrial market south of 217 and I-5. I have never seen the likes of this type of scarcity. The city of Sherwood's planned expansion is sorely needed and cannot come soon enough. Many of the region's best companies and heaviest employers will desperately need it. Myself and my firm strongly support Sherwood's planned expansion.



Stu Peterson
Partner
Macadam Forbes
stu@macadamforbes.com

Joshua Goudy
Associate Vice President | Portland
Industrial Properties

851 SW Sixth Avenue
Suite 1200
Portland, OR 97204

Main: +1 503 499 0066
Direct: +1 503 542 5891
colliers.com



Marissa Madrigal
Chief Operating Officer
Metro
600 NE Grand Ave
Portland, OR 97232

CC:

Eric Rutledge
Community Development Director
City of Sherwood
22560 SW Pine St.
Sherwood, Oregon 97140

I am writing to express my unwavering support for the Sherwood West Concept Plan, a transformative initiative that promises to address critical economic and housing challenges facing our region. As a concerned citizen deeply invested in the well-being and prosperity of our community, I firmly believe that approving the Sherwood West Concept Plan will be a watershed moment for our collective future.

The Sherwood West Concept Plan presents a unique opportunity to bolster economic development and drive job growth in our region. Recognizing the pivotal role of technology and advanced manufacturing in the Metro and Westside economy, the plan strategically emphasizes the expansion and attraction of traded-sector businesses. With traded-sector workers in the Metro region earning 41% more than other workers, the creation of higher-paying family-wage jobs through advanced manufacturing initiatives will contribute to a more equitable and thriving community.

The pressing need for industrial and employment land is evident, with strong demand reflected in extremely low industrial vacancy rates. As the Southwest I-5 industrial submarket, including Sherwood, experiences vacancy rates as low as 2.5%, the urgency to develop additional industrial space becomes increasingly apparent. Moreover, the scarcity of larger sites suitable for advanced manufacturing poses a significant challenge to our region's competitiveness, resulting in missed opportunities for job growth and investment.

Sherwood's proactive approach to economic development, exemplified by collaborative efforts with major industrial development partners, underscores its commitment to fostering a vibrant business environment. By submitting the Sherwood West UGB application to Metro, the city demonstrates foresight and strategic planning, anticipating future industrial land needs and positioning itself as a catalyst for economic prosperity.

In conclusion, the Sherwood West Concept Plan represents a visionary approach to addressing the intertwined challenges of economic development and housing affordability. I urge you to wholeheartedly

Joshua Goudy
Associate Vice President | Portland
Industrial Properties

851 SW Sixth Avenue
Suite 1200
Portland, OR 97204

Main: +1 503 499 0066
Direct: +1 503 542 5891
colliers.com



support Sherwood's application and collaborate with stakeholders to realize this bold vision for our community and region.

Thank you for your attention to this matter, and I look forward to witnessing the positive impact of the Sherwood West Concept Plan on our shared future.

Kind Regards,

A handwritten signature in black ink, appearing to read "JG", is positioned above the typed name.

Joshua Goudy
Colliers International



February 23rd, 2024

To: Sherwood City Council
Re: Support for Sherwood West Expansion Application

Dear Mayor Rosener and City Councilors,

My name is Preston Korst and I'm the Director of Government Affairs at the Home Building Association of Greater Portland. HBA is dedicated to maximizing housing choice for all who reside in our region by shaping an environment in which industry professionals can meet the diverse needs of all communities.

We are writing to express our strong support the proposal to expand the City of Sherwood's Urban Growth Boundary for future urban planning and development. Doing so will empower Sherwood and our region to reach its housing production target goals and create needed economic development opportunities that will continue to make Washington County a thriving place to live, work, and play.

For almost two years, I have had the pleasure of sitting on the Sherwood West Technical Advisory Committees which helped shape the concept planning for the area. I can say without reservation that the plan brought forward by staff, regional stakeholders, and community members has been careful, conscientious, and equitable. We applaud the delivered outcome and encourage Council to move forward with a UGB Expansion to Metro that encompasses the entirety of the 1,291 acres of Urban Reserve land.

Given the continued severity of our region's housing crisis, mixed with the budding opportunities to capitalize on historic investments for local economic development—HBA and our partners in related industries view this request as a great example of a planning process that will bear fruit for generations. We hope that Council and Metro recognize the unique benefits that will materialize if this expansion request is approved and the area is developed. It will feature a complete-community design with many high-paying jobs, diverse housing options, parks and trails, and multimodal transportation options.

Oregon is staring down a housing deficit of 140,000+ units, and will need 443,000 new homes built over the next 20 years. This means we must not only prioritize the development of new housing now, but also plan to encourage and manage growth for the future as well. Approval of this expansion request will support that enormous effort. For affordability and the overall supply of housing, this Sherwood West proposal is an undeniably smart plan that deserves the community's support and your vote.

Thank you for your consideration,

Preston Korst
Director of Public Policy and Government Affairs
Home Building Association of Greater Portland



VentureProperties INCORPORATED

Creating
Tomorrow's
Communities
Today

February 1, 2024

Honorable Mayor Rosener and Sherwood City Council
c/o planning@sherwoodoregon.gov

Re: Sherwood West UGB Expansion Request to Metro

Mayor Rosener and Councilors:

My name is Kelly Ritz, President of Venture Properties, Inc. and our associated home building company, Stone Bridge Homes NW, LLC. In 2015, we began development of the Mandel Farms subdivision, an 86-lot detached home community at Edy and Elwert Roads. We closed on our last home in October 2019. It was a successful project for us, and we are very appreciative of the support we received from the community and City staff.

Shortly after starting Mandel Farms, we began working with City Planning staff and several property owners in the Sherwood West area to advocate for a potential urban growth boundary (UGB) expansion for all or a portion of Sherwood West. It was 2017 and Metro's next 6-year review was coming up the following year. However, we accepted that the timing was not yet right for many citizens and community leaders. City Council decided to postpone the decision until Sherwood residents could better understand and express their collective vision for Sherwood West.

Much study and discussion has taken place since, culminating in the completion of the Sherwood West Re-Look project last year and Council's early December letter of interest submittal to Metro. Being a part of the housing industry in Sherwood, we participated in these efforts by attending meetings, submitting testimony, and staying connected with Planning staff and the advisory committees. My companies are fully in step with both Council and Metro in their commitments to assuring the long-term availability of residential development land, both in Sherwood and throughout the metro area, thus assuring a variety of housing types and affordabilities into the future.

My staff and I wholeheartedly endorse Sherwood submitting a formal ask to Metro to expand the City's UGB and encourage Council to follow through with this action.

Thank you for your consideration of our testimony.

Sincerely,

Kelly Ritz, President
Venture Properties, Inc.

SHERWOOD WEST CONCEPT PLAN

Attachment F3 Property Owner and Public Letters of Support



Fellow Sherwoodians,

My name is Peter Foster and I can speak for our group of residents on both SW Kruger and Chapman road along the hospitality team at Prodigal Sons in Sherwood's 'West Heights' area. We support the application by the Sherwood City Council to Metro West in the effort to bring all of Sherwood West into the City's boundary.

As hospitality executives, business owners and landowners we practice forward conservationism while also sustaining economic growth through forward planning. We protect wild lands and keep communities ahead of disinvestment, loss of identity and urban sprawl. In our opinion, if land needs to be brought in, it gets brought in. What matters is a comprehensive plan that protects from urban sprawl, provides opportunity, and preserves open space.

We support the City of Sherwood's full application to Metro West for the entire Concept Plan of Sherwood West. This way the City maintains narrative control and avoids future challenges by county and state for incomplete design. With a partial ask the master plan breaks apart into pieces. Sherwood would potentially lose its hard fought advantage with the well laid out 'concept plan.' Next the 'comprehensive plan' can change, but a full application keeps Sherwood in the driver's seat by approvals made ahead of future regulations from the state and keeps economic interest resolute.

We have the tools for success now in 2024. Once Q2 passes we have to wait another 4 years to address economic downturns that may happen during that time. The strong economic interest in Sherwood helps us compete as a city, which is a concept most folks do not understand. Annexation takes years and those who wish not to be annexed are not, plus 650+ acres of the 1200+ acres can actually be developed anyway. That is half the map. Meanwhile we all stay in the driver's seat.

We love Sherwood for what it is becoming, not what it was 50 years ago, and this comes from new blood, new businesses and the next generation I meet with on a regular basis. Oregon progressed in the past 50 years when conventional farming poisoned rivers and lakes and progressed since 100 years ago when timber and wheat was Oregon's main economy. Land stewardship is moving away from singular Monsanto crops and diversified farms are on the come up. Communities need hyper local food sources and Sherwood could be a model for that while division over water rights between conventional farmers and environmentalists remain ongoing. There's no benefit from digging in our heels. We have everything to gain from smart growth.

March 24, 2024

Marissa Madrigal
Chief Operating Officer
Metro
600 NE Grand Ave.
Portland, OR 97232

Cc: Eric Rutledge
Community Development Director
City of Sherwood
22560 SW Pine St.
Sherwood, OR 97140

Re: Sherwood West UGB Expansion

Dear Ms. Madrigal,

I am writing this letter to support the inclusion of the 1,291 acres of Sherwood West as part of the expanded UGB to allow for future population growth and employment opportunities. There are several reasons why I believe this would be a good decision not only for the city of Sherwood but also for Metro.

First, I agree that there is a shortage of affordable housing. The Sherwood West Plan will provide a minimum of 3,117 new residential homes. The plan also proposes innovative zoning types which will provide opportunities for first time home buyers and those wanting to downsize. With Ridges Elementary and Sherwood High Schools within walking distance, this is a prime location for additional housing.

Second, I understand the 2018 Metro Urban Growth Report indicated that it is important to have development ready sites where businesses can locate. In 2022, the Metro region had only two development ready sites totaling 82 acres. Over half of the region's new industrial construction is in Clark County, Washington – outside of the Metro boundary and outside of Oregon. There is a strong demand for new industrial land in Washington County.

Finally, the Sherwood West Concept Plan will be a comprehensive area where residents will have the opportunity to live, work and recreate within their community.

Thank you for your positive consideration and accepting the City of Sherwood's request for expansion into the UGB.

Sincerely,



Gwen Werger

JOHN A. RANKIN, LLC.
Attorney/Consultant
5 Centerpointe Drive Suite 400
Lake Oswego, Oregon 97035

Mailing Address:
42194 Calle Corriente
Murrieta, California 92562
Direct/Text 503-329-9292
Fax (951-677-8480)
email: john@johnrankin.com

April 1, 2024

VIA EMAIL ONLY

Metro Council
c/o Ms. Marissa Madrigal
Chief Operating Officer
Metro
600 NE Grand Ave
Portland, OR 97232

Re: Letter of Support For Metro Council's 2024 UGB Decision
For the Inclusion of the Sherwood West Concept Plan (Map Attached)

Dear Councilors Peterson, Simpson, Lewis, Rosenthal, Gonzalez, Nolan, and Hwang:

Please accept this letter as our official Letter of Support on behalf of those Sherwood West property owners, whom we currently represent and have represented in the past from the beginning of the Sherwood West planning process nearly ten years ago, requesting your December 2024 final decision approving the City of Sherwood's "Ask" to expand the Metro UGB to include the entire Sherwood West 1,291 acres into the current Metro UGB boundary.

We respectfully submit this testimony on behalf of our current and former mostly very long term generational Sherwood farm and community family clients, Elanna Schlichting, manager of the Schlichting Family Century Farm LLC (owners of approximately 38 acres), Nancy Perkins and Kevin Sabbe, Trustees of the Sabbe Family Trust (owners of approximately 32 acres), and the Glen T. Wetzel Family (owners of approximately 0.46 acres), all located in the North District, as well as the Mandel Farms, LLC (owner of approximately 57 acres) and Prodigal Son LLC. (owner of approximately 20 acres) both located in the West District, all of which represents approximately 147 acres or nearly 12% of total land located within Sherwood West.

From years of experience representing a number of Oregon cities in various capacities and being intimately involved in comprehensive and concept plan since the 1970's and 1980's, this final Sherwood West Concept Plan is a project all involved should be very proud of, because it protects the natural resources of Sherwood West, allows for meaningful and very livable and diverse built environments, and provides for a jobs/housing balance that will help ensure that the Sherwood West vision is sustainable into the future, to name only a few of its balanced benefits.

We sincerely believe the best way to make certain a great plan like Sherwood West truly succeeds is to make certain the Plan is properly implemented.

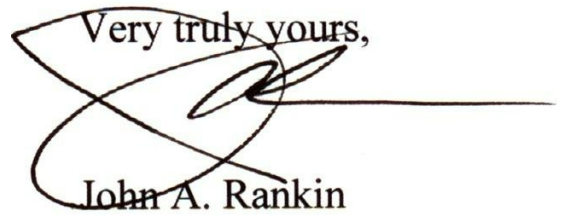
As we have learned from past UGB expansions around the Metro UGB, three of the most important implementation factors after your careful planning and analysis and adoption of the Sherwood West Concept Plan, are:

1. Approval by Metro Council for a UGB expansion that includes the entire Sherwood West Concept Plan because:
 - a. Only then will truly comprehensive implementation of the Plan be possible and overall success enhanced. We need only look at the decades old and recent successful UGB expansions from Villebois in Wilsonville to River Terrace in Tigard and others in Hillsboro and the Eastside;
 - b. Piecemeal or phased expansions always result in anomalies and subtle and not-so-subtle resulting amendments that blur a city's vision and frustrate the intended balancing of the complex inter-relationships of planning efforts and the natural and built environments; and
 - c. The City can then work on an "economies of scale" basis with all potential developers and affected agencies to ensure the City's Strategic Funding Program works most efficiently and effectively to realize the vision.
2. Building in enough flexibility to be able to adapt the Concept Plan quickly and efficiently in response to valuable and viable trends within and without the Sherwood Community, and
3. Creating a Sherwood West Final Infrastructure Strategy where phasing of infrastructure is an integral part and foundational to final decisions on the phasing of development and enhancement of the built and natural resources environments, again with just enough flexibility to be able to take advantage of new and interesting development or enhancement opportunities as they arise during the implementation process.

Finally, we are pleased to confirm that because of Sherwood's great work on the Sherwood West Concept Plan, significant interest in Sherwood West from quality members of the development community, both locally and nationally, is being generated and particularly in the industrial employment lands designated in the North Area in the last year, resulting our receipt of a bona fide offer being received from a serious and respected national development company who has been active in the Portland Metro Area and Pacific Northwest for many years building and developing award winning projects.

Thank you for the opportunity to present this letter of support and we all who live and/or work in the Sherwood Area look forward to your decision to expand Sherwood's UGB to include the entire Sherwood West Planning Area and give the City to create and implement a livable and comprehensive planned Sherwood West as a great addition to the City and the Sherwood Community as well as to Metro.

A profound thanks too to you and your staff's help and support of the City's long-term efforts to create the Sherwood West Plan.

Very truly yours,

John A. Rankin

JAR/bhs

Enc: Sherwood West Map

Pc: Eric Rutledge

Community Development Director

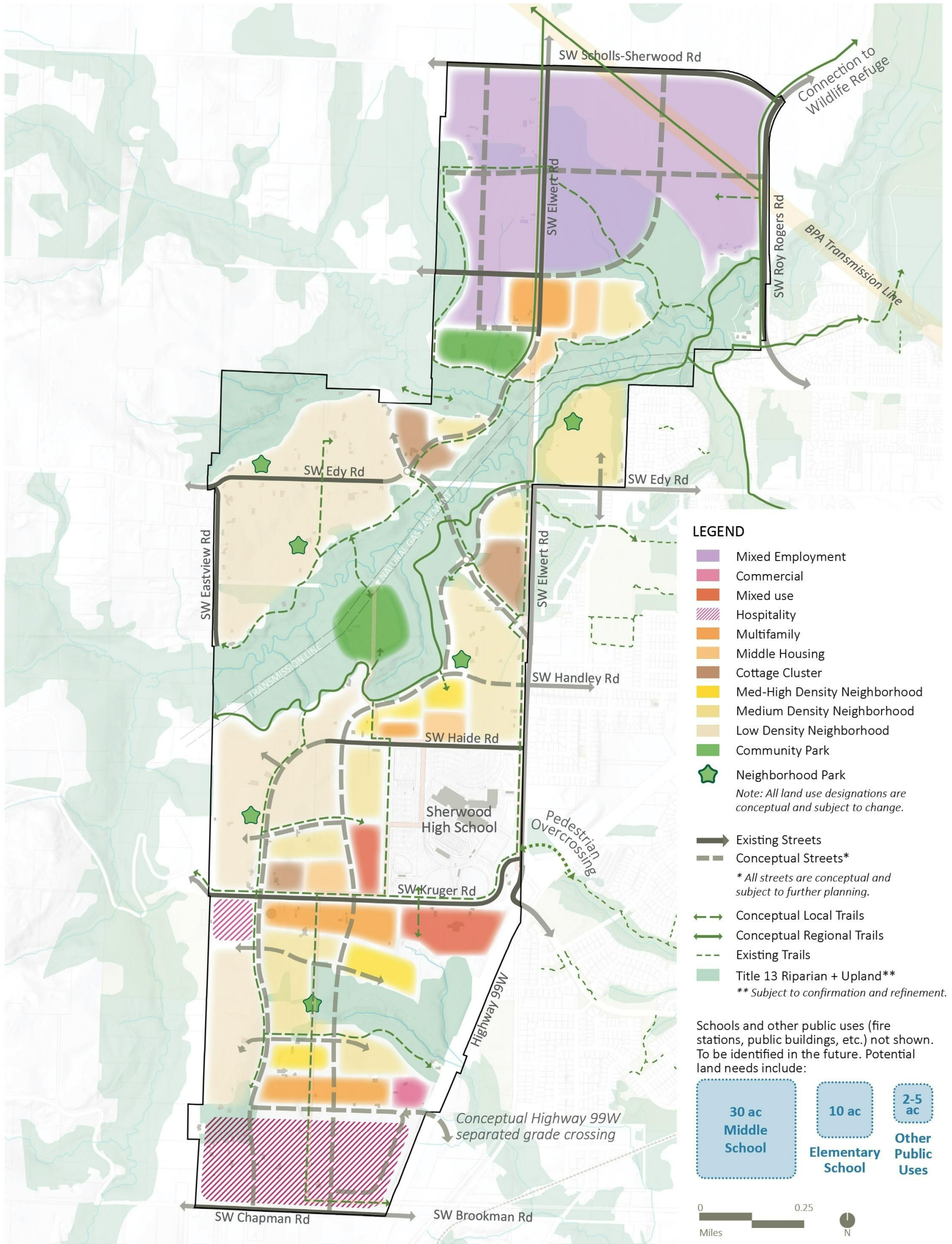
City of Sherwood

22560 SW Pine St.

Sherwood, Oregon 97140

Via email: rutledgee@sherwoodoregon.gov

Clients and Former Clients



March 28,2024

Marisa Madrigal
Chief Operating Officer
Metro
600 NE Grand Ave
Portland, OR 97232

CC: Eric Rutledge
Community Development Director
City of Sherwood
22560 SW Pine St.
Sherwood, OR 97140

RE: UGB Proposal

Dear Marisa,

My name is Lou Ann Nance, and my interest in the Sherwood UGB is based upon my family's property within Sherwood West which they have owned for nearly 40 years.

The vision for our family's property was to be included in the Urban Growth Boundary and be professionally developed into a thriving part of the Sherwood Community, including Commercial, Residential, and open space. New infrastructure would enhance the traffic flows and finish out this beautiful property

I feel that the extension of the UGB, including our property would only make sense for Sherwood and Metro as it adds many acres of development ready land for future growth. It would generate the economic base to support the services Sherwood would incur with the growth

Thank you for the consideration in making the decision to expand the UGB to include the proposed area of 1291 acres.

Best Regards,

Lou Ann Nance

From: [Hella Betts](#)
To: [Planning Mailbox](#)
Subject: FW: Metro decision on a UGB expansion request end of this year (2024) Sherwood, OR
Date: Friday, January 26, 2024 11:10:19 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

From: Hella Betts
Sent: Friday, January 26, 2024 11:08 AM
To: 2040@oregonmetro.gov
Subject: Metro decision on a UGB expansion request end of this year (2024) Sherwood, OR

Good Morning Metro:

As a property owner of 13 acres on 19945 & 19525 SW Kruger Rd, Sherwood, Or - outside of the UGB, I strongly support to be included in the UGB. We are directly behind the new Sherwood High School with a "turn around intersection of Elwert and Kruger which causes traffic going from Newberg to Hillsboro. The congestion from the High School Literally makes the case for growth, road improvement, local businesses so students do not have to use cars to cross 99W. Sherwood is the "gateway to the coast and wine country" it would be SAD to be like Tigard and just be a "drive though".

This also could be a promotion advertising to come to "OREGON as a DESTINATION".

Thank you,
Hella Betts
19945 SW Kruger Rd.
Sherwood, OR 97140

From: Suzie Rood <gardendiva503@yahoo.com>
Sent: Thursday, February 1, 2024 9:48 AM
To: Planning Mailbox
Subject: Metro UGB Expansion Request 2024

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

Metro UGB Expansion Request

I am a property owner with 2 other siblings of just short of 8 acres in the Sherwood West Area off Kruger Rd:
19525 SW Kruger Rd.

We are outside of the UGB directly behind Sherwood High School.

From the beginning when the HS was completed, I found it odd that there was so much resistance as to not bring additional land into the UGB.

The time has come and I fully support the future of Sherwood and its Concept Plan.

It's obvious, it's practical and it's needed!

Thank you for your consideration,
Suzanne M Rood

Marissa Madrigal
Chief Operating Officer
Metro
600 N.E. Grand Ave.
Portland, OR 97232

Dear Ms. Madrigal,

We am writing on behalf of the Robert A. Sabbe Trust to express our desire to have the Sherwood West Expansion land brought into the UGB this year.

As a little history, our parents Bob and Eleanore Sabbe bought the "Lister" farm in 1967 and moved with their 6 children from S.E. Portland to Sherwood. In those days the 99W and Tualatin-Sherwood Road intersection consisted of a single flashing red light and was called 6 Corners. Over the years our parents watched this tiny hamlet grow to a sophisticated city that they loved.

Though none of us children call Sherwood home today, we have many fond memories of growing up there. We want to see the land our parents cherished put to good use.

There is a need in the region for larger, flat development sites and our land fits the bill. This is a golden opportunity for Sherwood to combine it's goal of affordable housing with increased employment options.

Our Trust owns 32 acres of land that is adjacent to the Schlicting Trust of ~38 acres. Both properties border Roy Rogers Road and are perfect when combined together or separately for employment use.

The land is well suited for a sizeable industrial, office, or technology space.

The Sherwood City Council has spent many hours in thoughtful discussion on how to best utilize the Sherwood West acreage to enhance the livability of the community. They will do a great job at utilizing the land in ways that also enhance Washington County.

Thanks you for your time.

Nancy Perkins and Kevin Sabbe.
Trustees of the Robert A. Sabbe Trust.
16263 SW 129th Ter.
King City, Oregon 97224

March 29, 2024

Metro Council
c/o Marissa Madrigal, COO

Re: Sherwood West UGB Expansion

Metro Council,

I am writing this letter to support the inclusion of the 1,291 acres of Sherwood West as part of the expanded UGB. My husband and I purchased our home within the Sherwood City limits in 1990 and raised our family here. During the past 34 years, we have seen a lot of growth and change in our community. The Sherwood West Plan supports both economic development and housing opportunities by planning for both employment and population growth.

Sherwood's plan allows for economic development opportunities. Manufacturing offers employment for middle income jobs. As an income tax dependent state, these jobs generate revenue for schools, parks and public services. There is a strong demand for new industrial land and space in Washington County and in Sherwood as exhibited by the extremely low industrial vacancy rates. The 2018 Metro Urban Growth Report further indicates that it is important to have development-ready sites where businesses can locate. The Sherwood West Plan can meet this need.

It is well known that Oregon is experiencing a housing shortage crisis. A record number of Oregonians are houseless. The Sherwood West proposal includes a variety of housing zones, types, sizes and price points to ensure a mixture of housing options are provided. The city plans to follow a community approach that ensures ample parks and open spaces including multi-modal transportation options allowing residents the opportunity to live, work and recreate without getting in a car.

I believe that bringing Sherwood West into the UGB will not only benefit Sherwood but Metro as well. Thank you for your consideration of the Sherwood West UGB expansion proposal.

Sincerely,

Jill D Johnson

From: Bobby <muerth55@yahoo.com>
Sent: Thursday, February 1, 2024 12:33 PM
To: Planning Mailbox
Subject: Sherwood West UGB expansion request 2024 March

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

Hello

As a property owner shared with 2 siblings, @ 19525 SW Kruger Rd. (8 acres).

I am in Total Support of the UGB expansion request for Sherwood West.
I raised my 2 children in Sherwood in 1980 - 2000 here . In that time I have seen Sherwood's growth. New schools built, but in the same year "portables installed to handle our kids" ? History tells me that a large future plan will help elevate future congestion of our schools . This is a great community for families.

Requesting UGB expansion Now , will secure the work done by the Sherwood West planning committee . My fear is a future of disjointed expansion, if we delay.

Thank you
Robert Muerth
351 N Fairway St,
Newberg, OR. 97132

PS. I do have a request for DOT regarding Roundabout @ 99 and Elwert- Kruger.
Please review possibility of having right lane of roundabout south be a "merge only to South 99W". This would help with back up into roundabout during peak hours.

Thank you again for reviewing

Sent from my iPad
Bobby Muerth
Cell 503-780-3696

From: [Diann Matthews](#)
To: [Eric Rutledge](#)
Subject: UGB Expansion
Date: Saturday, March 30, 2024 5:31:58 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

Metro Council and Metro Chief Operation Officer,

Our family is a longstanding family of the Sherwood West community and we have been engaged in the Sherwood West expansion since the Preliminary Concept Plan and have supported the Concept Planning work to date because it is the first step necessary to bring land into the UGB.

The process to date has been very extensive and includes diverse housing types, community concept plans, preservation of parks and open space, and plans for design and safety improvements of Elwert Road.

We own 57 acres in the area.

Thank you for your time and consideration regarding this important matter.

Kind regards,
Diann Matthews and Marleen Mandel

SHERWOOD WEST CONCEPT PLAN

Attachment G Housing Needs Analysis Confirmation





Home

Reports

Report A Problem

Sherwood -> Amendment 003-19

(Read Only)

DLCD File #: 003-19

Status: Adoption Acknowledged

Revision Type: Department Review

Local File #: LU 2020-018 PA

Date of 1st Hearing: 10/27/2020

308 Days difference

Date of Final Hearing: 12/08/2020

350 Days difference

- Type:
- Comprehensive Plan Map Change
 - Zoning Map Change
 - Comprehensive Plan Map & Zoning Map Change
 - Comprehensive Plan Text Change
 - Land Use Regulation Change
 - UGB using Simplified Method (div 38)
 - UGB amendment by city with population less than 2,500 within UGB (div24)
 - UGB amendment of 50 acres or less by a city with population 2,500 or more within UGB (div 24)
 - UGB amendment adding more than 50 acres by city with population 2,500 or more within UGB (div 24)
 - UGB amendment that adds more than 100 acres by Metro (div 24)
 - Urban Reserve designation by Metro or a city with population 2,500 or more within UGB
 - Urban Reserve amendment to add over 50 acres by a city with population 2,500 or more within UGB
 - Urban Reserve designation or amendment by a city with population less than 2,500 within UGB
 - Urban Reserve amendment by Metro
 - Urban Reserve Other
 - Annexation
 - Other
 - Periodic Review Task

- Topic:
- Housing Needs Analysis
 - Transportation System Plan
 - Economic Opportunities Analysis
 - None of these apply

Summary Text amendment to the Sherwood Comprehensive Plan, Part 2 Sherwood Development Plan to include the Housing Needs Analysis 2019-2039 as Exhibit A to the Comprehensive Plan, Part 2. The HNA provides the factual basis for future planning efforts related to housing goals and policies for the upcoming update and revisions to the City's Comprehensive Plan.

An exception to a statewide planning goal is proposed:

Total Acres: 0.00

Locations (If there's a large number of tax lots associated with this amendment, please contact DLCD for assistance. plan.amendments@dlcd.oregon.gov)

Type	Tax Lot	From	To	Acres
------	---------	------	----	-------

Additions and changes to tax lots won't be permanently saved until you click the "Save" button at the bottom of this page.

Contacts

Erika Palmer Planning Manager (Local)

Documents

Upload supporting documentation. Administrative rule requires that you include all of the following materials that may apply:

- The text of the amendment (e.g., plan or code text changes, exception findings, justification for change)
- Any staff report on the proposed change or information that describes when the staff report will be available and how a copy may be obtained
- A map of the affected area showing existing and proposed plan and zone designations
- A copy of the notice or a draft of the notice regarding a quasi-judicial land use hearing, if applicable
- Any other information necessary to advise DLCD of the effect of the proposal

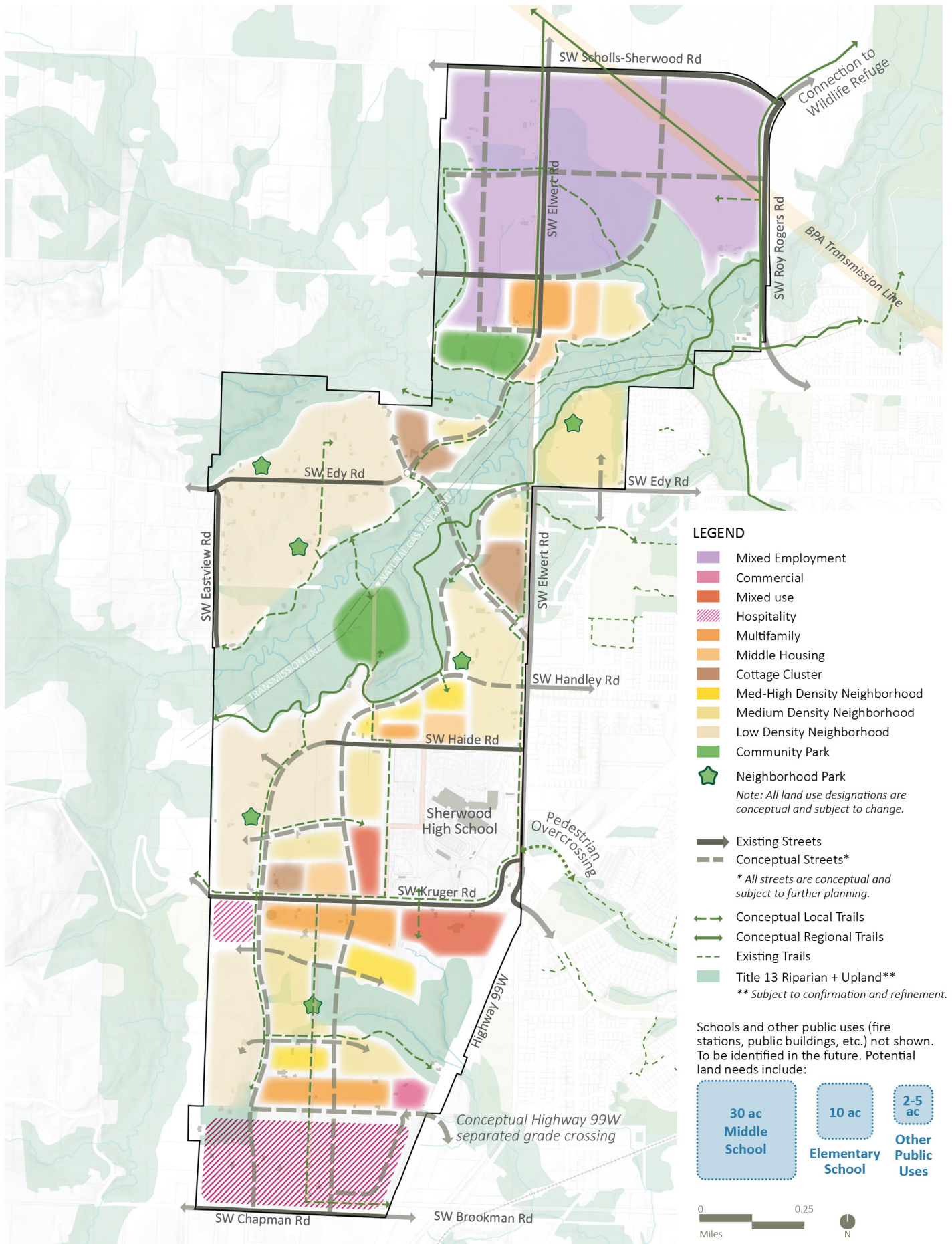
Uploaded	Name	User
12/24/2019	Proposal_Sherwood HNA 2019-2039 02072019_clean_2019-12-24_11-05-03.pdf	
12/24/2019	Proposal_Exhibit B ComprehensivePlan2 Table of Contents amended_2019-12-24_11-05-17.pdf	
12/18/2020	Adopted_Ordinance 2020-010 Adopt Housing Needs Analysis LU 2020-018_2020-12-18_01-39-33.pdf	

SHERWOOD WEST CONCEPT PLAN

Attachment H Map of Expansion Area



Figure 8. Composite Concept Plan Map



SHERWOOD WEST CONCEPT PLAN



Metro Technical Advisory Committee (MTAC)

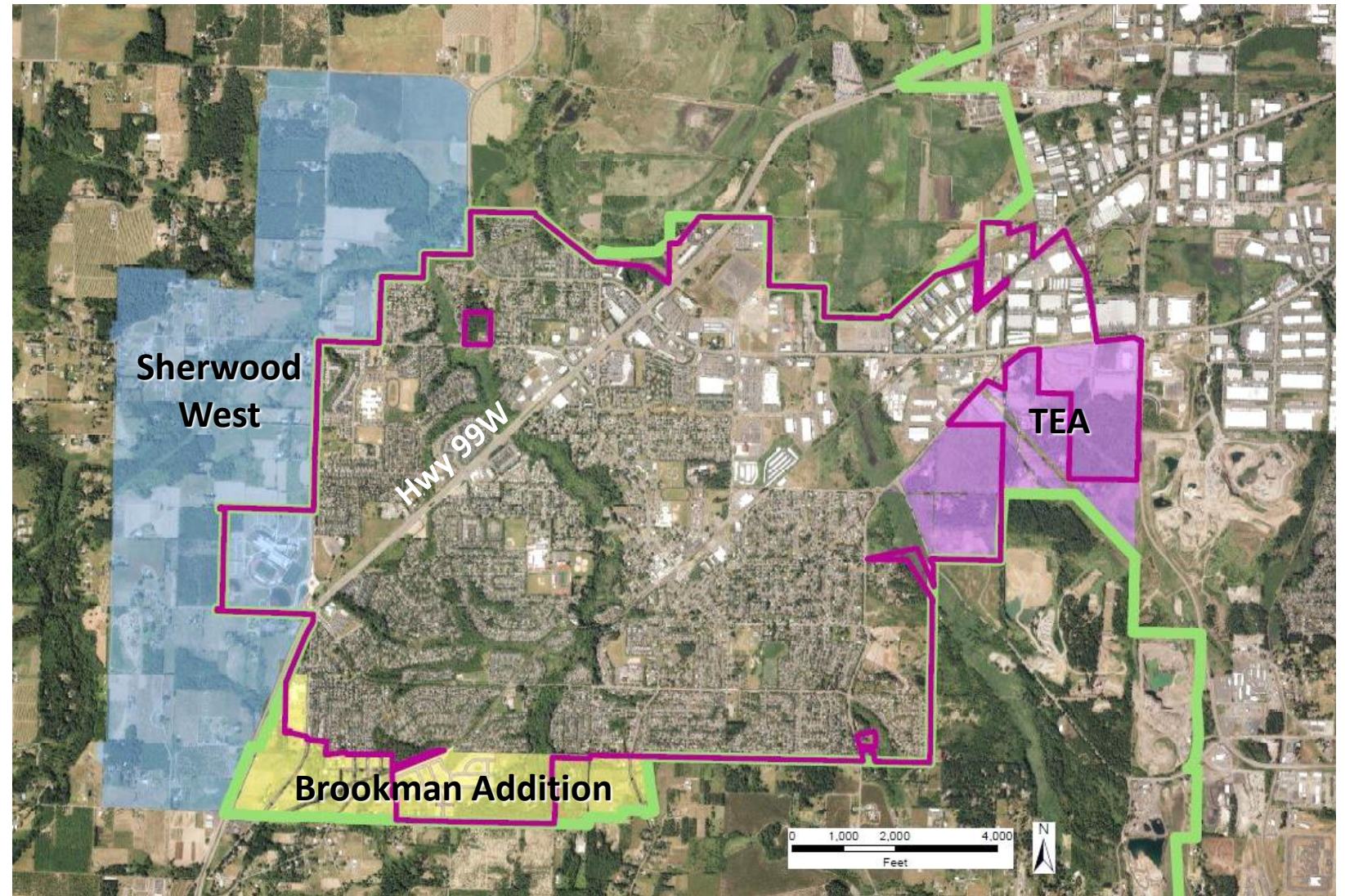
May 15, 2024

Eric Rutledge, Community Development Director

Sherwood West

Metro Urban Reserve Area 5B

- 1,291 acres
- 126 properties
- 110 properties owners
- 9.8 acres (avg property size)
- 2016 Preliminary Concept Plan



Sherwood West



Sherwood's Housing Needs



Sherwood's Employment Needs



Regional Employment Needs

- 8,600 net buildable acres of industrial employment land inside UGB
- No available and unencumbered Tier 1 industrial sites in region greater than 50-acres
- Challenge of moving Tier 2 and 3 sites of this size to market (brownfield, gravel pits, etc.)

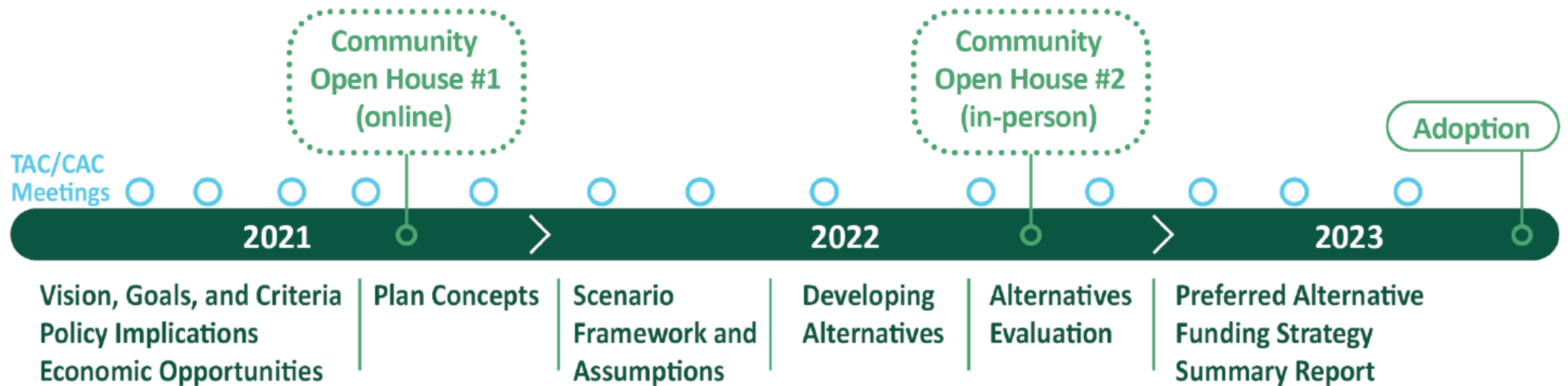
2018 Urban Growth Report Appendix 8:
Regional Industrial Site Readiness Inventory



PLANNING & ENGAGEMENT PROCESS

Guided by the Community Advisory Committee (CAC)

Community Engagement Timeline



Community Engagement Activities

- ✓ **Community Advisory Committee**
- ✓ **Technical Advisory Committee**
- ✓ **Community Open Houses**
- ✓ **Community Pop-Up Events**
- ✓ **Virtual Open Houses**
- ✓ **Interested Parties Email Subscription**
- ✓ **Project Website**
- ✓ **Social Media, Sherwood Utility Billing**
- ✓ **Sherwood Archer Newsletter**
- ✓ **Project Video**
- ✓ **Property Owner Mailings**
- ✓ **Online Surveys**
- ✓ **Coffee Klatches with HOA's**

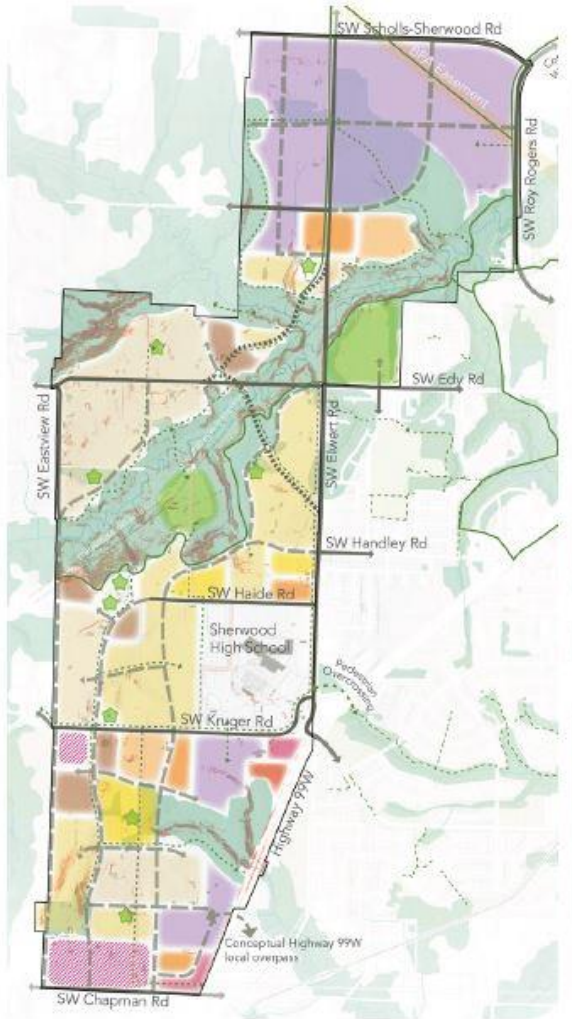


**Unanimous
approval by
Sherwood Planning
Commission and
City Council**

Sherwood West Vision

Sherwood West is a walkable community with a balanced mix of employment, residential, commercial, and greenspace land uses—it is a place where families can safely live, work, shop, and play. Sherwood West is home to a variety of businesses that offer stable, high-paying jobs and those employment opportunities have helped satisfy the City’s need for an expanded tax base to protect and maintain Sherwood’s great quality of life. Sherwood West is attractive to employers and residents because of its well-planned infrastructure, well-connected streets, walkable neighborhoods, and variety of well-designed housing choices. The area feels like a natural extension of Sherwood’s existing neighborhoods, and it is integrated with other nearby urbanizing areas and regional destinations such as the Tualatin River National Wildlife Refuge. Sherwood West’s natural landscape is anchored by the Chicken Creek Greenway, which protects the creek corridor and connects the area’s neighborhoods through a network of natural areas, parks, and trails.

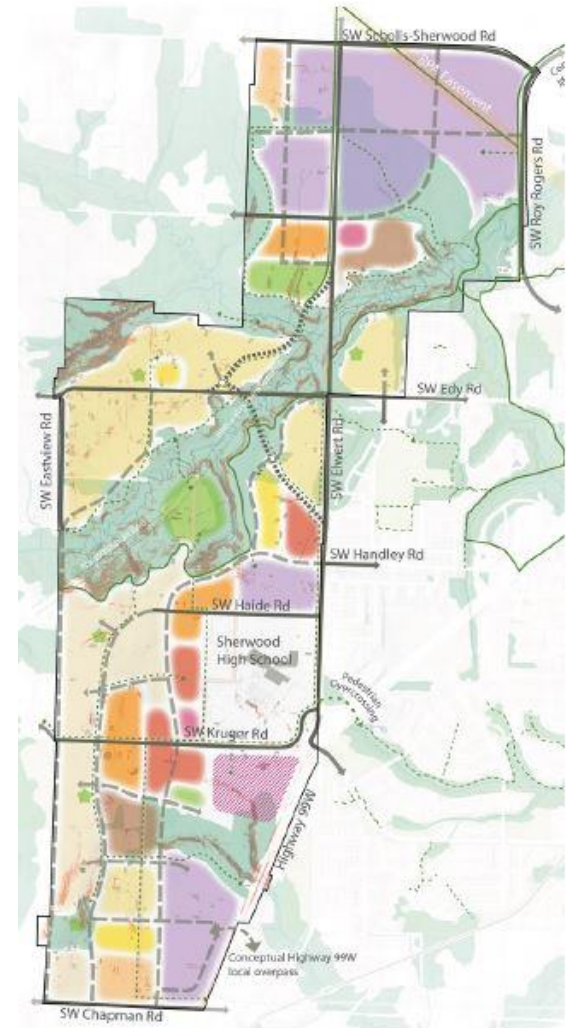
Land Use Alternatives



Alternative 1



Alternative 2



Alternative 3

METRO URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN

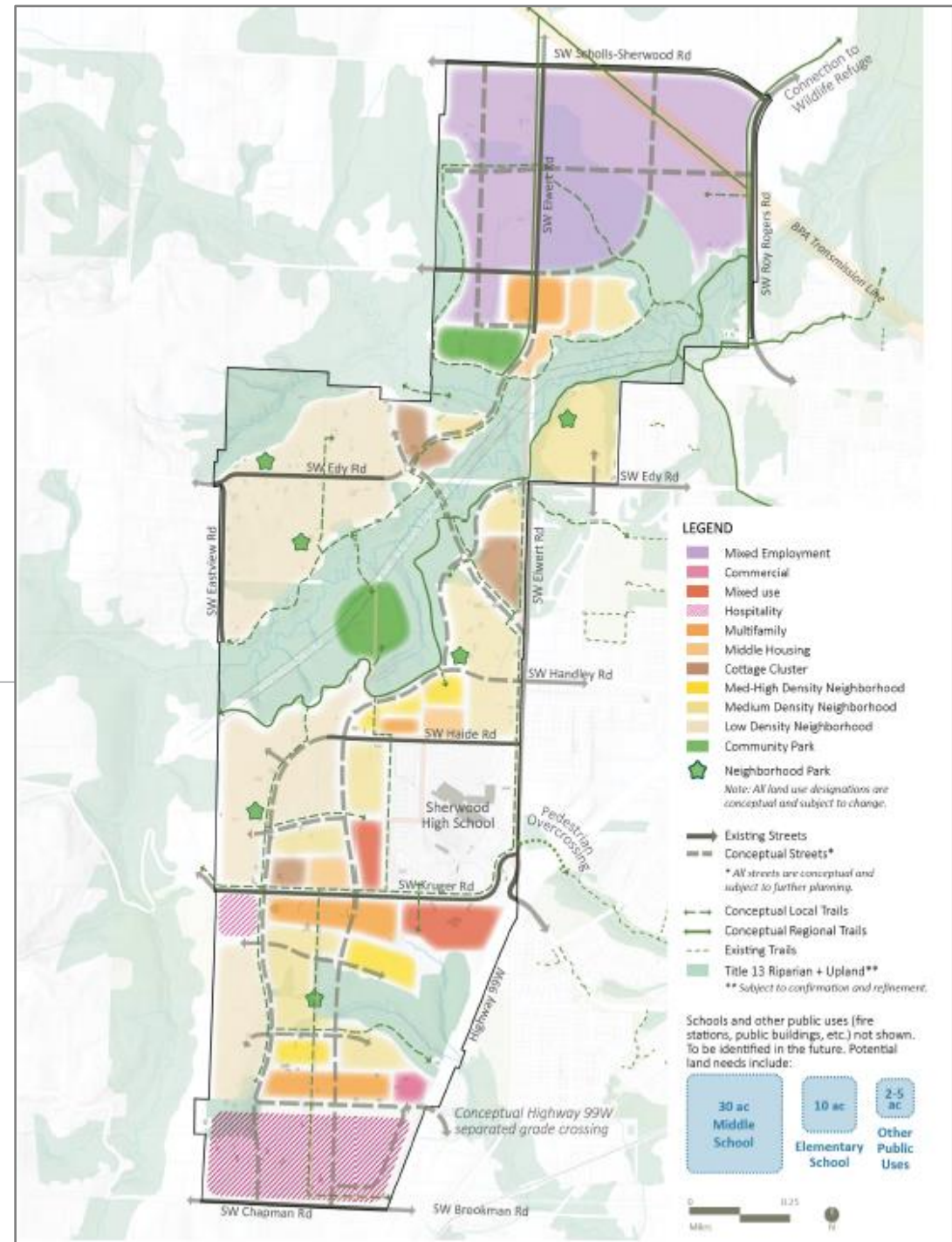
Metro UGMFP

Title 3.07.1110 Planning for Areas Designated Urban Reserve

- A mix and intensity of uses that will make efficient use of the public systems and facilities ●
- A development pattern that supports pedestrian and bicycle travel to retail, professional and civic services
- A range of housing of different types, tenure and prices addressing the housing needs in the expansion area ●
- Sufficient employment opportunities to support a healthy economy
- Well-connected systems of streets, bikeways, parks, recreational trails and public transit
- A well-connected system of parks, natural areas and other public open spaces
- Protection of natural ecological systems and important natural landscape features ●
- Avoidance or minimization of adverse effects on farm and forest practices ●

Recommended and Accepted Concept Plan

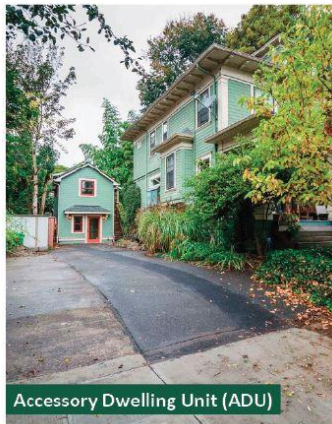
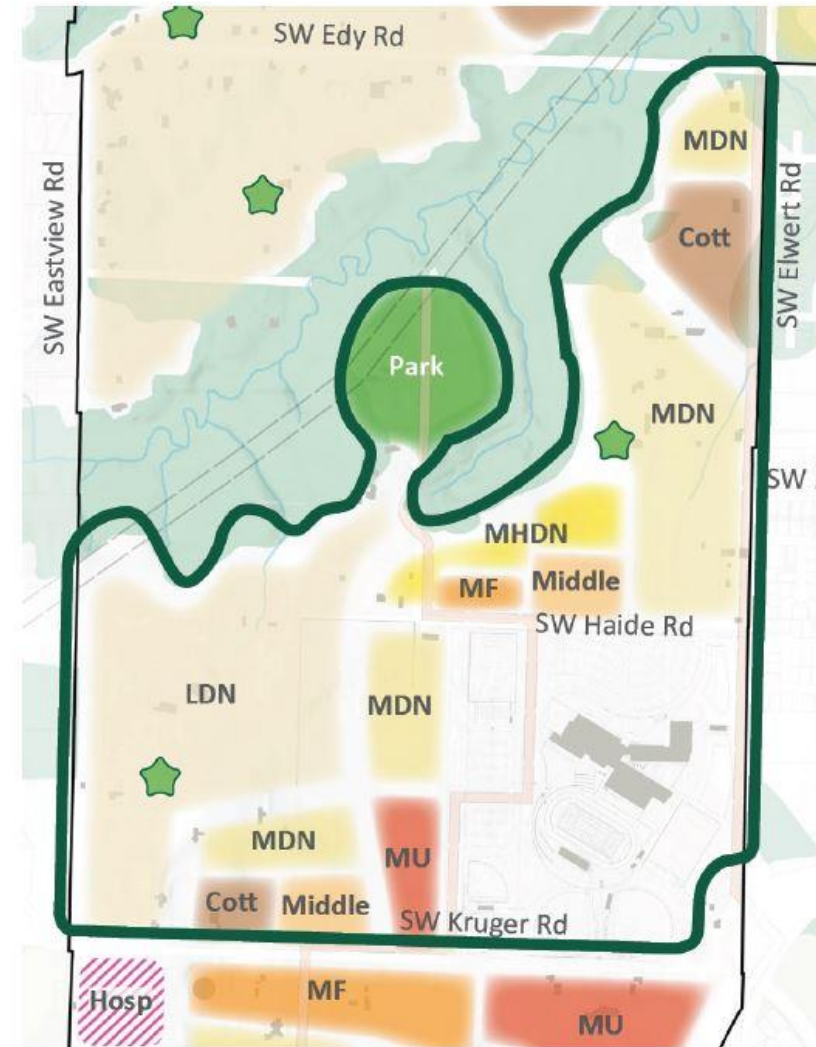
- Diverse land uses
- Connected transportation system
- Ample parks, trails, open space



Residential Land Uses

- Residential low
- Residential medium
- Residential medium-high
- Middle housing
- Cottage cluster
- Multi-family

Figure 11. West District

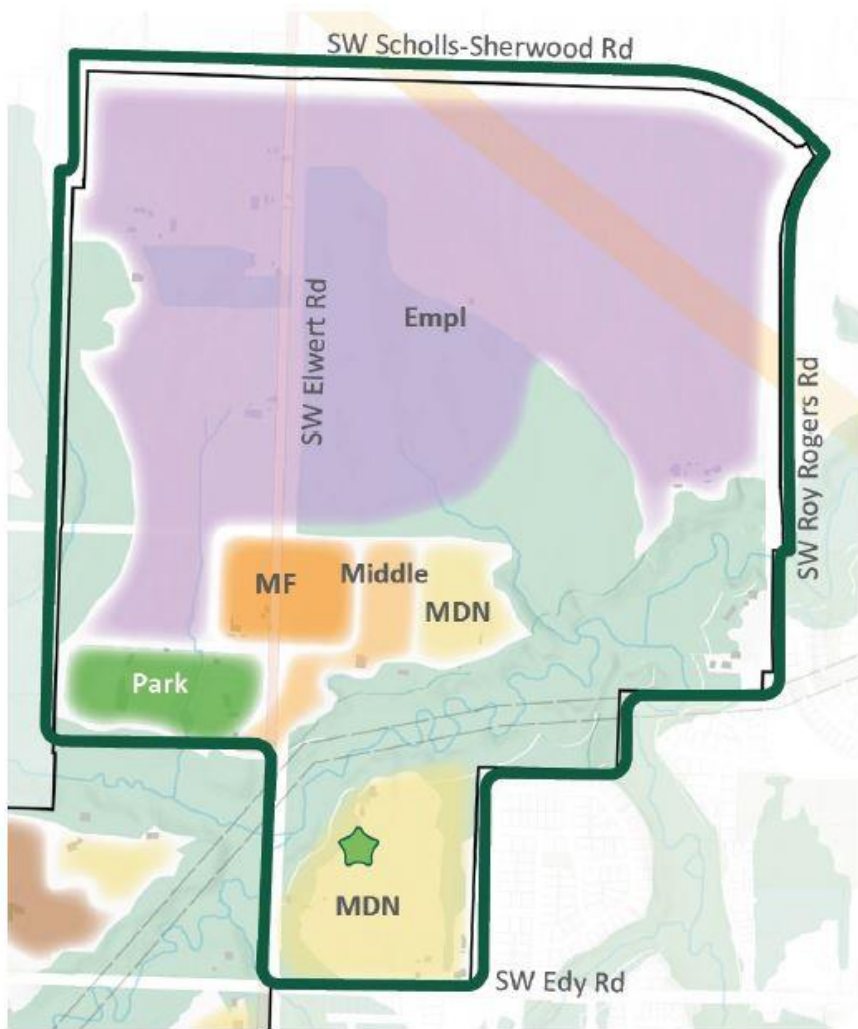


Housing Estimates

Table 4. Sherwood West Housing Estimates

	Density Range (Net)	Total Acres (Net)	% of Residential Acres	Total Housing Units (with % of Middle Housing in Neighborhood areas)			
				0% MH	10% MH	20% MH	50% MH
Multi-Family	16.8 to 24	33	10%	798	798	798	798
Middle Housing	5.5 to 11	16	5%	173	173	173	173
Cottage Cluster	12.8 to 16	23	7%	362	362	362	362
Med/High Density Nbhd	5.5 to 11	23	7%	248	279	311	406
Medium-Density Nbhd	5.6 to 8	102	30%	816	990	1,163	1,683
Low-Density Nbhd	3.5 to 5	144	42%	720	1,008	1,296	2,160
TOTAL		340	100%	3,117	3,610	4,103	5,582
<i>Total Average Density</i>				9.2	10.6	12.1	16.4
<i>Total Average Density with Open Space</i>				7.8	9.0	10.3	13.9

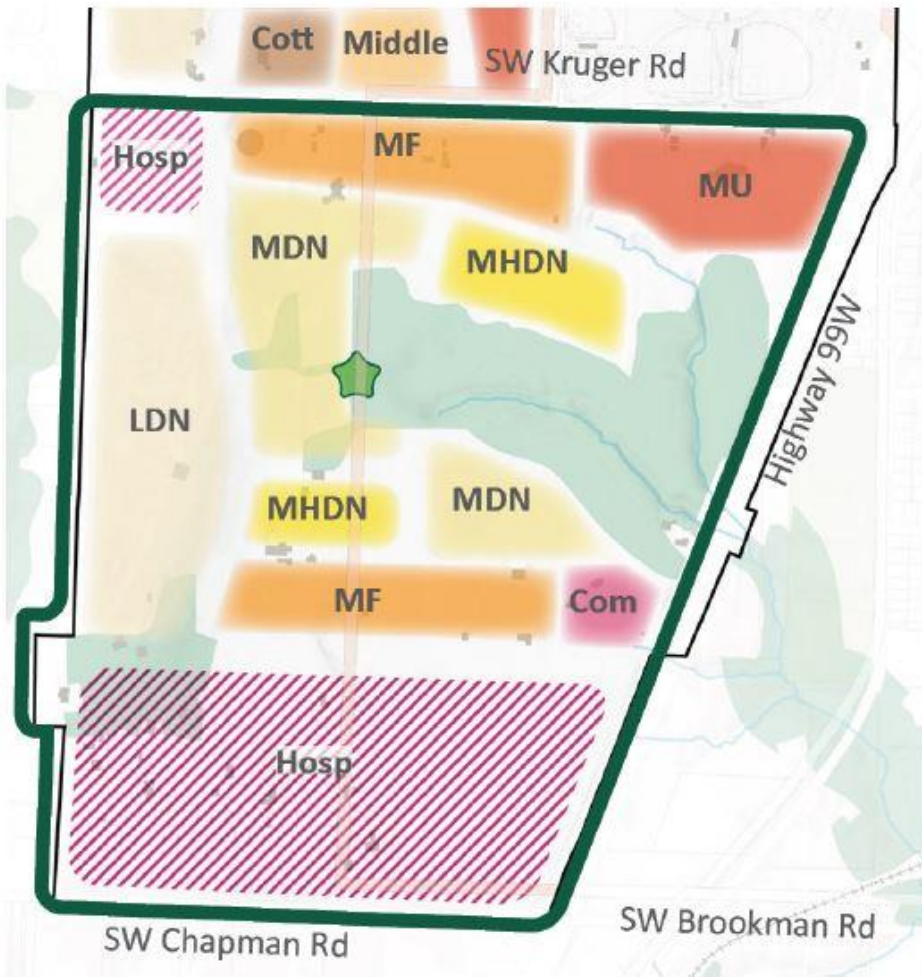
Employment Land Uses



North District

- 250 gross acres
- Flat terrain, large parcels, and good transportation access to SW Roy Rogers Road / Tualatin-Sherwood Rd.
- Mixed Employment: office, light industrial, and flex space uses
- Targeted industries: advanced manufacturing, clean tech, apparel and outdoor

Employment Land Uses – Hospitality Zone



South District

- 75 gross acres
- Hospitality zone that serves as a destination. Focus on wine and specialty agriculture.
- Lodging, tasting rooms, restaurants, event space, small retail shops.



Hawk's View Winery

Employment Estimates

Table 5. Sherwood West Employment Estimates

	Total Acres (Net)	Jobs / Net Acre (est.)	Total Jobs	Percent of Jobs	% of Employment Acres
Mixed Employment	130	18	2,398	53%	49%
Commercial	7	36	237	5%	2%
Mixed Use	25	25	638	14%	9%
Hospitality	63	15	938	21%	24%
Schools	40	8	314	7%	15%
TOTAL	265		4,524	100%	100%

The jobs-per-acre estimates for each land use type are rough estimates gleaned from the Metro 2014 Urban Growth Report and from the scenario planning software Urban Footprint.

Transportation Network



SW Sunset Blvd

Transportation Principles for Sherwood West:

- Design for safety
- Integrate with existing Sherwood
- Connect all areas of Sherwood West
- Streets are places for people of all ages and abilities
- Provide for all modes of travel

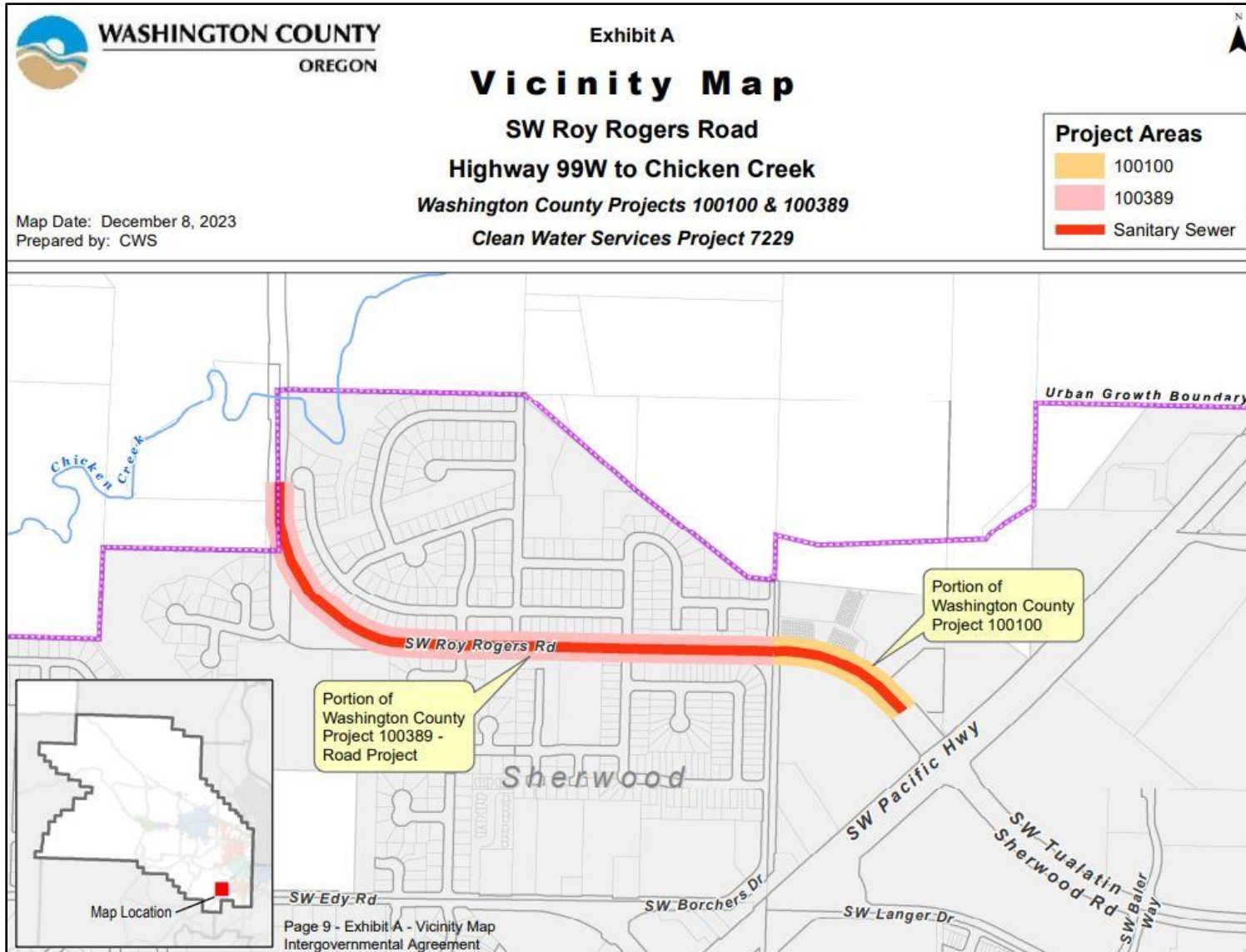
Park and Trail Network



- Centered around Chicken Creek Greenway
- Connection to regional Ice Age Tonquin Trail
- Connection to Tualatin River National Wildlife Refuge
- Two Community Parks

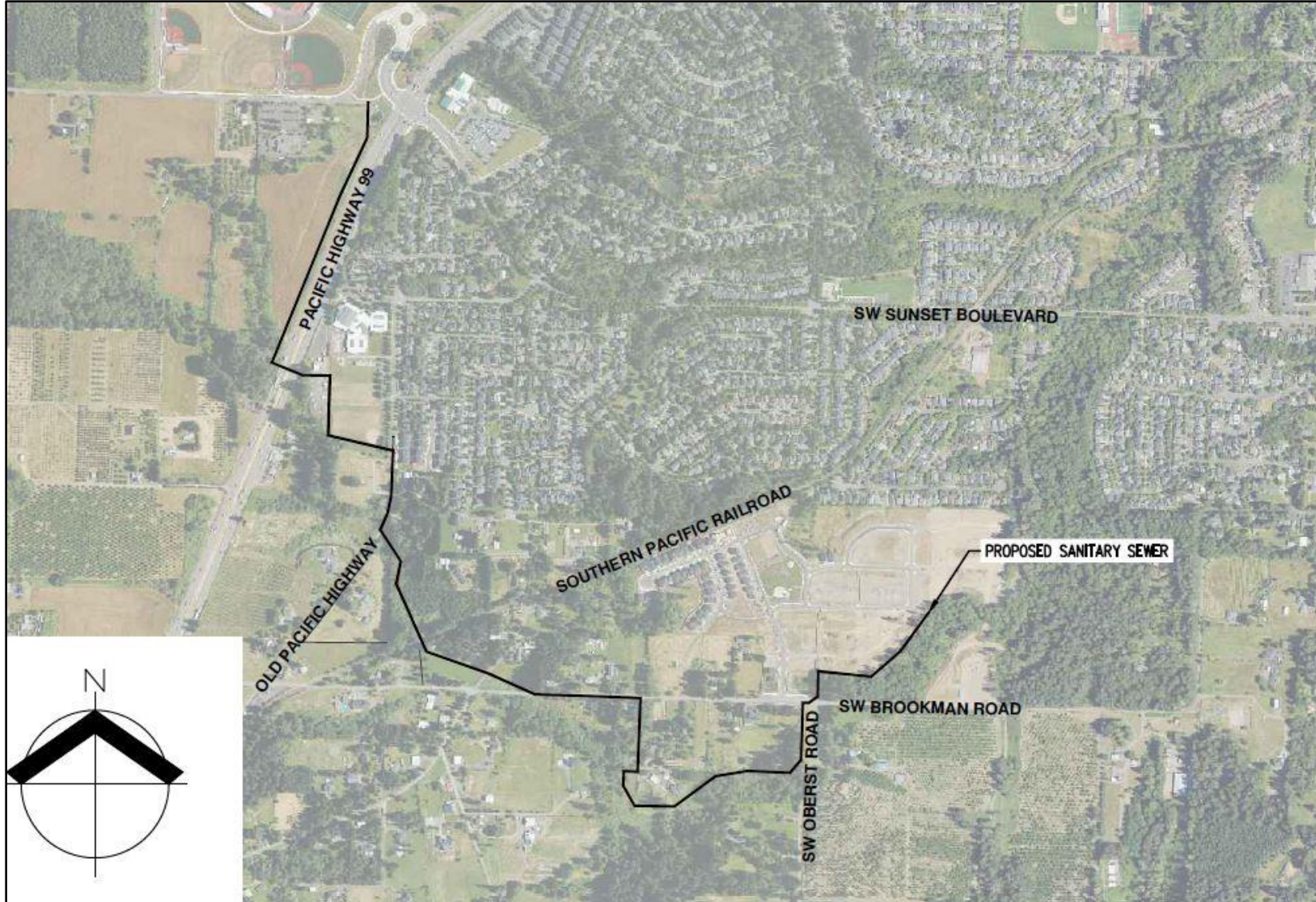
DEVELOPMENT READINESS

Infrastructure and Development Readiness



Chicken Creek Pump Station and Force Main

Infrastructure and Development Readiness



Brookman Trunk Line

Infrastructure and Development Readiness



Hwy 99W
Pedestrian Bridge

2cm = 20ft N

kpff
architectural applications
a2
GREENWORKS.
City of Sherwood Oregon

Sherwood HWY 99W
Pedestrian Bridge
6/19/2023

Partner Agency and Public Support



Urban Service Providers



Letters of Support



SHERWOOD WEST CONCEPT PLAN



Metro Technical Advisory Committee (MTAC)

May 15, 2024

Eric Rutledge, Community Development Director

WHAT IS THE Oregon Housing Needs Analysis (OHNA)?



The OHNA has been codified into law¹ with the intent to facilitate housing production, affordability, and choice to meet housing needs for Oregonians statewide.

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 Oregon Legislature and Governor Tina Kotek have directed the Department of Land Conservation and Development (DLCD) to iterate housing planning in the state to **ensure that all Oregonians have access to safe, affordable housing in their communities of choice that meets their needs.**

What is the OHNA?

The OHNA articulates new responsibilities for state agencies and local governments to reorient the implementation of Statewide Land Use Planning Goals 10 (Housing) and 14 (Urbanization) to produce more housing, ensure equitable access to housing, and ensure state and local governments take action to address need. It affects the way all communities plan for housing and urban lands, and cities with populations of 10,000 or greater are now required to regularly plan and take action to address needs. The OHNA includes the following components:

Methodology

- ◆ A methodology that estimates the total number of **Needed Housing** units over a 20-year period for all of Oregon, divided into geographic regions, components of need, and affordability brackets
- ◆ An allocation of need to each local government in a region
- ◆ This allocation at the city level forms the basis for the statewide development of **Housing Production Targets** for cities with over 10,000 people
- ◆ The methodology will be run annually by the Oregon Office of Economic Analysis inside the Department of Administrative Services (DAS)

Dashboard

- ◆ A publicly available **Housing Production Dashboard** that will track progress toward housing production target goals by city
- ◆ A set of **Housing Equity Indicators** that will monitor equitable housing outcomes by city
- ◆ The dashboard and equity indicators will be published annually by the Oregon Housing and Community Services (OHCS) Department

Program

- ◆ A **Housing Acceleration Program** that supports cities who are falling behind on their Housing Production Targets
- ◆ The Housing Acceleration Program requires action, partnership, and investment to identify and address barriers to production within the control of local governments and state agencies
- ◆ The Housing Acceleration Program and OHNA integration into Oregon's other land use planning goals will be managed by DLCD and aligned with cities' Housing Production Strategy deadlines

COMPONENTS OF THE OHNA

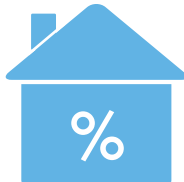
Four Components of Housing Need

1
Projected Need



Units needed to accommodate future population growth over 20 years

2
Underproduction



Units that have not been produced to date in the region, but are needed to accommodate current population (often referred to as housing shortage)

3
Units Lost to 2nd & Vacation Homes



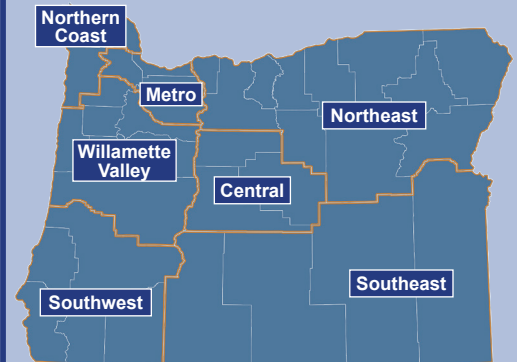
Units needed to replace units lost to second and vacation homes

4
Units to Address Homelessness

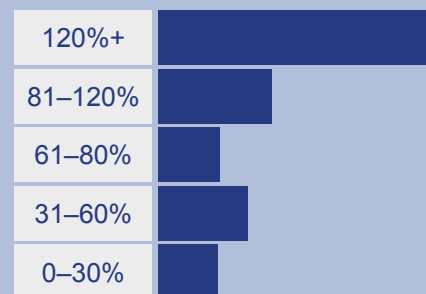


Units needed to house those who are currently experiencing homelessness

Calculated for the state, each region, and each income level



DISTRIBUTION OF UNITS BY PERCENTAGE OF AREA MEDIAN INCOME



The OHNA brings about several important changes to housing planning in Oregon by requiring jurisdictions to plan for housing in a more comprehensive way and include housing underproduction, housing units needed for people experiencing homelessness, and units lost to second and vacation home demand in the estimate of total housing need. It also requires jurisdictions to use regional incomes, instead of local incomes, to assess needed housing. These changes aim to ensure that all Oregon communities have a shared responsibility in meeting housing need at all income levels.

How was the OHNA Methodology Developed?



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. For a detailed technical explanation of the OHNA methodology and changes recommended last year, see the [technical appendix](#) to the [OHNA Recommendations Report](#). The Office of Economic Analysis at DAS will be finalizing the OHNA methodology throughout 2024 so it can be run on January 1, 2025.

Want to Get Involved and Stay Informed about the OHNA?

The OHNA is a brand new set of laws that affect housing provision for Oregonians. Many of the decisions and ideas described in this document will be finalized over the 2024-2025 time period. DLCD recruited and began meeting with its Advisory Committees in Fall 2023, but there are many ways to get involved and stay informed about the process.

Visit [DLCD's housing rulemaking webpage](#) for additional policy briefs describing:

- How the OHNA will be implemented
- How the OHNA will change Statewide Land Use Planning Goals 10 and 14
- How to define Needed Housing in the OHNA

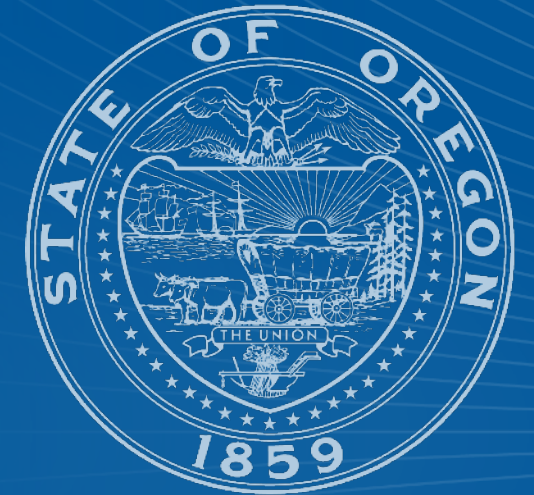
To Get Involved and Stay Informed About the OHNA:

- See [DLCD's housing rulemaking webpage](#)
- Sign up for process updates at DLCD's housing rulemaking [GovDelivery](#)
- Reach out to DLCD's Housing Division with questions and comments at housing.dlcd@dlcd.oregon.gov.

1. See House Bills [2001](#) & [2889](#) (2023 Session). Codified in [Oregon Laws 2023, chapter 13](#) and Oregon Revised Statute (ORS) chapters 195, 197, 197A, and 456

Materials following this page were distributed at the meeting.

OHNA: Metro Methodology and Initial Findings



May 20th, 2024

Presenters Today



1. Megan Bolton – OHCS –
Assistant Director of Research

2. Sean Edging – DLCD –
Senior Housing Planner

3. Josh Lehner – DAS –
Economist at the Oregon Office of Economic Analysis

Policy Background



HB 2001/2889 (2023 Session)



Focus for today's presentation

Department of Administrative Services

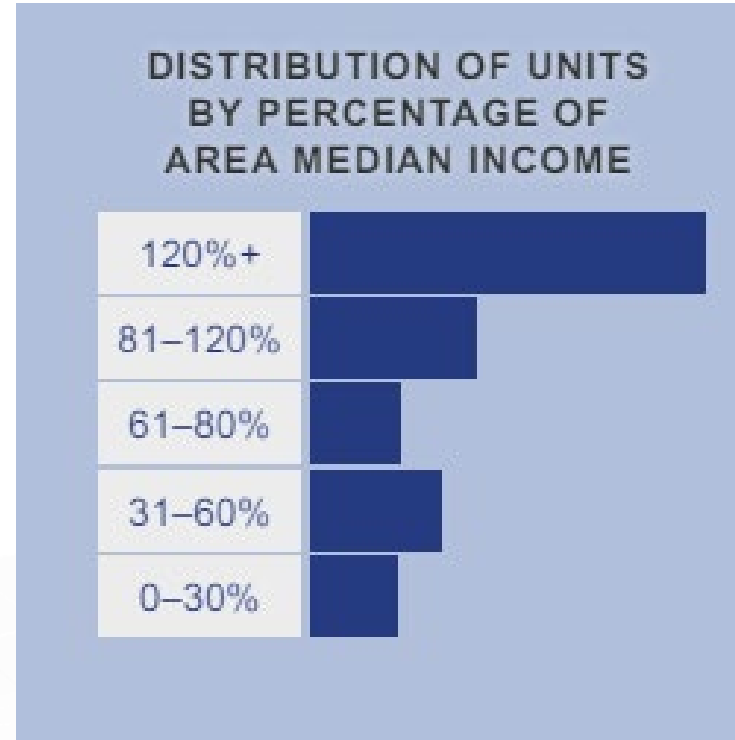
- OHNA - Estimate and allocate need
- Production targets

Oregon Housing and Community Services

- Housing Production Dashboard
- Housing Equity Indicators
- Methodology recommendations to DAS

Department of Land Conservation and Development

- Goal 10 Implementation
- Housing Acceleration Program
- Methodology recommendations to DAS



*Metro is special



Statewide Methodology

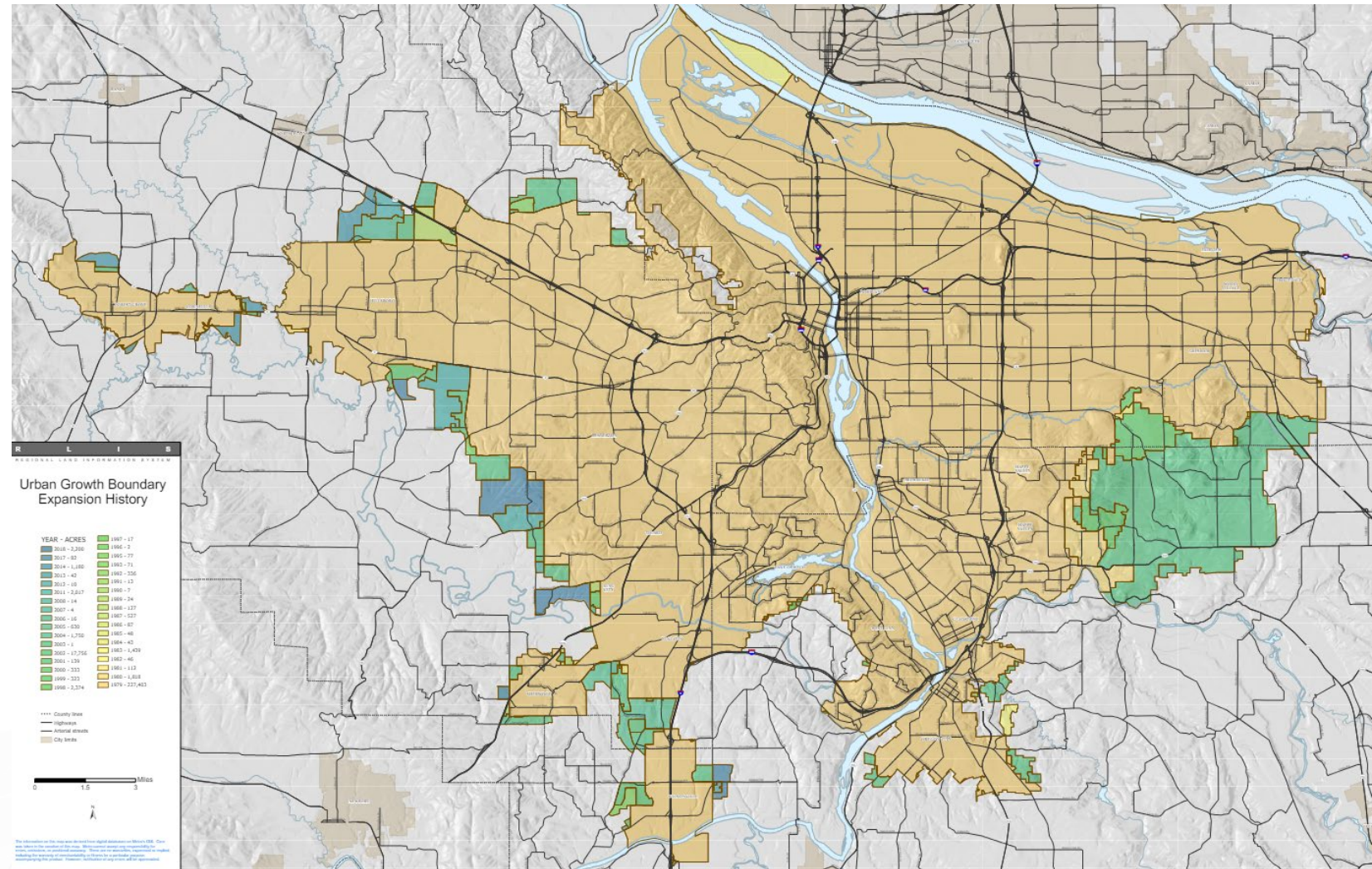
DAS Estimate → Allocation →
Production Targets

Metro Methodology

Metro Estimate → DAS Allocation →
Production Targets

DAS must consider:

- Population Growth
- Regional Job Distribution
- Equitable Distribution of Housing

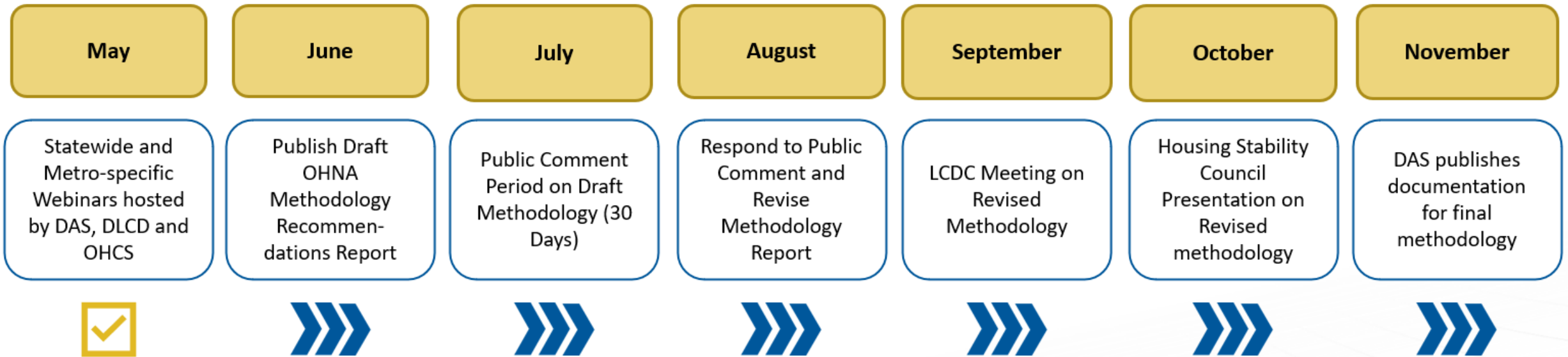


House Bill 2001/2889 (2023 Session)



May 3 – [Statewide Methodology Webinar](#)

May 20 – Metro Methodology Webinar (notice will be published soon)



*survey link for feedback on methods will be sent post-webinar

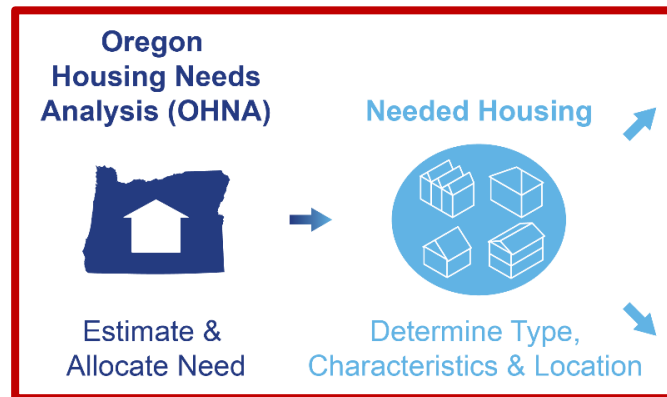
HCS.OHNA@hcs.oregon.gov to provide public comment

Goal 10 – Housing under OHNA



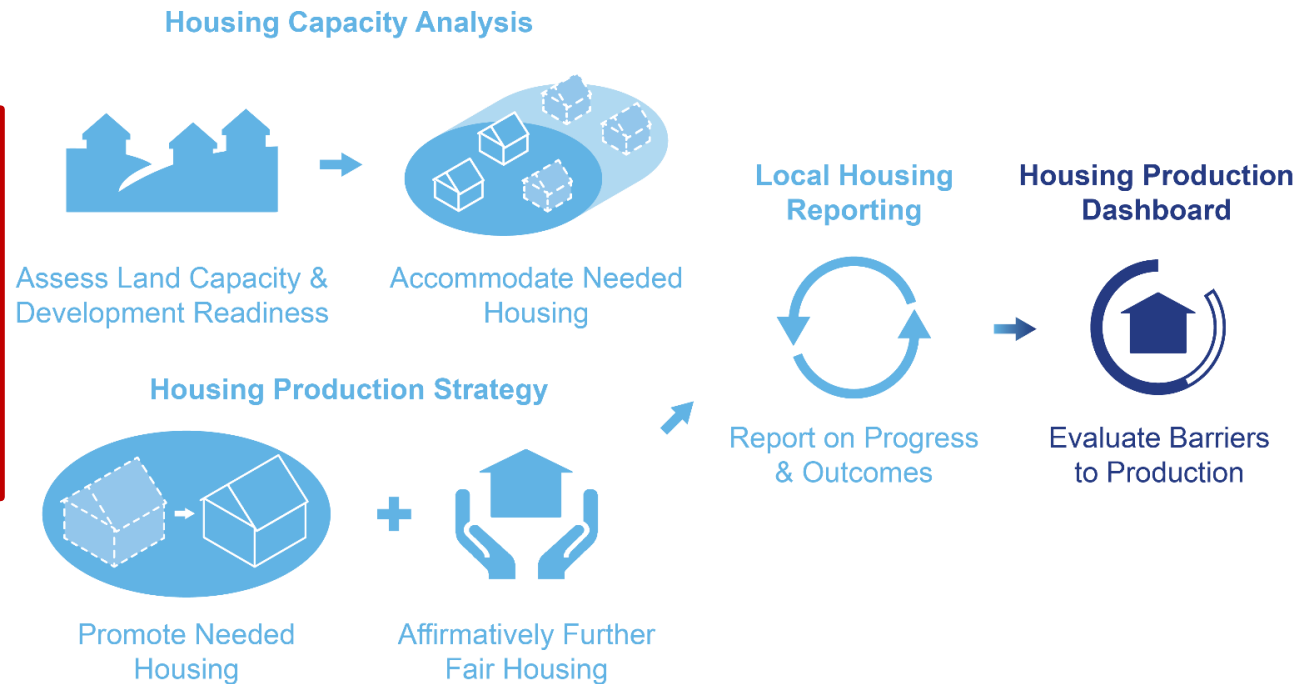
“To provide for the housing needs of citizens of the state. Buildable lands for residential use shall be inventoried and plans shall encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon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

OHNA replaces localized projections with state estimate/allocation; local gov'ts make policy choices



The Goal 10 Process

State | Local



Components of Need



Pilot Methodology vs. Current Approach



Pilot Methodology – 3 components

1

POPULATION GROWTH

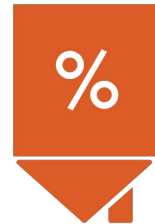
Units needed to accommodate future population growth over 20 years



2

UNDERPRODUCTION

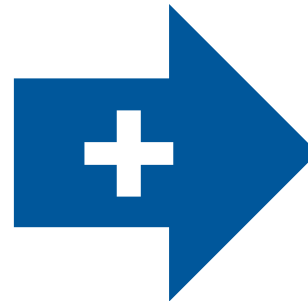
Units that have not been produced to date in the region, but are needed to accommodate current population
(often referred to as housing shortage)



3

HOUSING FOR THE HOMELESS

Units needed to house those who are currently experiencing homelessness



Current Methodology – 5 components

4

SECOND AND VACATION HOMES

Units that are expected to be lost to 2nd and vacation homes and will not be available for year-round occupancy



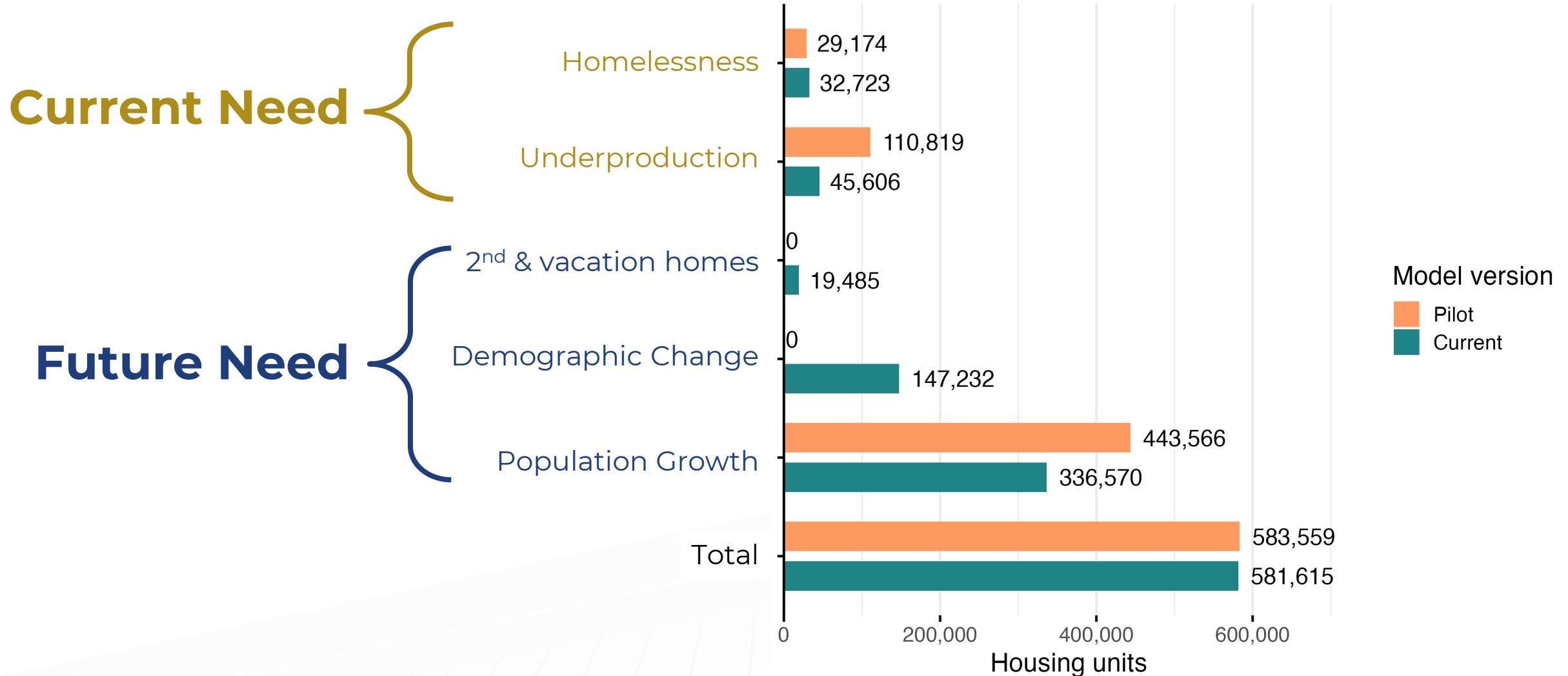
5

DEMOGRAPHIC CHANGE

Household size is forecasted to decrease, the same number of people will require more units of housing in the future



Statewide Components of Need Compared to Pilot Results





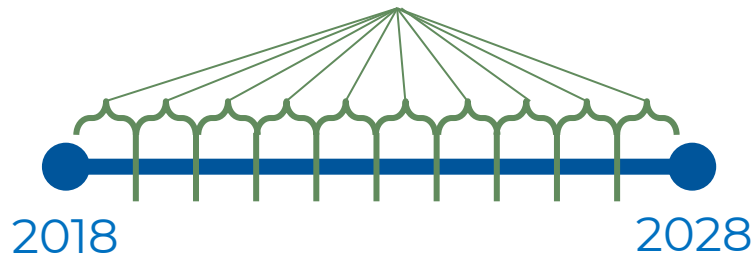
Statewide and Regional Targets

- 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

CURRENT NEED

78,000 units over 10 years

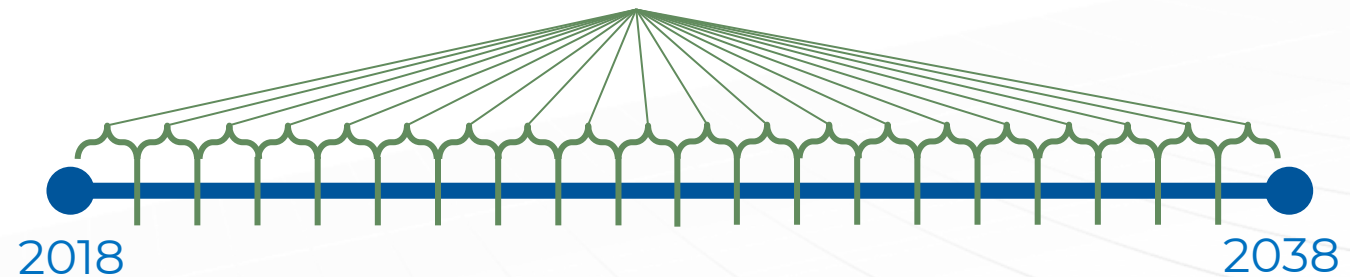
7,800
units per year



FUTURE NEED

503,000 units over 20 years

25,000
units per year



CURRENT TOTAL ANNUAL STATEWIDE TARGET IS 33K UNITS

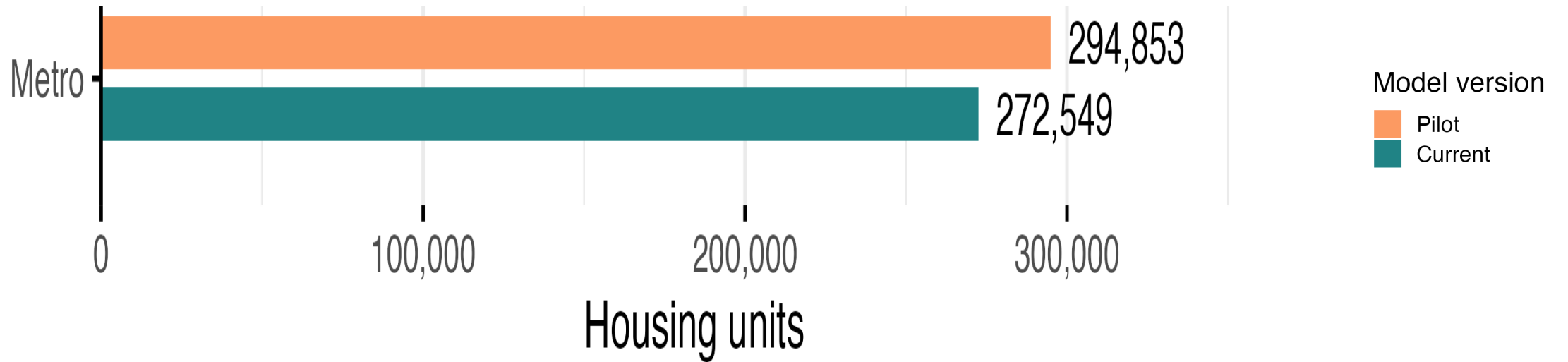
(Pilot methodology annual target was 36k)

Updating regional and local allocations



- In order to help produce 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

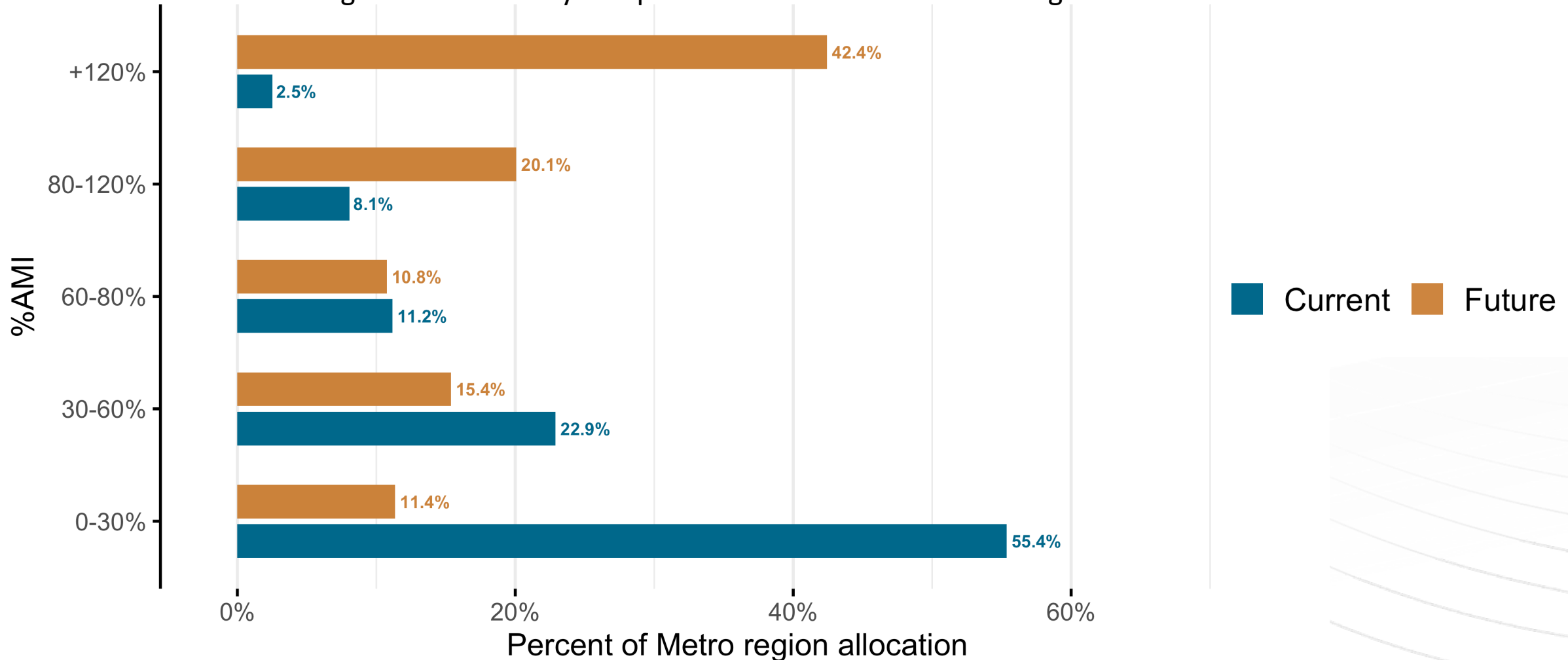
Current Metro Total Compared to Pilot



Income distribution is different for current and future need



Income target distribution by component of need for the Metro region



Allocating Regional Need to UGBs 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

Current Need

UNDERPRODUCTION

Current Population - 50% weight
Current Jobs - 50% weight



HOMELESSNESS

Current Population - 50% weight
Current Jobs - 50% weight



Future Need

POPULATION GROWTH

Population Growth Forecast - 50% weight
Current Jobs - 50% weight



DEMOGRAPHIC CHANGE

Current Population - 50% weight
Current Jobs - 50% weight

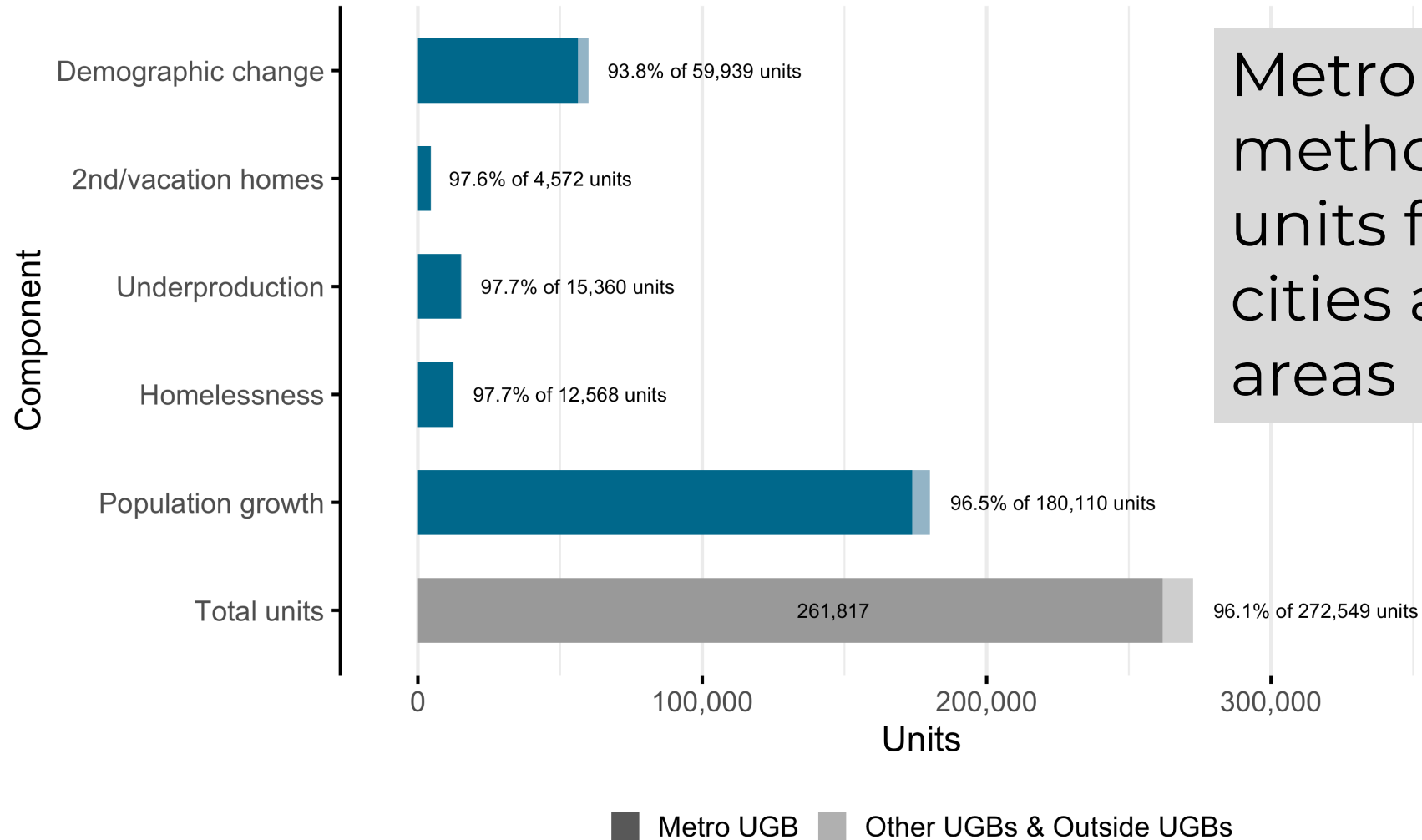


UNITS LOST TO 2ND AND VACATION HOMES

Allocated based on each UGBs
current share of the regional total



Allocating from Metro UGB to Cities

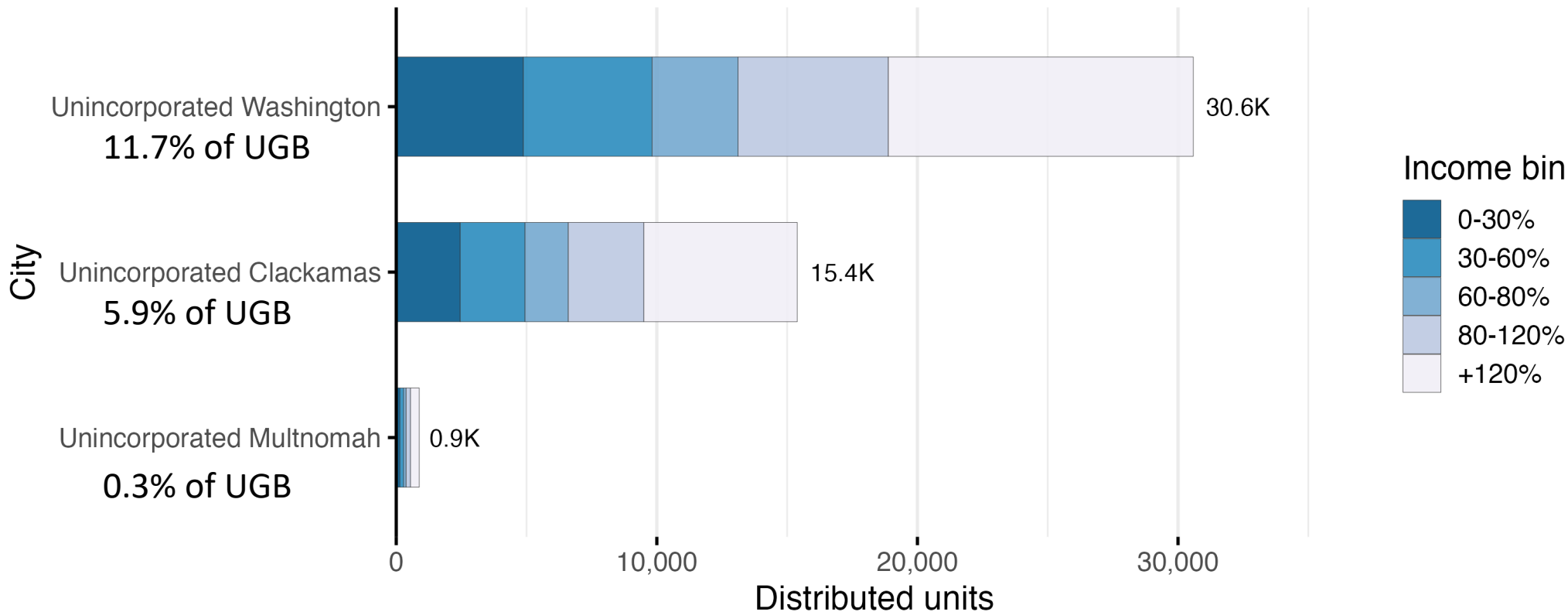


Metro will have its own methodology to distribute units from the UGB to cities and unincorporated areas

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



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

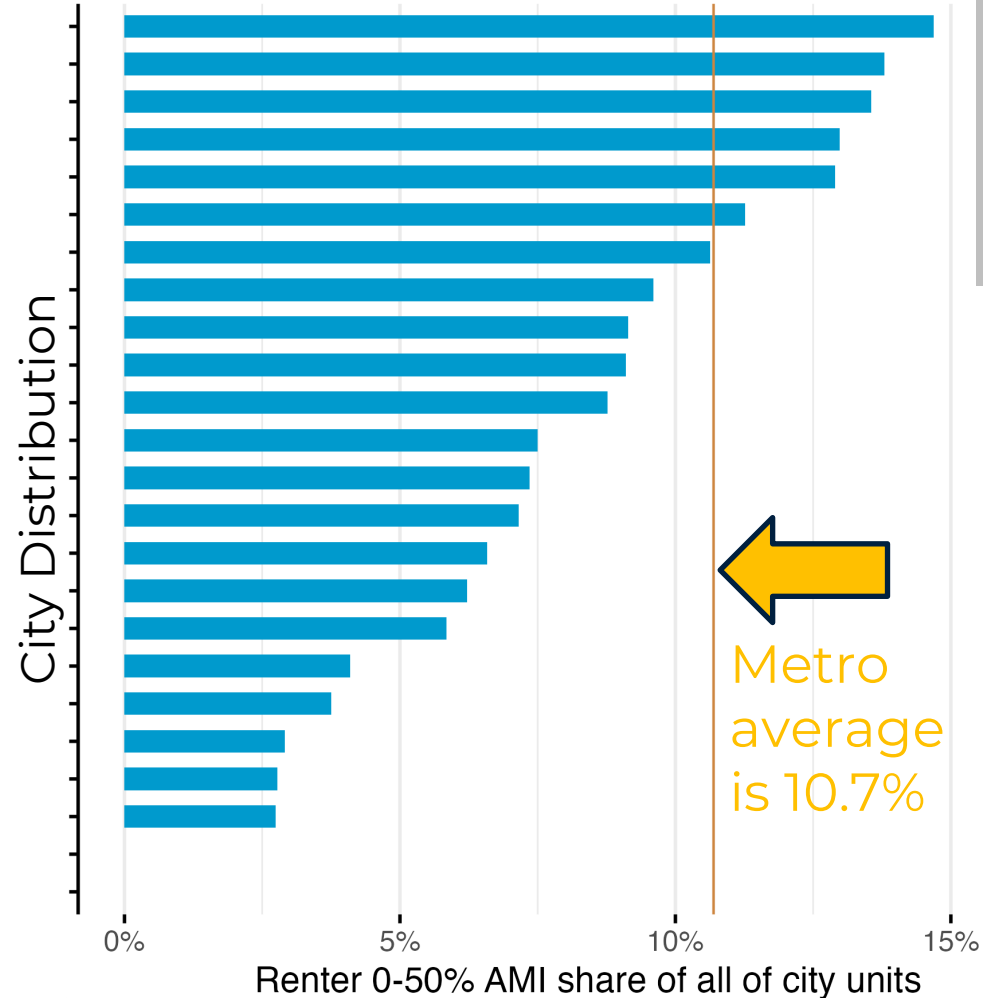
50% Weight – Housing Affordability – “Corrective action”

- 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



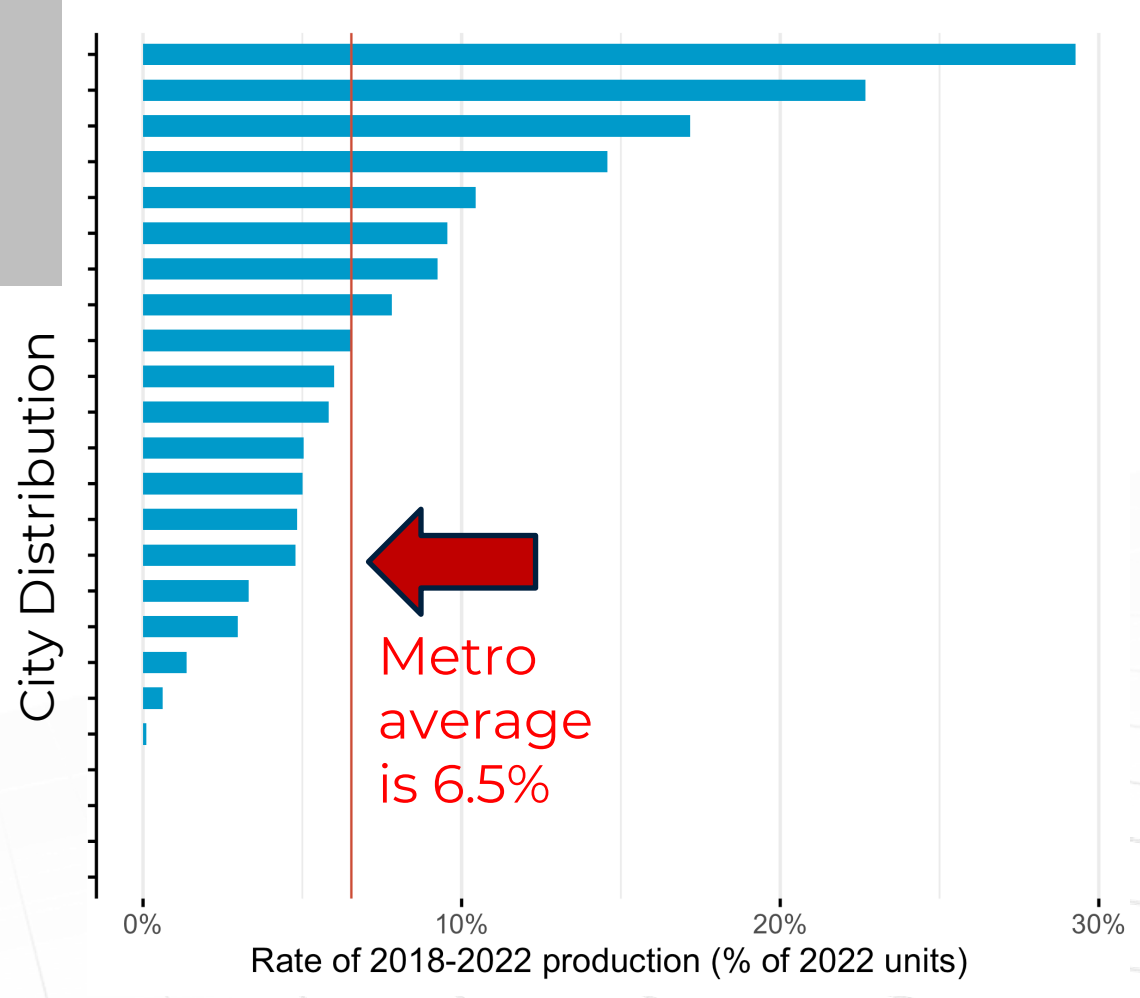
Cities below the regional average for affordability or production receive an allocation for current need

Affordability Distribution



Cities below the average are effectively pulled closer to the regional average

Production Distribution



Allocating Future Need to Cities

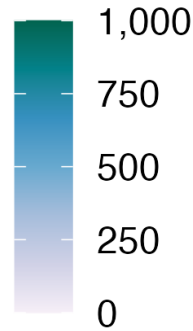
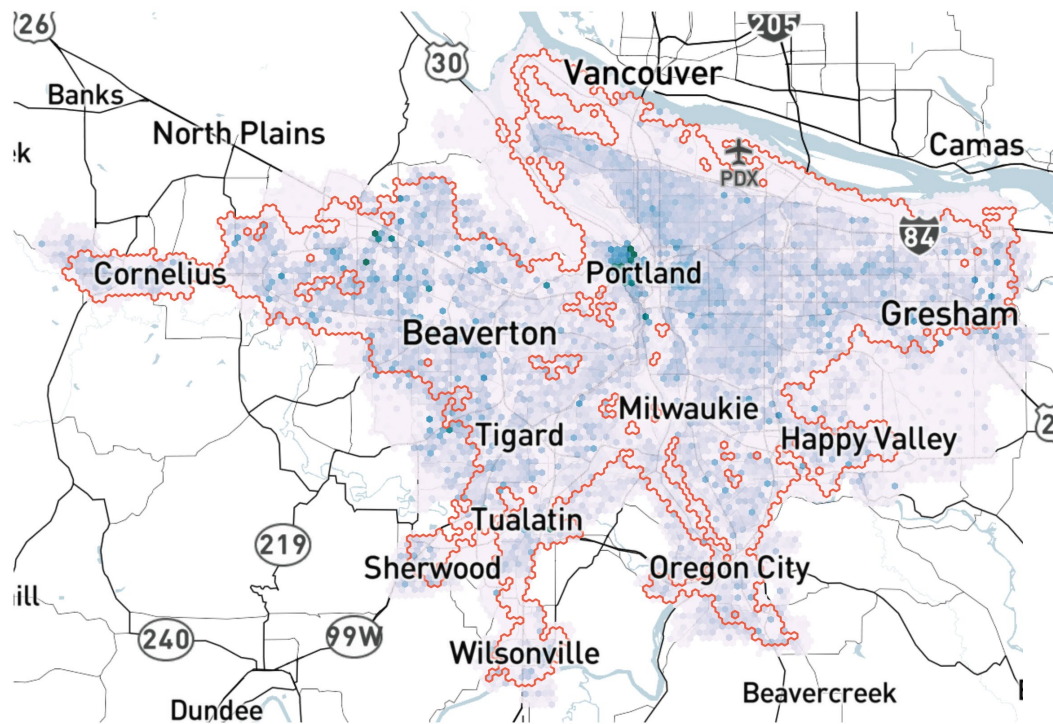


- Population Growth and Demographic Change
 - 50% weight for household growth using Metro forecast
 - 50% weight for job accessibility
- Loss of units to 2nd and vacation homes
 - Replicate statewide methodology
 - Current Location of 2nd and vacation homes

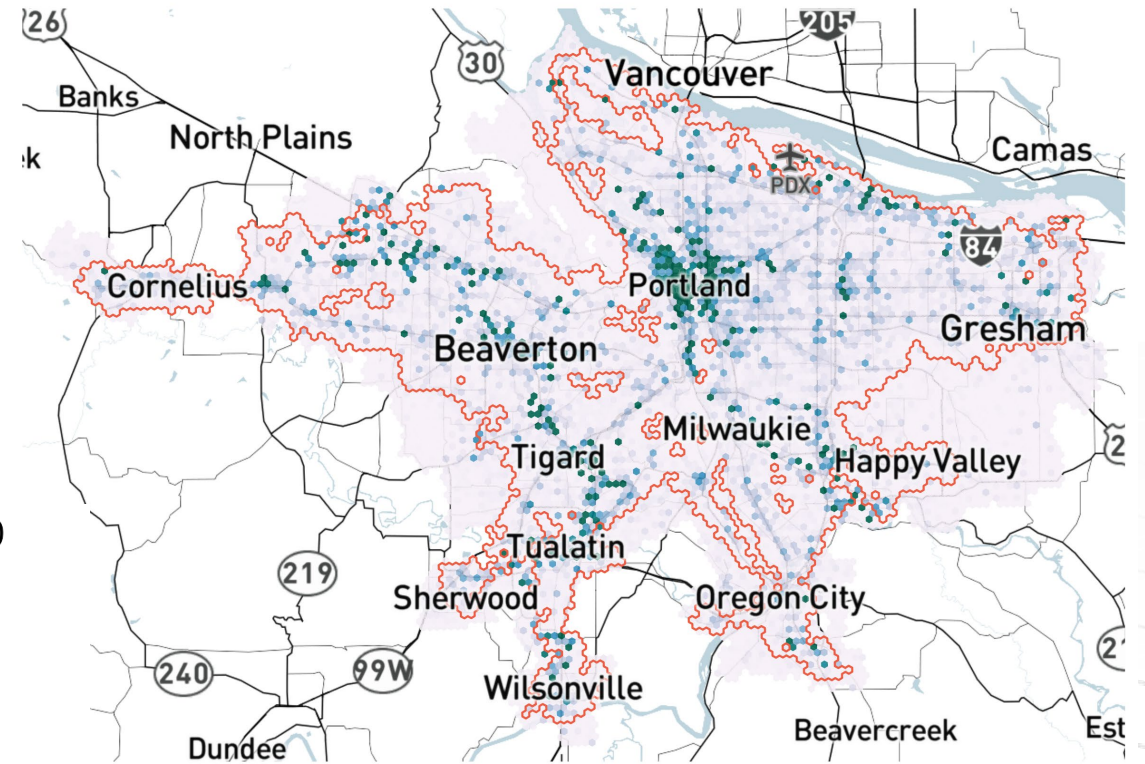
Measuring access to jobs via walk/transit in 60 minutes



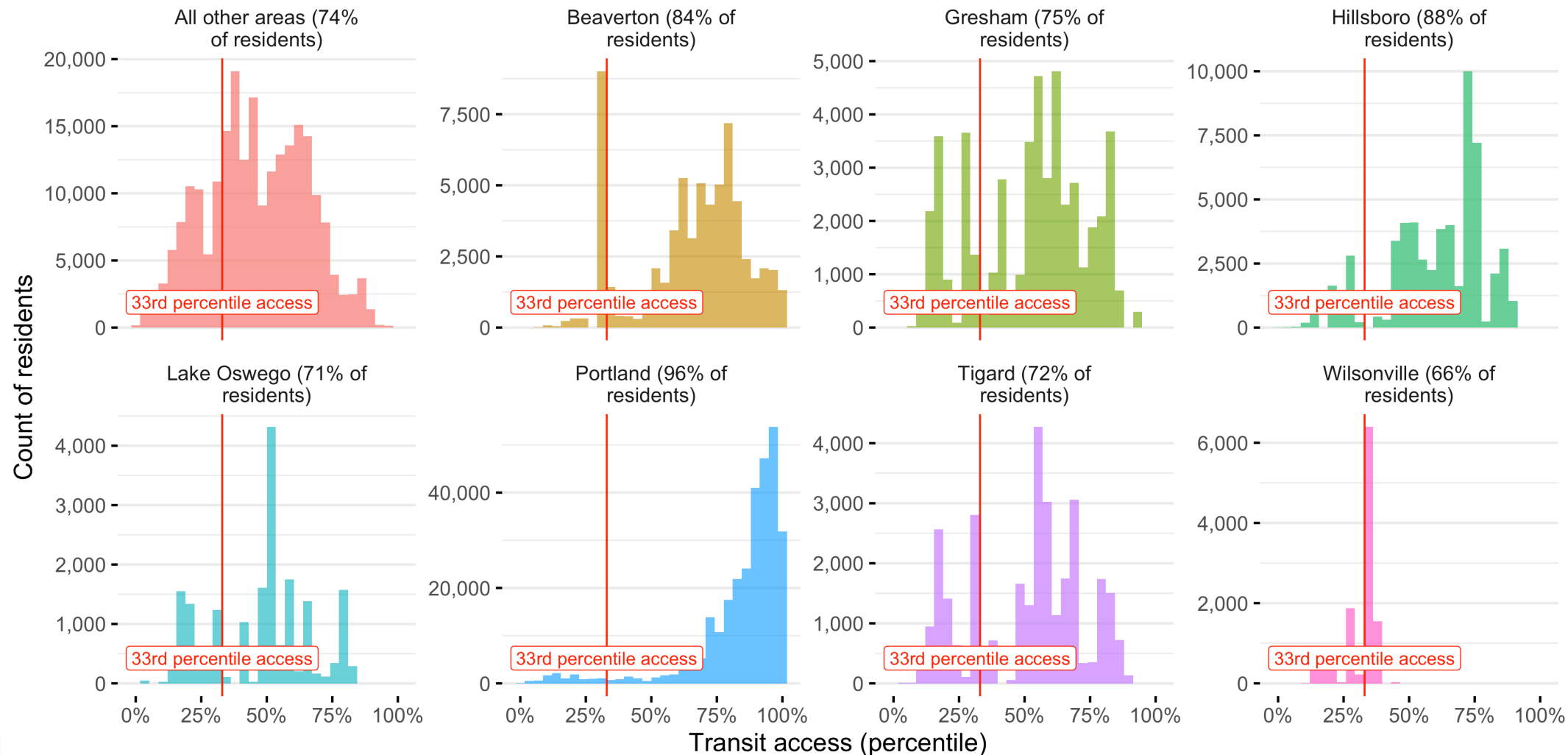
Total Residents



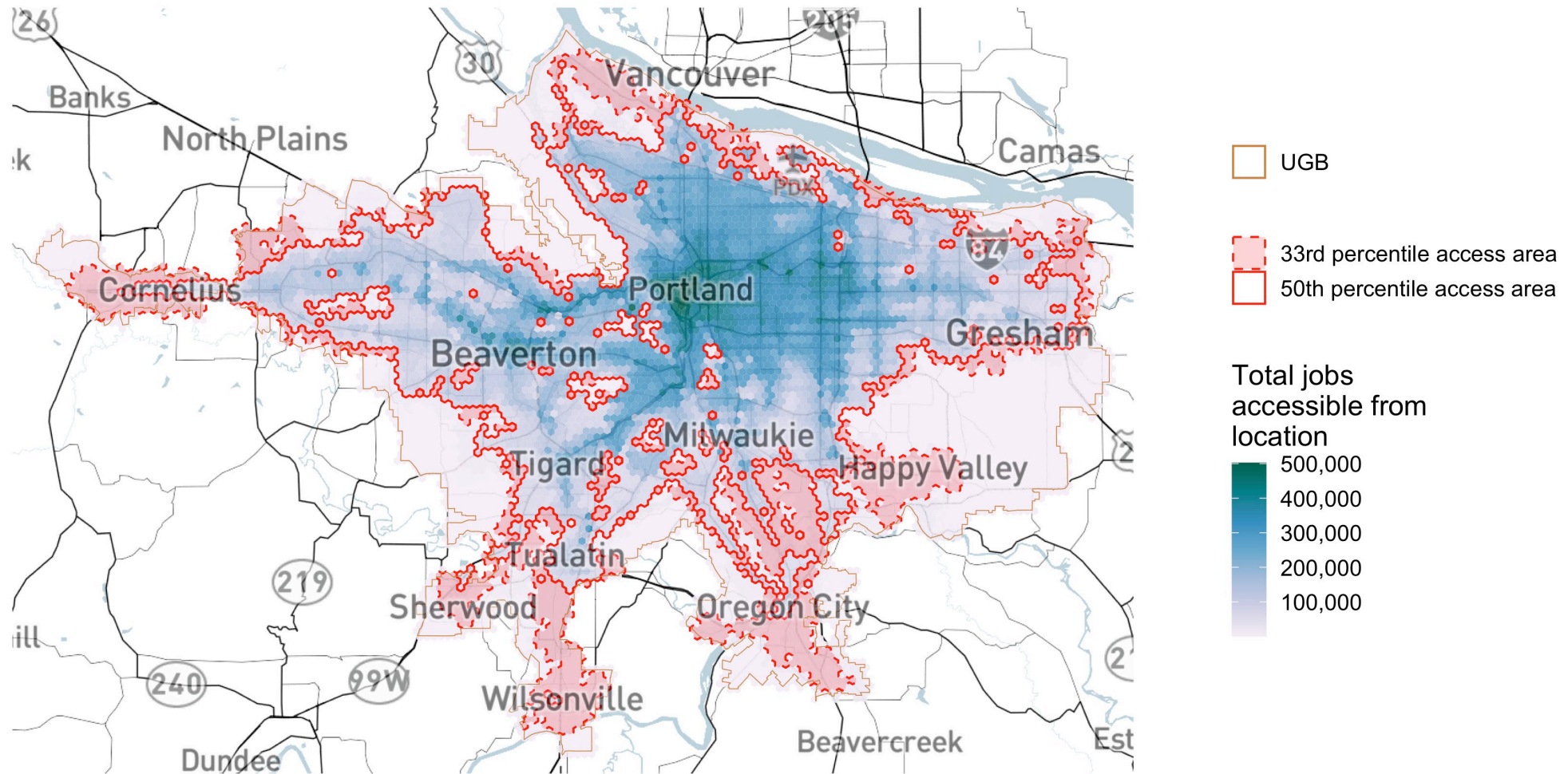
Total Jobs



How many residents in each city have access to jobs within 60 minutes (walk/transit)



Using the 50% percentile would shrink the area of access



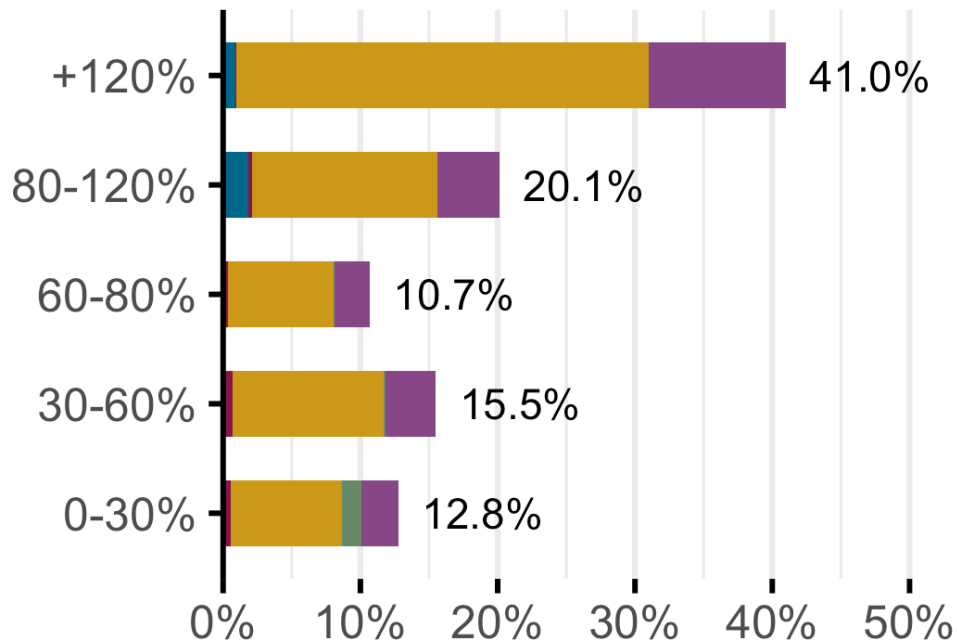
City Allocations within Metro



A range of outcomes based on component parts



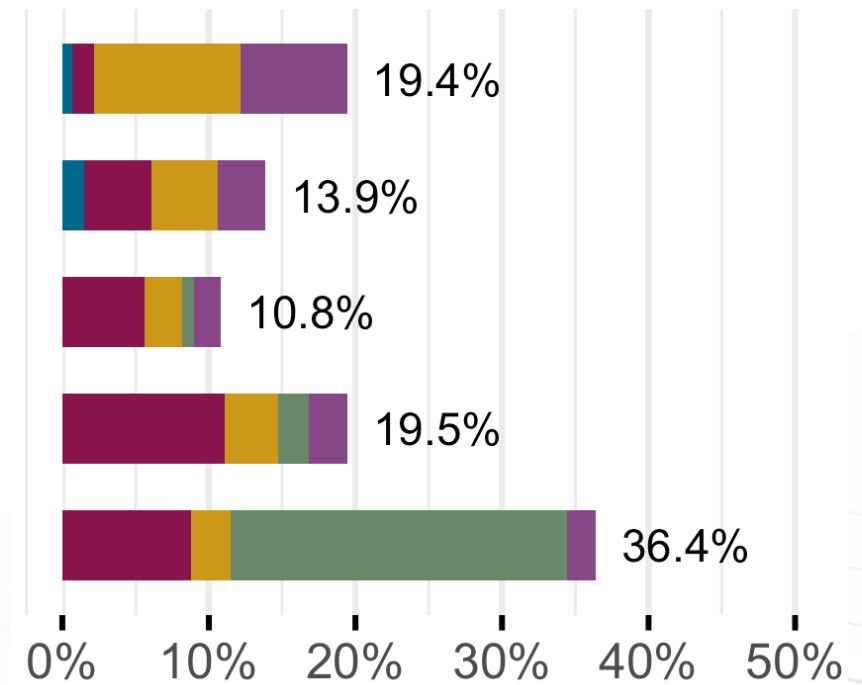
Cities with lower share of affordable units and recent production



Example City A

Component

- Demographic Change
- Homelessness
- Population growth
- Underproduction
- 2nd/vacation homes

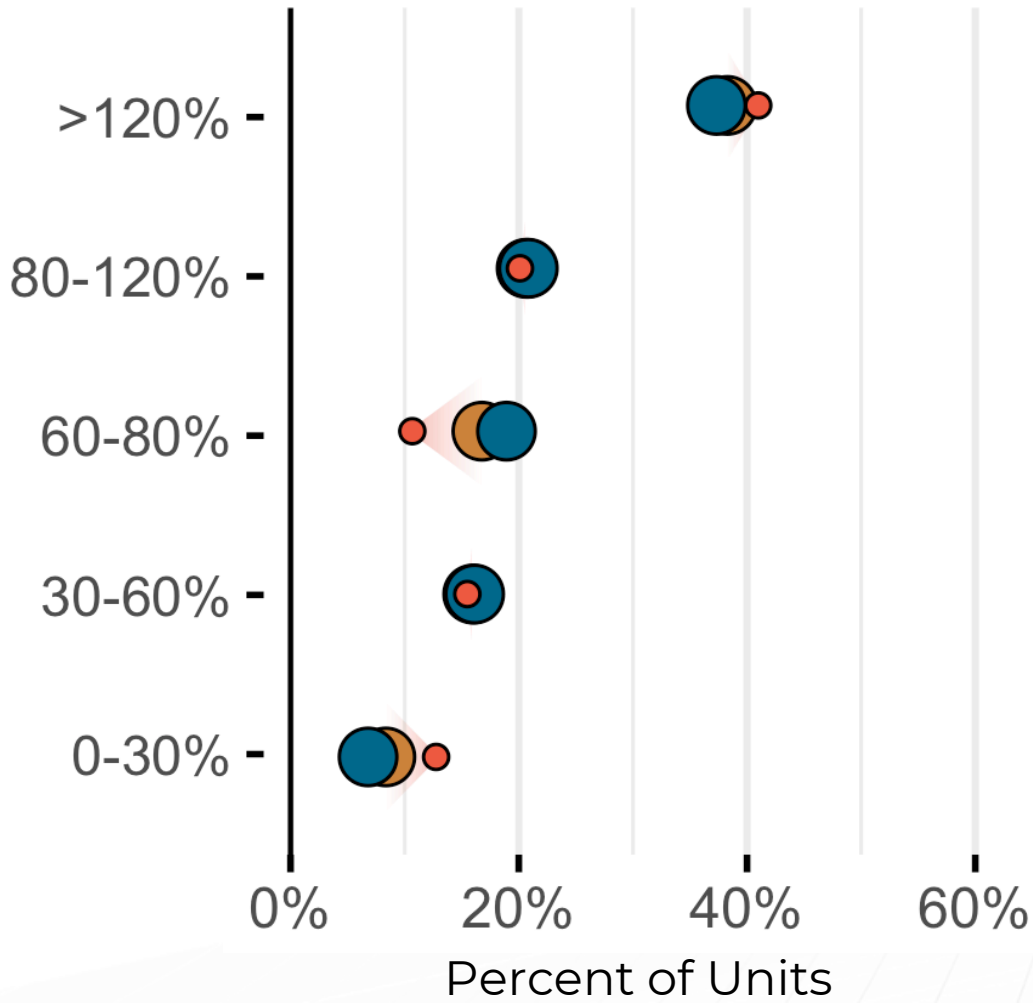


Example City B

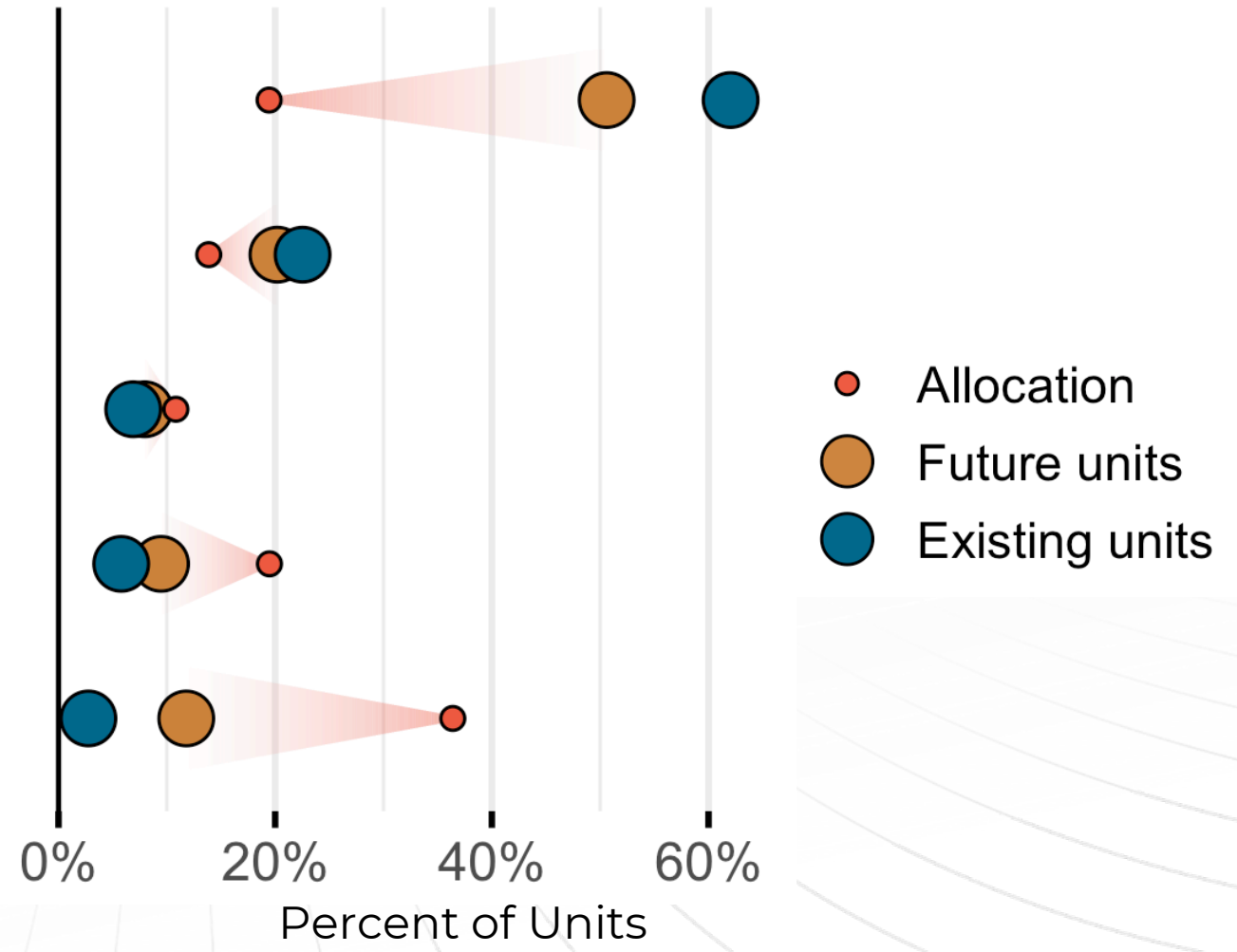
Impact of achieving target over 20 years on the distribution of affordability



Example City A



Example City B

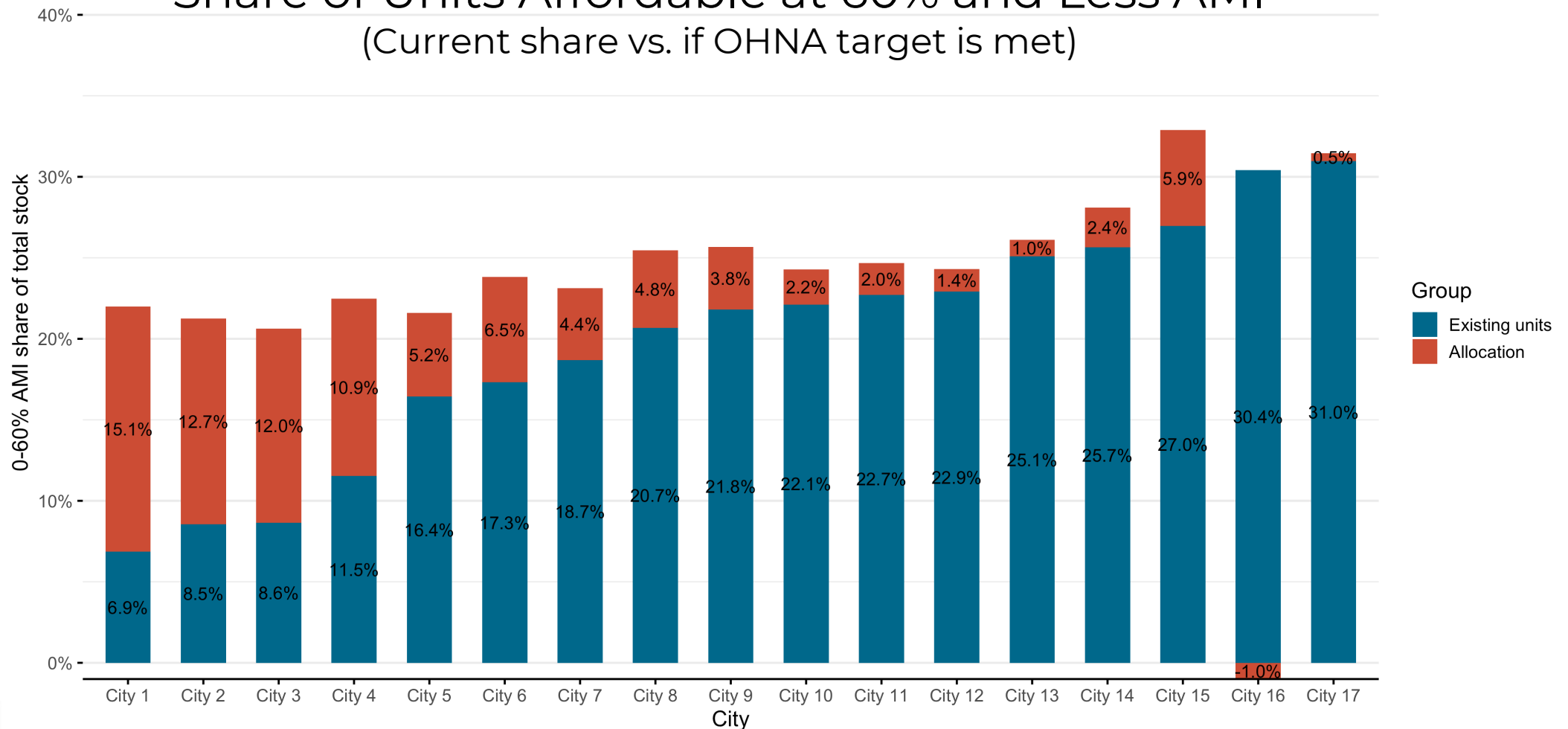


- Allocation
- Future units
- Existing units

If cities achieve their allocations, share of affordable units will increase



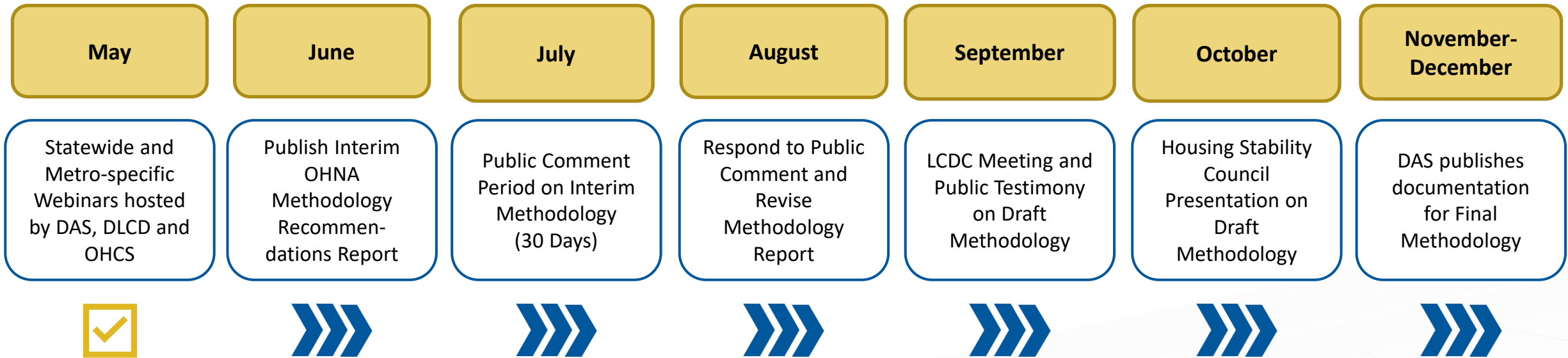
Share of Units Affordable at 60% and Less AMI (Current share vs. if OHNA target is met)



Next steps



Timeline for Methodology



*survey link for feedback on methods will be sent post-webinar

HCS.OHNA@hcs.oregon.gov to provide public comment