



600 NE Grand Ave.  
Portland, OR 97232-2736

# Metro Policy Advisory Committee (MPAC)

## agenda

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Wednesday, March 22, 2023

5:00 PM

Metro Regional Center Council Chamber,  
[https://youtube.com/live/J1DGaUB6QQk?  
feature=share,](https://youtube.com/live/J1DGaUB6QQk?feature=share)  
<https://zoom.us/j/95889916633> (Webinar  
ID: 958 8991 6633)

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### 1. Call To Order, Declaration of a Quorum & Introductions (5:00 PM)

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.

You can join the meeting on your computer or other device by using this link:

[https://youtube.com/live/J1DGaUB6QQk?feature=share,](https://youtube.com/live/J1DGaUB6QQk?feature=share) <https://zoom.us/j/95889916633> (Webinar ID: 958 8991 6633).

If you wish to attend the meeting, but do not have the ability to attend by phone or computer, please contact the Legislative Coordinator at least 24 hours before the noticed meeting time by phone at 503-813-7591 or email at [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov).

### 2. Public Communication on Agenda Items (5:05 PM)

Public comment may be submitted in writing and will also be heard by electronic communication (video conference or telephone). Written comments should be submitted electronically by mailing [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Written comments received by 4:00 pm on the Wednesday before the meeting will be provided to the committee prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the item on which you

wish to testify; or (b) registering by email by sending your name and the item on which you wish to testify to [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Those requesting to comment during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Individuals will have three minutes to testify unless otherwise stated at the meeting.

### 3. Council Update

- 3.1 Urban Growth Management Functional Plan Annual  
Compliance Report - 2022

[COM](#)  
[22-0674](#)

Attachments: [2022 Compliance Report.pdf](#)

### 4. Committee Member Communication (5:10 PM)

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**5. Consent Agenda**

- 5.1 Consideration of the January 25th, 2023 MPAC Minutes [COM](#)  
[23-0675](#)
- Attachments: [012523 MPAC Minutes](#)
- 5.2 Consideration of the February 22th, 2023 MPAC Minutes [COM](#)  
[23-0676](#)
- Attachments: [022223 MPAC Minutes](#)

**6. Information/Discussion Items (5:15 PM)**

- 6.1 Update on SHS and AHB reports [COM](#)  
[23-0668](#)
- Presenter(s): Emily Lieb, Metro  
Liam Frost, Metro  
Nui Bezaire, Metro
- Attachments: [MPAC Worksheet](#)
- 6.2 2024 urban growth management decision: development  
outcomes in past UGB expansion areas and urban centers [COM](#)  
[23-0670](#)
- Presenter(s): Ted Reid (he/him), Metro  
Becky Hewitt, ECONorthwest
- Attachments: [MPAC Worksheet](#)
- 6.3 Expo Futures update [COM](#)  
[23-0671](#)
- Presenter(s): Paul Slyman (he/him), Metro  
Giyen Kim (she/her), Metro
- Attachments: [MPAC Worksheet](#)

**7. Adjourn (7:00 PM)**

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។

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# 2023 MPAC Work Program

*As of 3/15/2023*

*Items in italics are tentative*

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## **March 22, 2023**

- Update on SHS and AHB reports (Emily Lieb, Metro and Liam Frost, Metro; 45 min)
- Growth Management: Development Outcomes in Past UGB Expansion Areas and Urban Centers (Ted Reid and ECONorthwest Staff; 40 min)
- Expo Futures update (Paul Slyman (he/him), Metro, Giyen Kim (she/her), Metro; 40 min)

## **April 26, 2023**

- Preliminary analysis of submitted RTP projects
- 2040 Planning and Development Grants Update and 2020 Grantee Highlights (Eryn Kehe, Metro, Serah Breakstone, Metro; 40 min)

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## **May 24, 2023**

- *Update on Oregon Housing Needs Analysis (Ted Reid, Metro, DLCD staff)*
- *Transit Oriented Development (TOD) Program Strategic and Work Plan Update (Andrea Pastor, Metro; 30 min)*
- Community place making Grants (Dana Lucero, Metro)
- 

## **June 28, 2023**

- *Freight Commodity Study (Tim Collins, Metro)*
- *Urban Growth Management discussion: Middle Housing Potential (Ted Reid (he/him), Metro and ECONorthwest Staff; 60 min)*

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## **July 26, 2023**

- *Urban Growth Management discussion: Long-term Role of Housing Production in Housing Affordability (filtering); Gentrification and Displacement Trends (Ted Reid (he/him), Metro and ECONorthwest staff; 60 min)*
- *Legislative Update*
- *C2P2 Update (Sebrina Owen-Wilson, she/her)*
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## **August 23, 2023**

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## **September 27, 2023**

## **October 25, 2023**

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- *Urban Growth Management discussion: Office to Residential Conversion Potential (Ted Reid (he/him), Metro and ECONorthwest staff; 60 min)*

- *Urban Growth Management discussion: Update on Draft Buildable Land Inventory (Ted Reid (he/him), Metro and ECONorthwest staff; 60 min)*

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**November 08, 2022**

- *Urban Growth Management discussion: Economic and Demographic Outlook (Ted Reid (he/him), Metro and ECONorthwest staff; 60 min)*

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**December 13, 2022**

**3.1 Urban Growth Management Functional Plan Annual Compliance Report - 2022**

*Council Update*

Metro Policy Advisory Committee  
Wednesday, March 22nd, 2023



# 2022 Compliance Report

*February 1, 2023*

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

**So, hello. We’re Metro – nice to meet you.**

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## **Executive Summary**

Metro's Urban Growth Management Functional Plan provides tools and guidance for local jurisdictions to implement regional policies and achieve the goals set out in the region's 2040 Growth Concept. The 2022 Compliance Report summarizes the status of compliance for each city and county in the region with the Metro Code requirements included in the Urban Growth Management Functional Plan and the Regional Transportation Functional Plan. Every city and county in the region are required if necessary to change their comprehensive plans or land use regulations to come into compliance with Metro Code requirements within two years of acknowledgement by the Oregon Land Conservation and Development Commission and to remain in compliance. The information in this report confirms the strong partnerships at work in this region to implement regional and local plans.

### **Metro Code Chapter 3.07 Urban Growth Management Functional Plan and Metro Code Chapter 3.08 Regional Transportation Functional Plan**

#### **Introduction**

Metro Code 3.07.870 requires the Chief Operating Officer to submit the status of compliance by cities and counties with the requirements of Metro Code Chapter 3.07 (Urban Growth Management Functional Plan) annually to the Metro Council. To better integrate land use and transportation requirements this compliance report includes information on local government compliance with the Regional Transportation Functional Plan (Metro Code Chapter 3.08) in addition to compliance with the Urban Growth Management Functional Plan (Metro Code Chapter 3.07).

#### **Overview**

Per the Metro Code, the Chief Operating Officer (COO) may grant an extension request if a local government meets one of two criteria: 1) the city or county is making progress towards compliance; or 2) there is good cause for failure to meet the deadline for compliance. In 2021, there were no requests for extensions of existing compliance dates for the Urban Growth Management Functional Plan.

Appendix A summarizes the compliance status for all local governments with the requirements of the Urban Growth Management Functional Plan (UGMFP) as of December 31, 2022.

Appendix B shows the status of Title 11 new urban area planning for areas added to the Urban Growth Boundary (UGB) since 1998 as of December 31, 2022.

Appendix C summarizes the compliance status for all local jurisdictions for the Regional Transportation Functional Plan (RTFP) as of December 31, 2022.

Appendix D is the Annual Report on Amendments to the Title 4 Employment and Industrial Areas Map dated January 31, 2023.

### **Urban Growth Management Functional Plan Compliance Status**

All jurisdictions are in compliance with the Urban Growth Management Functional Plan with the exception of a few jurisdictions related to planning for urban growth boundary expansion areas under Title 11 (see Appendix B).

### **Regional Transportation Functional Plan Compliance Status**

All (non-exempt) jurisdictions are in compliance with the Regional Transportation Functional Plan. King City is scheduled to adopt the city's first Transportation System Plan in 2023.

**APPENDIX A**  
**Summary of Compliance Status as of December 31, 2022**  
**Urban Growth Management Functional Plan**

<b>City/ County</b>	<b>Title 1 Housing Capacity</b>	<b>Title 3 Water Quality &amp; Flood Management</b>	<b>Title 4 Industrial and other Employment Land</b>	<b>Title 6<sup>1</sup> Centers, Corridors, Station Communities &amp; Main Streets</b>	<b>Title 7 Housing Choice</b>	<b>Title 11 Planning for New Urban Areas</b> <small>(See Appendix B for detailed information)</small>	<b>Title 13 Nature in Neighborhoods</b>
Beaverton	In compliance	In compliance	In compliance	See footnote	In compliance	Not in compliance	In compliance
Cornelius	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Durham	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Fairview	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Forest Grove	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Gladstone	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Gresham	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Happy Valley	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Hillsboro	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Johnson City	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
King City	In compliance	In compliance	In compliance	See footnote	In compliance	Not in compliance	In compliance
Lake Oswego	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Maywood Park	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Milwaukie	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Oregon City	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance

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<sup>1</sup> Title 6 is an incentive approach and only those local governments wanting a regional investment (currently defined as a new high-capacity transit line) will need to comply.

<b>City/ County</b>	<b>Title 1 Housing Capacity</b>	<b>Title 3 Water Quality &amp; Flood Management</b>	<b>Title 4 Industrial and other Employment Land</b>	<b>Title 6<sup>1</sup> Centers, Corridors, Station Communities &amp; Main Streets</b>	<b>Title 7 Housing Choice</b>	<b>Title 11 Planning for New Urban Areas</b> <small>(see Appendix B for detailed information)</small>	<b>Title 13 Nature in Neighborhoods</b>
Portland	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Rivergrove	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Sherwood	In compliance	In compliance	In compliance	See footnote	In compliance	Not in compliance	In compliance
Tigard	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance.	In compliance
Troutdale	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Tualatin	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
West Linn	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Wilsonville	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Wood Village	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Clackamas County	In compliance	In compliance	In compliance	See footnote	In compliance	Not in compliance	In compliance
Multnomah County	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Washington County	In compliance	In compliance	In compliance	See footnote	In compliance	Not in compliance	In compliance

<sup>1</sup> Title 6 is an incentive approach and only those local governments wanting a regional investment (currently defined as a new high-capacity transit line) will need to comply.

**APPENDIX B**  
**TITLE 11 NEW AREA PLANNING COMPLIANCE**  
**(As of December 31, 2022)**

<b>Project</b>	<b>Lead Government(s)</b>	<b>Compliance</b>	<b>Status</b>
<b>1998 UGB Expansion</b>			
Rock Creek	Happy Valley	Yes	Planning completed; majority annexed & developed
Pleasant Valley	Gresham and Portland	Yes	Planning completed; a portion annexed & limited development occurring
<b>1999 UGB Expansion</b>			
Witch Hazel	Hillsboro	Yes	Planning completed; majority developed
<b>2000 UGB Expansion</b>			
Villebois Village	Wilsonville	Yes	Planning completed; development almost complete
<b>2002 UGB Expansion</b>			
Springwater	Gresham	Yes	Planning completed; waiting annexation & development
Damascus/Boring	Happy Valley	Yes	Happy Valley portion: Planning completed; development on-going
	Clackamas County/Happy Valley	No	The former City of Damascus land area: Happy Valley currently completing comprehensive planning for a portion of the area
	Gresham	Yes	Gresham portion: Kelley Creek Headwaters Plan completed
Park Place	Oregon City	Yes	Planning completed; portion annexed & waiting development
Beavercreek Road	Oregon City	Yes	Planning completed; portion annexed & waiting development
South End Road	Oregon City	Yes	Planning completed; waiting annexation & development
East Wilsonville (Frog Pond area)	Wilsonville	Yes	Planning completed; annexation & development on-going.
NW Tualatin (Cipole Rd & 99W)	Tualatin	Yes	Planning completed; waiting annexation & development
SW Tualatin	Tualatin	Yes	Planning completed; waiting annexation & development
Brookman Road	Sherwood	Yes	Refinement plan completed; annexation & development on-going
West Bull Mountain (River Terrace)	Tigard	Yes	See River Terrace (2011 expansion)
Study Area 59	Sherwood	Yes	Planning & annexation completed; school constructed
Study Area 61 (Cipole Rd	Sherwood	No	Extension to 12/31/2021 expired, staff working with city staff to complete project
99W Area (near Tualatin-Sherwood Rd)	Sherwood	Yes	Planning completed; partially developed

<b>Project</b>	<b>Lead Government(s)</b>	<b>Compliance</b>	<b>Status</b>
North Cooper Mountain	Washington County	No	Preliminary planning completed by City of Beaverton. Community plan pending Washington County work program
Study Area 64 (14 acres north of Scholls Ferry Rd)	Beaverton	Yes	Area developed
Study Area 69 & 71	Hillsboro	Yes	Planning completed as part of South Hillsboro; a portion annexed & developed
Study Area 77	Cornelius	Yes	Planning & annexation completed; small portion developed
Forest Grove Swap	Forest Grove	Yes	Area developed
Shute Road	Hillsboro	Yes	Planning & annexation completed; over half developed
North Bethany	Washington County	Yes	Planning completed; majority developed
Bonny Slope West (Area 93)	Washington County	Yes	Planning completed; development on-going
<b>2004/2005 UGB Expansion</b>			
Damascus area	Clackamas County	See under 2002 above	Included under Damascus 2002 expansion
Tonquin	Sherwood	Yes	Planning completed; portion annexed & development occurring
Basalt Creek/West RR Area	Tualatin and Wilsonville	Yes	Planning completed; waiting annexation & development
N. Holladay	Cornelius	Yes	Planning completed; waiting annexation & development
Evergreen	Hillsboro	Yes	Planning completed; a portion annexed & development on-going
Helvetia	Hillsboro	Yes	Planning completed; half annexed & a small portion developed
<b>2011 UGB Expansion</b>			
North Hillsboro	Hillsboro	Yes	Planning completed; small portion annexed & developed
South Hillsboro	Hillsboro	Yes	Planning completed; annexation & development on-going
South Cooper Mountain	Beaverton	Yes	Planning & annexation completed; development on-going
Roy Rogers West (River Terrace)	Tigard	Yes	Planning completed; annexation & development on-going

<b>Project</b>	<b>Lead Government(s)</b>	<b>Compliance</b>	<b>Status</b>
<b>2014 UGB Expansion (HB 4078)</b>			
Cornelius North	Cornelius	Yes	Planning completed; small portion annexed & developed
Cornelius South	Cornelius	Yes	Planning completed; mostly annexed & development on-going
Forest Grove (Purdin Road)	Forest Grove	Yes	Planning completed; portion annexed & waiting development
Forest Grove (Elm Street)	Forest Grove	Yes	Planning completed & annexed; waiting development
Hillsboro (Jackson East)	Hillsboro	Yes	Planning completed; one Port of Portland parcel annexed to city
<b>2018 UGB Expansion</b>			
Cooper Mountain	Beaverton	No	Added to the UGB in December 2018; comprehensive planning expected to be complete in 2023
Witch Hazel Village South	Hillsboro	Yes	Planning completed
Beef Bend South	King City	No	Added to the UGB in December 2018; comprehensive planning expected to be complete in 2023
Advance Road	Wilsonville	Yes	Planning completed



**APPENDIX C**  
**Summary of Compliance Status as of December 31, 2022**  
**Regional Transportation Functional Plan**

<b>Jurisdiction</b>	<b>Title 1 Transportation System Design</b>	<b>Title 2 Development and Update of Transportation System Plans</b>	<b>Title 3 Transportation Project Development</b>	<b>Title 4 Regional Parking Management</b>	<b>Title 5 Amendment of Comprehensive Plans</b>
Beaverton	In compliance	In compliance	In compliance	In compliance	In compliance
Cornelius	In compliance	In compliance	In compliance	In compliance	In compliance
Durham	Exempt	Exempt	Exempt	Exempt	Exempt
Fairview	In compliance	In compliance	In compliance	In compliance	In compliance
Forest Grove	In compliance	In compliance	In compliance	In compliance	In compliance
Gladstone	In compliance	In compliance	In compliance	In compliance	In compliance
Gresham	In compliance	In compliance	In compliance	In compliance	In compliance
Happy Valley	In compliance	In compliance	In compliance	In compliance	In compliance
Hillsboro	In compliance	In compliance	In compliance	In compliance	In compliance
Johnson City	Exempt	Exempt	Exempt	Exempt	Exempt
King City	Exempt	Exempt	Exempt	Exempt	Exempt
Lake Oswego	In compliance	In compliance	In compliance	In compliance	In compliance
Maywood Park	Exempt	Exempt	Exempt	Exempt	Exempt
Milwaukie	In compliance	In compliance	In compliance	In compliance	In compliance
Oregon City	In compliance	In compliance	In compliance	In compliance	In compliance
Portland	In compliance	In compliance	In compliance	In compliance	In compliance
Rivergrove	Exempt	Exempt	Exempt	Exempt	Exempt
Sherwood	In compliance	In compliance	In compliance	In compliance	In compliance
Tigard	In compliance	In compliance	In compliance	In compliance	In compliance
Troutdale	In compliance	In compliance	In compliance	Exception	In compliance
Tualatin	In compliance	In compliance	In compliance	In compliance	In compliance
West Linn	In compliance	In compliance	In compliance	In compliance	In compliance
Wilsonville	In compliance	In compliance	In compliance	In compliance	In compliance
Wood Village	In compliance	In compliance	In compliance	In compliance	In compliance
Clackamas County	In compliance	In compliance	In compliance	In compliance	In compliance
Multnomah County	In compliance	In compliance	In compliance	In compliance	In compliance
Washington County	In compliance	In compliance	In compliance	In compliance	In compliance

*Date shown in table is the deadline for compliance with the Regional Transportation Functional Plan (RTFP). Note – a city or county that has not yet amended its plan to comply with the RTFP must, following one year after RTFP acknowledgement, apply the RTFP directly to land use decisions.*



# Memo

Date: January 31, 2023  
To: Metro Council and the Metro Policy Advisory Committee  
From: Marissa Madrigal, Chief Operating Officer  
Subject: Annual report on amendments to the Title 4 Employment and Industrial Areas Map

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## **Background**

Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan seeks to improve the region's economy by protecting a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas, Industrial Areas, and Employment Areas. Those areas are depicted on the Employment and Industrial Areas Map.

Title 4 sets forth several avenues for amending the map, either through a Metro Council ordinance or through an executive order, depending on the circumstances. Amendments are typically in response to requests made by cities or counties when they have rezoned lands to designations that would not comply with Title 4.

Title 4 requires that, by January 31 of each year, Metro's Chief Operating Officer submit a written report to the Council and MPAC on the cumulative effects on employment land in the region of amendments to the Employment and Industrial Areas Map during the preceding year. This memo constitutes the report for 2022.

## **Title 4 map amendments in 2022**

There were no amendments made to the Title 4 Map in 2022 either by the Council or through executive order.

Councilors may be aware of some city or county rezonings from industrial to other uses that occurred during 2022. None of those rezonings were found to be in conflict with Title 4, so amendments to the Title 4 Map were not necessary or requested by cities or counties.

## **Chief Operating Officer recommendations**

A refresh of the 2040 Growth Concept may eventually lead to industrial land policy and regulatory updates for Metro Council consideration. An update of the Growth Concept will be pending Council direction and dedication of agency resources.

**5.1 Consideration of the January 25, 2023 MPAC Minutes**

*Consent Agenda*

Metro Policy Advisory Committee  
Wednesday, March 22nd, 2023



600 NE Grand Ave.  
Portland, OR 97232-2736  
oregonmetro.gov

**METRO POLICY ADVISORY COMMITTEE (MPAC)**

Meeting Minutes

January 25, 2023

MEMBERS PRESENT

Vince Jones-Dixon (Chair)  
Joe Buck  
Ed Gronke  
Gerritt Rosenthal  
Alex Howard  
Mary Nolan  
Brett Sherman  
Duncan Hwang  
Mark Shull  
Sherry French  
Denyse McGriff  
Nadia Hasan  
Kirstin Greene  
Pam Treece  
Luis Nava  
Sharon Meieran  
Thomas Kim  
Glen Yung  
Omar Qutub  
Gordon Hovies

AFFILIATION

City of Gresham, Second Largest City in Multnomah County  
City of Lake Oswego, Largest City in Clackamas County  
Citizen of Clackamas County  
Metro Council  
Port of Portland  
Metro Council  
City of Happy Valley, Other Cities in Clackamas County  
Metro Council  
Clackamas County  
Special Districts in Clackamas County  
City of Oregon City, Second Largest City in Clackamas County  
City of Beaverton, Second Largest City in Washington County  
Oregon Department of Land Conservation and Development  
Washington County  
Citizen of Washington County  
Multnomah County  
TriMet  
Clark County  
Citizen of Multnomah County  
Special Districts in Washington County

MEMBERS EXCUSED

Kim Harless  
Terri Preeg Rigsby  
Pete Truax  
Ted Wheeler  
Carmen Rubio  
Brian Cooper  
Brian Hodson  
James Fage  
Steve Callaway  
Mark Watson

AFFILIATION

City of Vancouver  
Special Districts in Multnomah County  
Other Cities in Washington County  
City of Portland  
City of Portland  
City of Fairview, Other Cities in Multnomah County  
City of Canby, City in Clackamas County outside UGB  
City of North Plains, City in Washington County outside UGB  
City of Hillsboro  
Hillsboro School District Board of Directors, Governing Body  
of a School District

ALTERNATES PRESENT

Donnie Oliveira  
Anthony Martin  
Laura Kelly

AFFILIATION

City of Portland  
City of Hillsboro  
Oregon Department of Land Conservation and  
Development

OTHERS PRESENT: Megan McKibben, Sarah Paulus, Gloria Pinzon, Laurie Petrie, Jean Senechal Biggs, Tom Armstrong, John Serra, Schuyler Warren, Camden Mckone, Colin Cooper, Stephen Roberts, Kendy Schwing, Chris Deffebach, Katherine Kelly, Rosalynn Greene, Julian Ramirez, Megan Beyer

STAFF: Estee Segal, Marta McGuire, Brianna Dolbin, Jeff Kain, Carrie MacLaren, Marissa Grass, Ally Holmqvist, Andy Shaw, Malu Wilkinson, Tom Kloster, Ina Zucker, Anne Buzzini, Eduardo Ramos, Eryn Kehe, Luis Sandoval, Jaye Cromwell, Connor Ayers

**1. CALL TO ORDER, INTRODUCTIONS, CHAIR COMMUNICATIONS**

MPAC Chair Vince Jones-Dixon (he/him) called the virtual Zoom meeting to order at 5:00 PM.

Metro Staff Connor Ayers (he/him) called the role.

**2. PUBLIC COMMUNICATION ON AGENDA ITEMS**

No members of the public chose to provide testimony on agenda items.

**3. COUNCIL UPDATE**

Metro Councilor Duncan Hwang (he/him) began with an update to the Affordable Housing Bond (AHB), notifying the committee that the Portland Housing Bureau is planning four additional projects that will further expand housing development.

Councilor Hwang then provided an update on the Urban Growth Boundary land exchange, stating that the Metro Council is proceeding with the Rivertaris 2.0 exchange.

The councilor then spoke to Metro's 2023 Investment in Innovation grants, which provide funding opportunities to local businesses and organizations with creative strategies to decrease waste.

Lastly, Councilor Hwang remarked that the Nature in Neighborhoods capital grants program is now open and taking applications for projects.

#### 4. COMMITTEE MEMBER COMMUNICATIONS

City of Oregon City Mayor Denyse McGriff reported that Oregon City will be hosting Clackamas cities on January 26<sup>th</sup>.

Chair Jones-Dixon alerted the committee that staff may organize several hybrid MPAC meetings in 2023 if there is sufficient interest.

#### 5. ACTION ITEMS

##### 5.1 **Appointment of Chair, Vice Chair, and Second Vice Chair**

Chair Jones-Dixon stated that the former MPAC chair, City of Lake Oswego Mayor Joe Buck, has recommended Mayor McGriff for the Second Vice Chair position.

Washington County Commissioner Pam Treece clarified that she is the current Second Vice Chair and is being nominated for the Vice Chair position.

**MOTION:** Citizen of Clackamas County Ed Gronke moved to adopt the appointment. TriMet Board of Directors member Thomas Kim seconded.

**ACTION:** With all in favor, the appointment was adopted.

#### 6. INFORMATION/DISCUSSION ITEMS

##### 6.1 **High-Capacity Transit Strategy Update: Readiness Tiers**

Chair Jones-Dixon introduced Metro Staff Ally Holmqvist (she/her) and Margi Bradway (she/her).

*Key elements of the presentation and member discussion included:*

The presentation overviewed the current state of high-capacity transit in the metropolitan region, focusing on examining existing corridors and categorizing them into different readiness tiers for development. Staff explained that readiness is defined by both capacity for investment and need for high-capacity transit. A timeline for the project was provided.

Mayor McGriff questioned why corridors in Clackamas County were determined to be low priority, stating that because tolling will soon be implemented in this area that the need for transit is greater.

Holmqvist remarked that these corridors are being evaluated solely on their readiness for high-capacity transit, not transit opportunities as a whole. She stated that additional transit investments are still looking to be developed in this region in the short term.

City of Beaverton Councilor Nadia Hasan asked about the engagement process with business leaders.

Holmqvist explained that they performed focus groups with small business leaders, as well as leveraging the Westside Multimodal Improvement Study in discussions with larger organizations.

Councilor Hasan noted her disappointment in seeing the West line categorized as a Tier 4 corridor, expressing that she would like to hear about opportunities to grow increase the readiness of this corridor.

City of Hillsboro Councilor Anthony Martin began by seconding Councilor Hasan's comment that the Westside should be examined in further detail, highlighting that the Amberglen area in Hillsboro is a notable corridor excluded from consideration. He provided criticism to the presentation and project approach, commenting that areas with high densities of in-person jobs should receive additional weight and that the scoring system for corridors was confusing and unclear.

Holmqvist clarified that the Forrest Grove corridor was placed in Tier 4 as there is currently a rapid-bus system in development on TV Highway, as well as the opportunity for a lightrail extension to run through this corridor.

City of Happy Valley Councilor Brett Sherman questioned if this tiering system will be periodically reevaluated, noting that many of the factors that affect readiness can shift rapidly.

Gronke asked if the development of rapid bus systems should be prioritized over implementing new lightrail lines given that rapid bus lines are significantly less expensive.

Commissioner Treece expressed that she would like to see this project evaluated alongside other ongoing transit projects to ensure that systems are developed efficiently.

Metro Councilor Gerritt Rosenthal recommended that staff rework several of the included maps and diagrams to improve clarity. He then responded to Ed Gronke's question regarding the costliness of lightrail, noting that in certain corridors the greater capacity and functionality of lightrail is essential and that its higher costs will be offset in the long term. Lastly, he remarked that the individual characteristics of each corridor make them difficult to compare without additional context being provided for each.

## **6.2 Garbage and Recycling System Facilities Plan – Phase 2 Gap Analysis Summary**

Chair Buck introduced Metro Staff Marta McGuire (she/her) and Estee Segal (she/her).

*Key elements of the presentation and member discussion included:*

Segal began the presentation by providing background information on the Garbage and Recycling System Facilities Plan, detailing the project's goals and vision. The engagement process was analyzed in depth, with staff reporting that they engaged with community partners, business and industry, and local governments to identify facility gaps and strategize for future investment. The primary findings from this process were that more locations were needed for residential self-haul, particularly for large or hard-to-recycle items, improved services and amenities that aid in recovery, and greater warehouse space. Segal concluded the presentation with a preview of the next steps in the gap analysis and scenario development processes.

Chair Jones-Dixon read Mayor McGriff's question about which tribes were involved in the engagement process, to which staff responded the seven tribal governments received letters from Metro Council

President Lynn Peterson to participate in this project.

Councilor Hasan emphasized the importance of increasing access to facilities.

Commissioner Treece seconded Councilor Hasan's statement, remarking that there is a significant lack of access to garbage and recycling facilities, particularly on the West side of the region. She asked about the status of a plot of land purchased by Metro in Cornelius.

McGuire explained that the land purchased in Cornelius will be implemented into the Garbage and Recycling System Facilities Plan, but that development has been slowed so that this land can be evaluated in the systems approach.

Mayor Buck questioned how the modernization of the recycling system may alter the future system plan.

McGuire remarked that it is a great moment of convergence that the system facilities plan is being developed in conjunction with state efforts to modernize the recycling system, as this allows for additional funding opportunities.

Mayor Buck spoke to the high demand for collection services for hard-to-recycle items, citing the prominence of the private collection company Ridwell.

Councilor Martin echoed the statements from Councilor Hasan and Commissioner Treece about the lack of access to facilities in Washington County, adding that new or updated facilities should take resiliency into account in the planning process.

Mayor McGriff stated that Metro needs to provide a recycling option similar to the service provided by Ridwell.

Mayor Buck argued that Metro should leverage the success of private companies such as Ridwell, working cooperatively with these firms to increase the flexibility of the region's services.

## 7. **ADJOURN**

Chair Jones-Dixon adjourned the meeting at 6:31 PM.

Respectfully Submitted,



Jeffrey Kain  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JANUARY 25, 2023**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
6.1	Presentation	01/25/2023	High-Capacity Transit Strategy Update: Readiness Tiers Presentation	012523m-01
6.1	Presentation	01/25/2023	Garbage and Recycling System Facilities Plan – Phase 2 Gap Analysis Summary Presentation	012523m-02

**5.2 Consideration of the February 22, 2023 MPAC Minutes**

*Consent Agenda*

Metro Policy Advisory Committee  
Wednesday, March 22nd, 2023



**METRO POLICY ADVISORY COMMITTEE (MPAC)**

Meeting Minutes  
February 22, 2023

MEMBERS PRESENT

Vince Jones-Dixon (Chair)  
Joe Buck  
Ed Gronke  
Gerritt Rosenthal  
Alex Howard  
Mary Nolan  
Brett Sherman  
Duncan Hwang  
Mark Shull  
Sherry French  
Terri Preeg Rigsby  
Nadia Hasan  
Kirstin Greene  
Pam Treece  
Luis Nava  
Tim Rosener  
Thomas Kim  
Glen Yung  
Carmen Rubio  
Steve Callaway  
Gordon Hovies

AFFILIATION

City of Gresham, Second Largest City in Multnomah County  
City of Lake Oswego, Largest City in Clackamas County  
Citizen of Clackamas County  
Metro Council  
Port of Portland  
Metro Council  
City of Happy Valley, Other Cities in Clackamas County  
Metro Council  
Clackamas County  
Special Districts in Clackamas County  
Special Districts in Multnomah County  
City of Beaverton, Second Largest City in Washington County  
Oregon Department of Land Conservation and Development  
Washington County  
Citizen of Washington County  
Other Cities in Washington County  
TriMet  
Clark County  
City of Portland  
Largest City in Washington County  
Special Districts in Washington County

MEMBERS EXCUSED

Kim Harless  
Denyse McGriff  
Sharon Meieran  
Ted Wheeler  
Omar Qutub  
Brian Cooper  
Brian Hodson  
James Fage  
Susan Greenberg

AFFILIATION

City of Vancouver  
Second Largest City in Clackamas County  
Multnomah County  
City of Portland  
Citizen of Multnomah County  
City of Fairview, Other Cities in Multnomah County  
City of Canby, City in Clackamas County outside UGB  
City of North Plains, City in Washington County outside UGB  
Beaverton School Board, Governing Body of a School District

ALTERNATES PRESENT

Ty Stober  
Rebecca Stavenjord  
Laura Kelly

AFFILIATION

City of Vancouver  
Other Cities in Clackamas County  
Oregon Department of Land Conservation and  
Development

OTHERS PRESENT: Megan Beyer, Jessica Pelz, Peyton James, Anna Slatinsky, Jaimie Lorenzini, Jamie Stasny, Laura Petrie, Sarah Paulus, Tom Armstrong, Megan McKibben, Chris Deffebach, Colin Cooper

STAFF: Eryn Kehe, Malu Wilkinson, Ted Reid, Andy Shaw, Roger Alfred, Jaye Cromwell, Connor Ayers, Jeff Kain, Eduardo Ramos, Robyn Stowers, Anne Buzzini, Carrie MacLaren

**1. CALL TO ORDER, INTRODUCTIONS, CHAIR COMMUNICATIONS**

MPAC Chair Vince Jones-Dixon (he/him) called the virtual Zoom meeting to order at 5:00 PM.

Metro Staff Connor Ayers (he/him) called the role.

**2. PUBLIC COMMUNICATION ON AGENDA ITEMS**

No members of the public chose to provide testimony on agenda items.

**3. COUNCIL UPDATE**

Metro Councilor Gerritt Rosenthal (he/him) began with an update to the Supportive Housing Services tax, noting that both Multnomah County and Metro have agreed to waive the penalties and interest fees for the tax.

Councilor Rosenthal noted that the Oregon Zoo is entering a new phase of planning.

He then spoke to the development of the Expo Future project, noting that the project is focusing on retaining the cultural significance of Building A as well as renovating the other halls for further growth.

Lastly, Metro Councilor Hwang (he/him) remarked that the 82<sup>nd</sup> Avenue and TV Highway corridor projects are progressing through development.

**4. COMMITTEE MEMBER COMMUNICATIONS**

Tualatin Valley Fire and Rescue Vice President Gordon Hovies commented that the Special Districts Association of Oregon had a conference, noting that six League of Oregon Cities members were in attendance.

Clackamas River Water President Sherry French also spoke about the Special Districts Association of Oregon conference.

City of Beaverton Councilor Nadia Hasan alerted the committee that the month of Ramadan is starting.

City of Sherwood Mayor Tim Rosener introduced himself to the committee, announcing his excitement to be apart of MPAC.

Councilor Rosenthal stated that the biking and draining districts along the Columbia River have consolidated and are collecting materials to apply for federal funding opportunities.

City of Vancouver Mayor Pro Tem Ty Stober (he/him) noted that Vancouver successfully passed its renewal of the Affordable Housing Levy.

TriMet Board Member Thomas Kim remarked that in the past month TriMet was awarded four congressionally directed spending earmarks. He then announced that TriMet is issuing a winter weather advisory warning that may affect transit travel over the following week.

Chair Jones-Dixon stated that the next MPAC meeting will be a hybrid meeting, held at the Metro Regional Center on March 22, 2023 at 5:00 PM.

## 5. **CONSENT AGENDA**

### 5.1 **MPAC Consideration of MTAC Nominees**

### 5.2 **Consideration of the November 9<sup>th</sup>, 2022 MPAC Minutes**

### 5.3 **Consideration of the December 14<sup>th</sup>, 2022 MPAC Minutes**

**MOTION:** City of Hillsboro Mayor Steve Callaway moved to approve the consent agenda. Washington County Vice Chair Pam Treece seconded.

**ACTION:** With all in favor, the appointment was adopted.

## 6. **INFORMATION/DISCUSSION ITEMS**

### 6.1 **MPAC Overview**

Chair Jones-Dixon introduced Metro Staff Andy Shaw (he/him) and Malu Wilkinson (she/her).

*Key elements of the presentation and member discussion included:*

The presentation began with a briefing about the role Metro plays as a regional government, detailing what Metro does, the 2040 Vision, and key policies and programs. Shaw spoke in more depth about Metro programs related to equitable development and regional transportation planning, as these projects are the most central to the work done by the MPAC committee. Staff then overviewed what role the MPAC committee serves, detailing the duties of the committee and its by-laws. Wilkinson highlighted the 2023 Work Program Topics, the primary programs or issues that will be discussed by the

MPAC committee over the course of the year.

Clark County Councilor Glen Yung noted that the consent agenda contained minutes from November of 2022, questioning why it has taken so long to get these minutes approved.

Metro Staff Connor Ayers stated that this case is unusual, remarking that there was several technical issues that caused these minutes to be finished later than normal.

## **6.2 Growth Management Work Plan**

Chair Jones-Dixon introduced Metro Staff Eryn Kehe (she/her) and Ted Reid (he/him).

*Key elements of the presentation and member discussion included:*

The presentation introduced the 2024 Urban Growth Management Decision, a state-mandated update to the region's growth, particularly in regards to the Urban Growth Boundary (UGB). Kehe explained the process by which the State of Oregon determines whether additional land needs to be added to the UGB. Staff highlighted the importance of readiness in UGB decision making, noting that land readiness is strongly correlated with the efficient production of housing. Reid overviewed the different components included in Urban Growth Reports, primarily being employment and housing metrics. The presentation concluded with a detailed timeline of the process, as well as an overview of the decision-making process.

Mayor Rosener questioned how the City Readiness Advisory Group is involved in the decision-making process.

Kehe clarified that this group will likely be included in a larger committee that will serve as in an advisory role comprised of business and labor perspectives.

Mayor Rosener followed up his question by stating that the Oregon House Bill 2001 (HB2001), which includes mandates on housing density, has created difficulties for the City of Sherwood. He asked staff how density will be approached in the Urban Growth Management Decision under HB2001.

Reid noted that Metro has contracted Eco Northwest and Johnson Economics to help work create an efficient planning process. He added that middle-housing development is likely to be gradual. Kehe remarked that Metro Staff Glen Hamburg is leading concept plan discussions and is a good resource for further questions.

Commissioner Vice Chair Treece requested clarification on the anticipated changes to the Columbia Region Association of Governments (CRAG) group.

Kehe stated that they are considering expanding the time frame given to the CRAG group to review land management proposals, as well as potentially expanding the membership of the group to diversify the range of perspectives.

Commissioner Treece questioned if the CRAG group's membership expansion would draw from the

same type of members already in the group.

Kehe and Reid affirmed that the CRAG expansion would still draw members from commercial real estate development, affordable housing, and land use advocacy groups.

Lake Oswego Mayor Joe Buck asked what kind of advocacy work Metro is doing to ease the UGB expansion process and secure state funding and support for cities.

Shaw explained that Metro has been heavily involved in the semiconductor discussion at the state level, strongly advocating for resources for land readiness. He noted that Metro has also been working with the state to develop the Oregon Housing Needs Analysis (OHNA) process, moving beyond HB2001 to address zoning and housing concerns. Shaw commented that he is not aware of any legislation that would help to ease land use processes in the Metro region.

Mayor Buck expressed his concern over the how the region's housing shortage is disparately impacting low-income communities, stating that the current system is clearly not sufficient if housing production cannot rise to meet this demand.

Mayor Rosener questioned the role the committee will play in reviewing the assumptions behind Metro's job and housing analyses process.

Kehe remarked that the reason the land management team is consistently presenting to MPAC is so that the committee can view the development of the process over time, providing guidance and clarity to the project. She then noted that they will be producing and sharing range forecasts that will give additional perspective into the job and housing analyses.

Commissioner Treece followed up Mayor Buck's question, asking about the role the Housing Needs Analysis will play in the land use decision-making process.

Oregon Department of Land Conservation and Development Deputy Director Kirstin Greene asked if MPAC members will be briefed on the Committee on Racial Equity's (CORE) recommendations for consideration.

Kehe noted that CORE provides their recommendations straight to the Council, but stated that discussing CORE's feedback in MPAC meetings may be useful to draw out additional perspectives.

Councilor Rosenthal asked about the potential of the semiconductor task force recommendations at disrupting the timeline of the Urban Growth Management Decision.

Shaw stated that there is an effort to take advantage of the Federal Chips Act in the short term, and that this effort is reflected in the land use plans.

### **6.3 Update on UGB Land Exchange**

Chair Jones-Dixon introduced Metro Staff Andy Shaw (he/him), Roger Alfred (he/him), and Ted Reid (he/him).

*Key elements of the presentation and member discussion included:*

Shaw explained that the Metro Council recently adopted the proposed UGB exchange ordinance to remove lands in two areas, east of Oregon City and east of Happy Valley, from the UGB to add in land in Tigard.

Happy Valley Councilor Brett Sherman expressed his appreciation that the Metro Council considered the recommendations of MPAC and shifted the proposal to address concerns offered by the committee.

**7. ADJOURN**

Chair Jones-Dixon adjourned the meeting at 6:39 PM.

Respectfully Submitted,



Jeffrey Kain  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JANUARY 25, 2023**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
6.1	Presentation	02/22/2023	MPAC Overview Presentation	022223m-01
6.1	Presentation	02/22/2023	MPAC Growth Management Work Plan Presentation	022223m-02

## **6.1 Update on SHS and AHB Reports**

*Information/Discussion Items*

Metro Policy Advisory Committee  
Wednesday, March 22nd, 2023

# MPAC Worksheet

**Agenda Item Title:** Housing Department 6 month Update

**Presenters:** Liam Frost, Nui Bezaire and Emily Lieb

**Contact for this worksheet/presentation:** Alice Hodge

**Purpose/Objective :** Provide information about the implementation status of Metro's Supportive Housing Services and the Affordable Housing Bond.

**Outcome:** Understanding of where Metro is in accomplishing program goals, highlights and challenges.

**What has changed since MPAC last considered this issue/item?** Progress in each body of work.

**What packet material do you plan to include?** N/A

**6.2 2024 Urban Growth Management Decision: Development Outcomes in Past UGB  
Expansion Areas and Urban Centers**

*Information/Discussion Items*

Metro Policy Advisory Committee  
Wednesday, March 22nd, 2023

# MPAC Worksheet

**Agenda Item Title:** 2024 Urban Growth Management Decision: development outcomes in urban centers and past urban growth boundary expansion areas

**Presenters:** Ted Reid (Metro Planning, Development and Research); Becky Hewitt (ECONorthwest)

**Contact for this worksheet/presentation:** Ted Reid [ted.reid@oregonmetro.gov](mailto:ted.reid@oregonmetro.gov)

## **Purpose/Objective**

The purpose of this item is to begin MPAC's engagement in growth management topics so that it is prepared to advise the Metro Council in the late 2024.

## **Outcome**

MPAC becomes more familiar with development outcomes in past urban growth boundary (UGB) expansion areas and in urban centers. MPAC will also gain familiarity with the most common obstacles to producing housing and jobs inside the UGB and the need for a focus on readiness.

## **What has changed since MPAC last considered this issue/item?**

MPAC discussed the work program for the 2024 Urban Growth Management Decision at its February 22, 2023 meeting. This is the first in a series of growth management discussions that MPAC will have over the next year and a half.

## **What packet material do you plan to include?**

None. A PowerPoint will be made available after the meeting.

## **6.3 Expo Futures Update**

*Information/Discussion Items*

Metro Policy Advisory Committee  
Wednesday, March 22nd, 2023

# MPAC Worksheet

**Agenda Item Title:** Expo Future Project

**Presenters:** Paul Slyman, General Manager of Major Projects, Giyen Kim, Development Project Manager

**Contact for this worksheet/presentation:** Giyen Kim, giyen.kim@oregonmetro.gov

## **Purpose/Objective**

Metro owns the Portland Expo Center (Expo) site – a well-positioned, 53-acre employment and exhibition site at the economic center of the Portland Metro region. Before the pandemic, Expo attracted nearly 500,000 visitors yearly to 100+ public trade shows and community events like home and garden, automotive, RV, antique, outdoor shows, and concerts. Pre-pandemic, Expo generated an average of approximately \$50 million in economic impact annually.

The site has 333,000 square feet of existing building area and over a million square feet of paved parking lot. Located adjacent to a Yellow Line Max light rail stop and at an I-5 access ramp, the site is served by significant infrastructure. Halls A, B, and C celebrated their 100-year anniversary two years ago, and Halls D and E are 26 and 22 years old, respectively.

In addition, many communities in the greater Metro region have a unique and important historical and cultural tie to Expo and the land it is built upon. The nearby Vanport floods, WWII Internment at the Portland Assembly Center, and the site's pre-colonial history has had lasting impacts on the Black and Japanese American communities and Indigenous Peoples.

Over the past several years, Metro and the Metropolitan Exposition and Recreation Commission (MERC) have given direction to staff to examine future options for the site as part of the Expo Development Opportunity Study and Expo Future project. The results of these efforts are two overarching recommendations from Metro's Chief Operating Officer that solidify the venue as a destination for youth, recreational and amateur sports while making space to honor and memorialize the site's history. Both Metro Council and MERC unanimously supported the suite of recommendations.

This presentation will inform our regional partners about the project's history, Metro's new vision for the Expo Center, and the immediate next steps Metro is taking to develop this concept.

## **Outcome of MPAC Discussion**

- Increased awareness of the site's history and relevance to the Black and Japanese American communities and Indigenous Peoples.
- Greater familiarity on Metro's vision for the Portland Expo Center as a sport-centered visitor venue and possible benefits to our region.
- Awareness of the Expo Future project's history and community driven process.
- An overview of the project's community driven guiding principles and immediate next steps.

## **What has changed since MPAC last considered this issue/item?**

The Expo Future Project has not presented to MPAC.

## **What packet material do you plan to include?**

- Expo Future project press release
- Guiding principles

Materials following this page were distributed at the meeting.



Metro

# Metro Housing Update

MPAC | March 22, 2023

# Metro communications: From homelessness into housing

## Multnomah: Raven's story



“We weren’t always houseless,” Raven explained, sitting in the community room of the Cathedral Village apartments where he lives with his husband Dash and their malamute puppy Oscar.

## Clackamas: Kathy's story



Just before Christmas last year, Kathy slept on the sidewalk for the first time in her life. She remembers how the rain soaked right through her sleeping bag, with only the plastic poncho a friend gave her to keep some of her dry. It was around 33 degrees that night.

## Washington: Steve's story



Three months ago, Steve was spending his nights in a field in rural Washington County. When his wife passed away from cancer seven years before, things started to unravel for him, leading to years of homelessness.

# SHS Regional overview: Progress to goals snapshot as of December 31, 2023

## Housing Placements: Permanent Supportive housing\*

	Clackamas	Multnomah	Washington	Regional total
<b>Progress</b>	<b>124</b> households <i>204 people</i>	<b>155</b> households <i>265 people</i>	<b>348</b> households <i>403 people</i>	<b>627</b> households <i>872 people</i>
<b>Goals</b>	385 households	545 households	500 households	1,430 households

*\*Supportive housing: permanent supportive housing and other service-enriched housing for Population A (e.g. transitional recovery housing)*

# SHS Regional overview: Progress to goals snapshot as of December 31, 2023

## Housing Placements: Rapid Re-Housing

	Clackamas	Multnomah	Washington	Regional total
<b>Progress</b>	<b>3</b> households	<b>112</b> households	<b>82</b> households	<b>197</b> households
	<i>3 people</i>	<i>169 people</i>	<i>206 people</i>	<i>378 people</i>
<b>Goals</b>	140 households	800 households	400 households	1,340 households

# SHS Regional overview: Progress to goals snapshot as of December 31, 2023

## Eviction and homelessness prevention

	Clackamas	Multnomah	Washington	Regional total
<b>Progress</b>	<b>30</b> households	<b>118</b> households	<b>0</b> households	<b>148</b> households
	<i>30 people</i>	<i>192 people</i>	<i>0 people</i>	<i>222 people</i>
<b>Goals</b>	250 households	800 households	200 households	1,250 households

# SHS Regional overview: Progress to goals snapshot as of December 31, 2023

## Shelter beds/units

	Clackamas	Multnomah	Washington	Regional total
<b>Progress</b>	<b>139</b> beds	<b>304</b> units	<b>70</b> units	<b>513</b> beds / units
<b>Goals</b>	140 beds	400 units	80 units	620 beds / units

# Regional overview: Population A/B Report Out : Q1 and Q2 (FY22-23)

	Long-term Homeless (Population A)			Homeless/At Risk (Population B)			TOTAL (regional)
	Clack	Mult	Wash	Clack	Mult	Wash	
Total <b>households</b> placed/ stabilized in housing	111	201	247	46	199	183	<b>987</b>
Total <b>people</b> placed/ stabilized in housing	174	236	308	63	306	301	<b>1,388</b>

# Regional Long-term Rent Assistance program snapshot

	Clackamas	Multnomah	Washington	Regional total
Total housed (leased up) <b>this year</b>	<b>92</b> households	<b>98</b> households	<b>324</b> households	514 households
Total households in housing using RLRA voucher*	<b>214</b> households	<b>287</b> households	<b>623</b> households	1,124 households

*\***Number of households in housing using an RLRA:** Number of households/people who were in housing using an RLRA voucher at any point during the reporting period. (Includes (a) everyone who has been housed to date with RLRA and is still housed, and (b) households who became newly housed during the reporting period.)*

# Tri County Planning Body - Update

## Background:

- Required by ballot measure 26-210
- Tasked with setting goals for regionalization
- Directs 5% of SHS revenue towards regionalization
- Convened monthly
- Sep-March – developing regional goals

# Tri County Planning Body - Update

## Current Status: Finalizing Goals and Recommendations

- Training and Technical Assistance
- Employee Recruitment and Retention
- Coordinated Entry
- Regionwide Landlord Recruitment
- Healthcare System Alignment

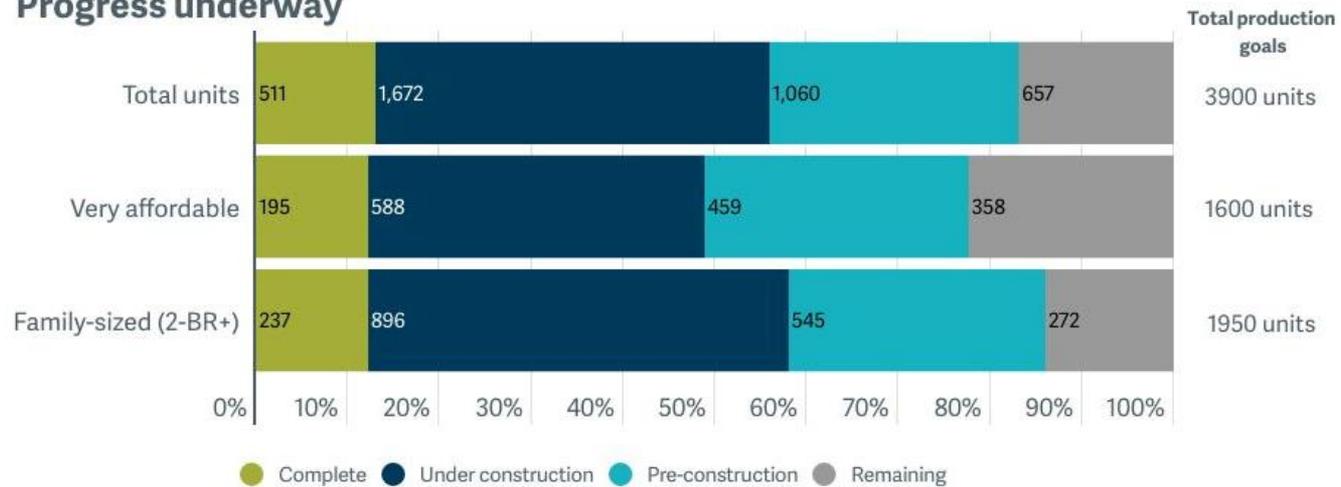
# Tri County Planning Body - Update

## Next Steps:

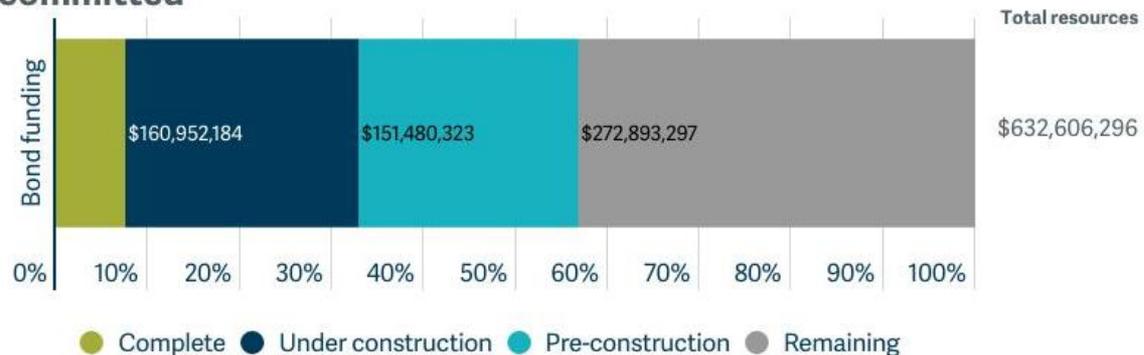
- Metro and county staff scope opportunities consistent with the TCPB's direction
- Staff develop associated work plans and budgets for TCPB review

# Affordable housing bond dashboard

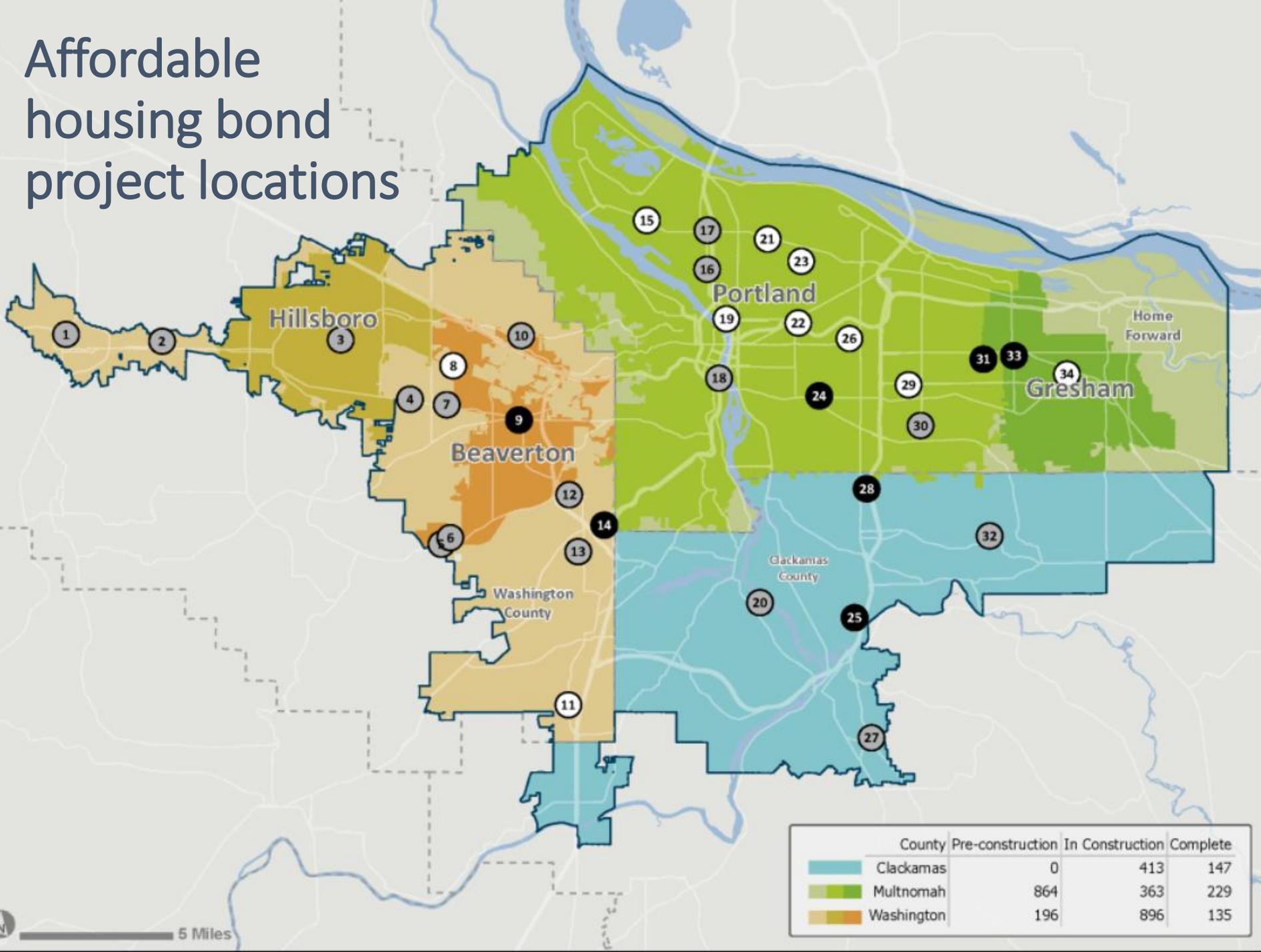
## Progress underway



## Resources committed



# Affordable housing bond project locations



# Fuller Station (Clackamas County)

- 100 apartments
- Geller Silvis and Guardian with JOIN and DevNW



# Hattie Redmond (Multnomah County)

- 60 studio apartments
- Home Forward and Urban League



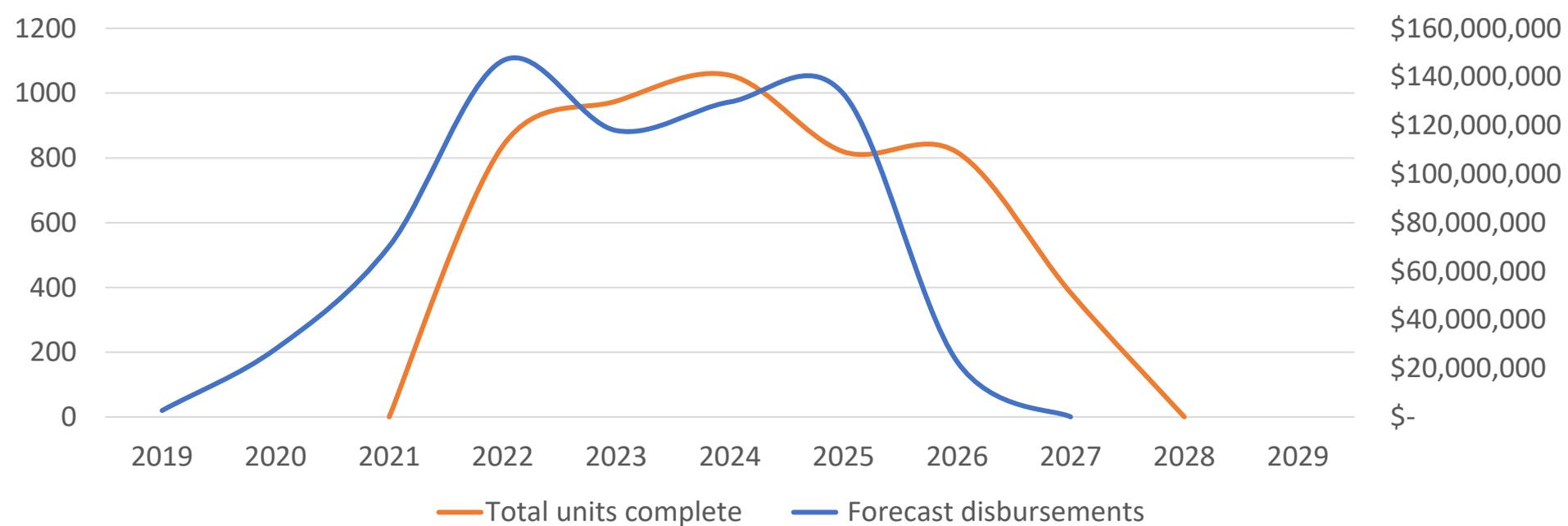
# Aloha Inn (Washington County)

- 54 studio apartments
- Housing Authority of Washington County with Bienestar and Urban League



# Affordable housing bond pipeline

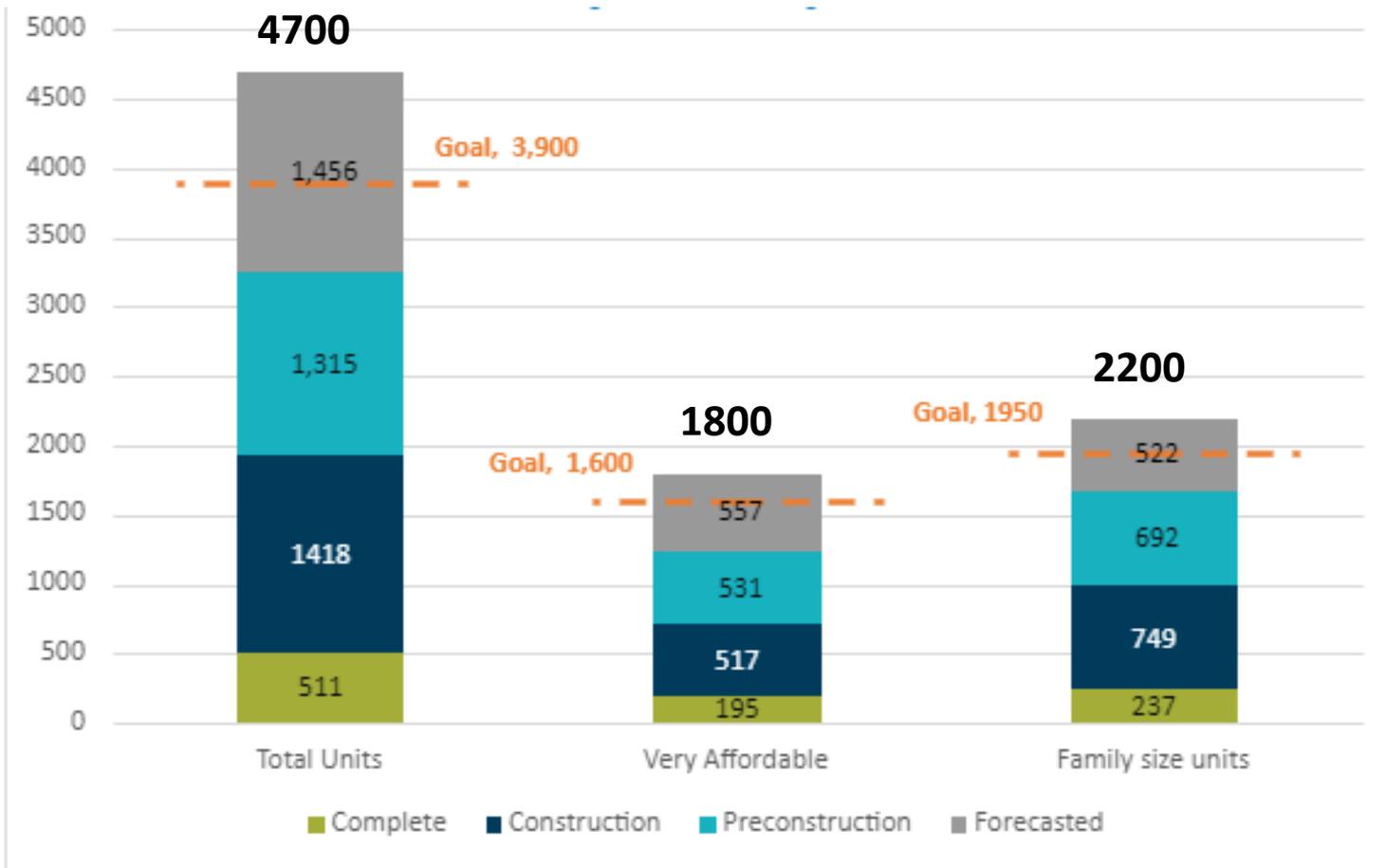
Yearly total units complete; disbursements



## Typical project timeline:



# Forecasted production outcomes





Metro

**Thank you**

MPAC | March 22, 2023

# Metro Development Readiness Assessment

## Metro Policy Advisory Committee

Becky Hewitt, Project Director

March 22, 2023

**ECONorthwest**  
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## Today's Agenda

- Overview of the Project
- Overview of Development Readiness Analysis
  - Past Urban Growth Boundary Expansion Areas
  - Metro Town Centers & Corridors
- Q&A

# Metro Residential Readiness Project

Research and analysis to  
guide Metro's 2024  
Urban Growth  
Management Decision

Updates to development  
capacity / supply model



Development Readiness



Population & Development Trends



Housing Filtering & Market Functions



Gentrification & Displacement Risk



Office-to-Residential Conversion Potential



Middle Housing Potential



Existing Housing Needs

# Development Readiness Analysis

- Goal is to illuminate the circumstances under which housing and employment land development has or hasn't happened in past UGB expansion areas
- Identify typical barriers to mixed-use development in urban locations inside the UGB

# Urban Growth Boundary Expansion Areas

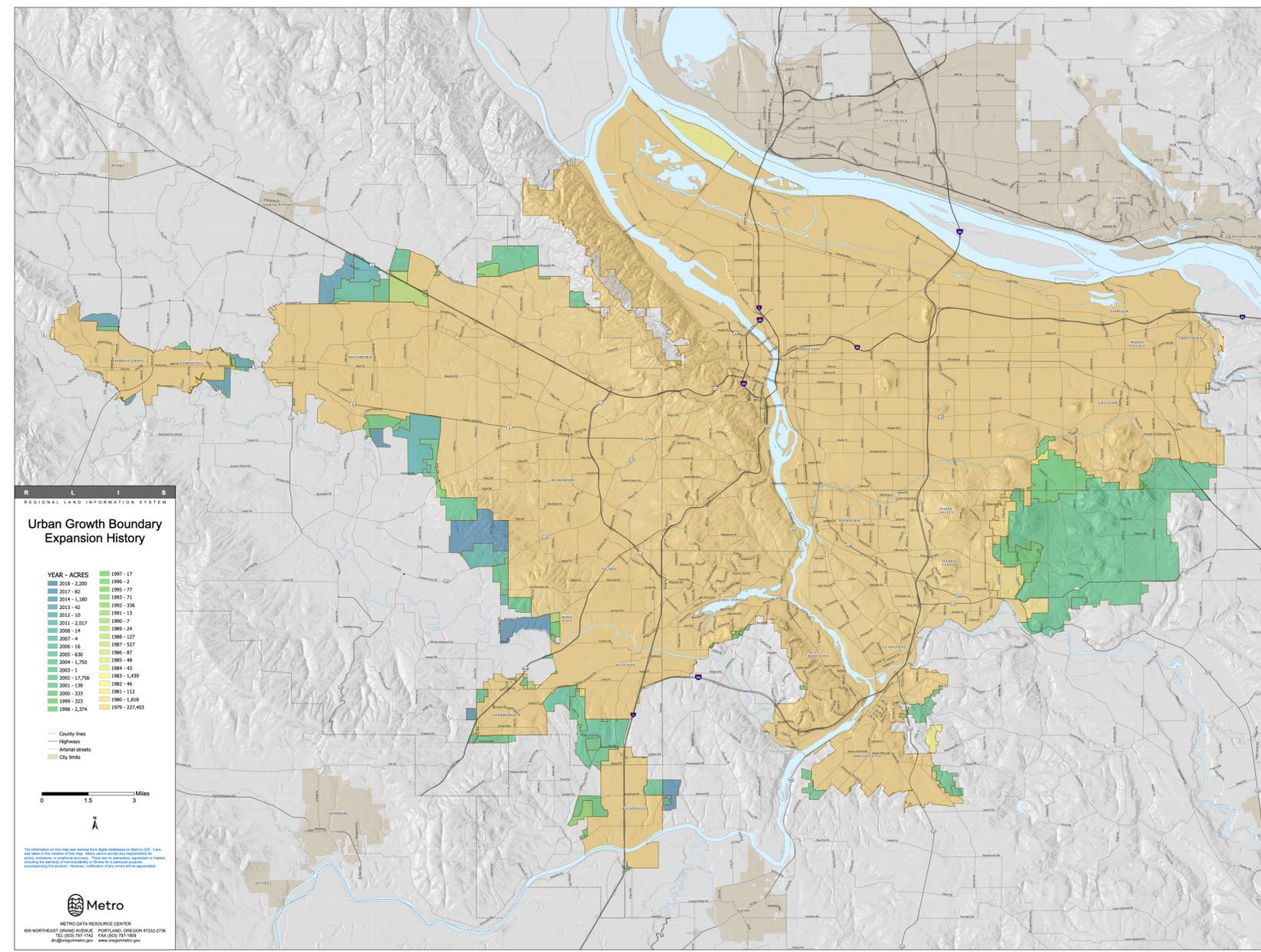
# Metro UGB Expansions Over the Years

Focus on major UGB expansions in:

- 1998-1999
- 2002-2005
- 2011-2014
- 2018

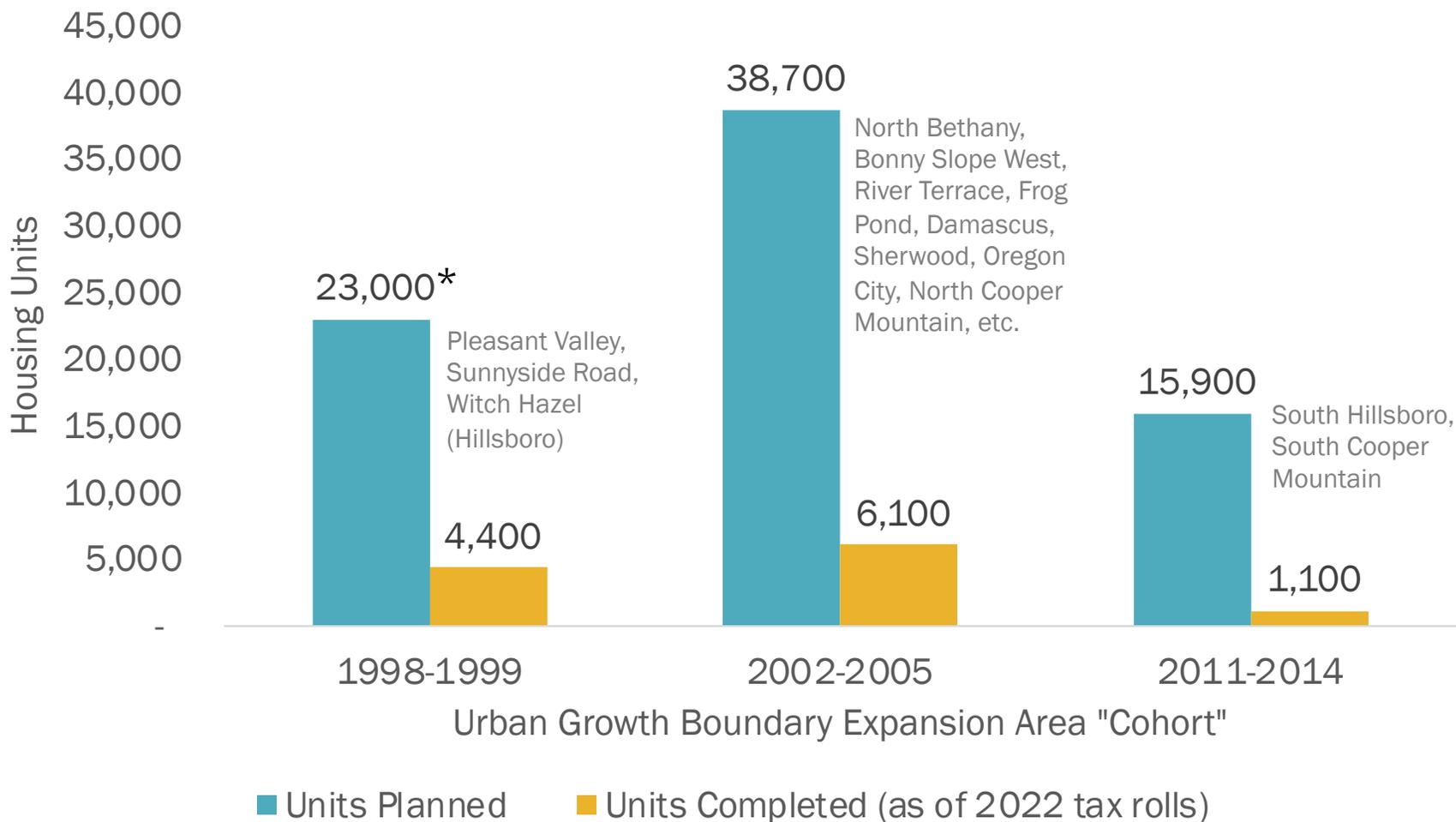
“Where are they now?”  
approach for each  
“cohort”

Data sources: Metro historical UGB expansion area boundaries, tax lot data, employment data (QCEW), CoStar



# Housing Production in UGB Expansions Has Lagged Targets

Estimated Housing Units Planned & Completed in Past UGB Expansion Areas



Sources: Units planned: Metro UGB History; Deliveries: ECONorthwest analysis of 2022 RLIS tax lot data. Note that tax lot data tends to lag construction completions, sometimes by up to a year.

\* Units planned may include portions of Wilsonville's Villebois, which is not included in estimated units completed.

# Take-aways: Key factors that influence development outcomes



Parcel size and developability



Market alignment



Infrastructure serviceability, costs, and funding plans



Governance & local leadership

# Key Factors: Parcel Size & Developability

## What's the issue?

- Rural residential parcels are challenging:
  - Existing residents often oppose urbanization
  - Less cost-effective to consolidate and develop
  - Harder to achieve scale for master planning
  - Not well suited for employment uses
- Resource constraints can limit development potential, fragment buildable land

## What's working?

- Urban reserves – less reliance on exception land
- Developers consolidating site control to allow bigger master planned developments

# Key Factors: Market Alignment

## What's the issue?

- Demand for housing in many areas (maybe stronger on west side)
- Commercial & employment more challenging
  - Some areas not well-suited for employment uses(e.g., not flat enough to cost-effectively develop with larger employment uses, far from major transportation facilities).
- Commercial generally follows residential—need enough customers to support new businesses.

## What's working?

- Early involvement by developers in planning for expansion areas (prior to and following UGB decisions)
- Expanding where the demand is for a given land use

# Key Factors: Infrastructure

## What's the issue?

- Infrastructure is a substantial expense in nearly all expansion areas
- Topography and physical conditions increase cost and difficulty of building infrastructure
- Making initial investments to enable development requires proactive support and creative funding/financing mechanisms
- Major industrial & employment development often can't front infrastructure costs

## What's working?

- Early infrastructure assessment and planning (prior to and following UGB decisions)
- Bringing in areas that are easier to serve
- Proactive role by cities in establishing funding mechanisms & advancing critical early infrastructure projects
- Experienced, well-capitalized land developers who can take on bigger on-site infrastructure investments

## What's the issue?

- Cities play a key role in advancing development
- Lack of clarity about which city is responsible creates challenges
- Pro-active planning moves the process faster

## What's working?

- Updated process and requirements for City involvement in expansions
- Cities being pro-active about planning and infrastructure

# Timing Considerations: UGB Expansion Areas

- Planning, adoption of development regulations, establishing a viable infrastructure funding strategy take time given need for community and stakeholder engagement
- Other steps (annexation, infrastructure programming, etc.) generally follow planning, take additional time
- Development applications usually can't proceed until other pieces are in place
- Recessions or other market disruptions can delay things further

# Conclusions: UGB Expansion Areas

- Changes to rules and process are helping
- Developer interest and participation supports development readiness
- Pro-active City leadership can move development forward faster
- Metro can guide growth, but can't create a market where it doesn't exist or overcome topographic, ownership, or resource barriers to development

# State of the 2040 Centers

# 2040 Centers: Key Questions

- Residential development trends in 2040 Centers
- What are the common regulatory, procedural, and market barriers to residential development in 2040 centers?



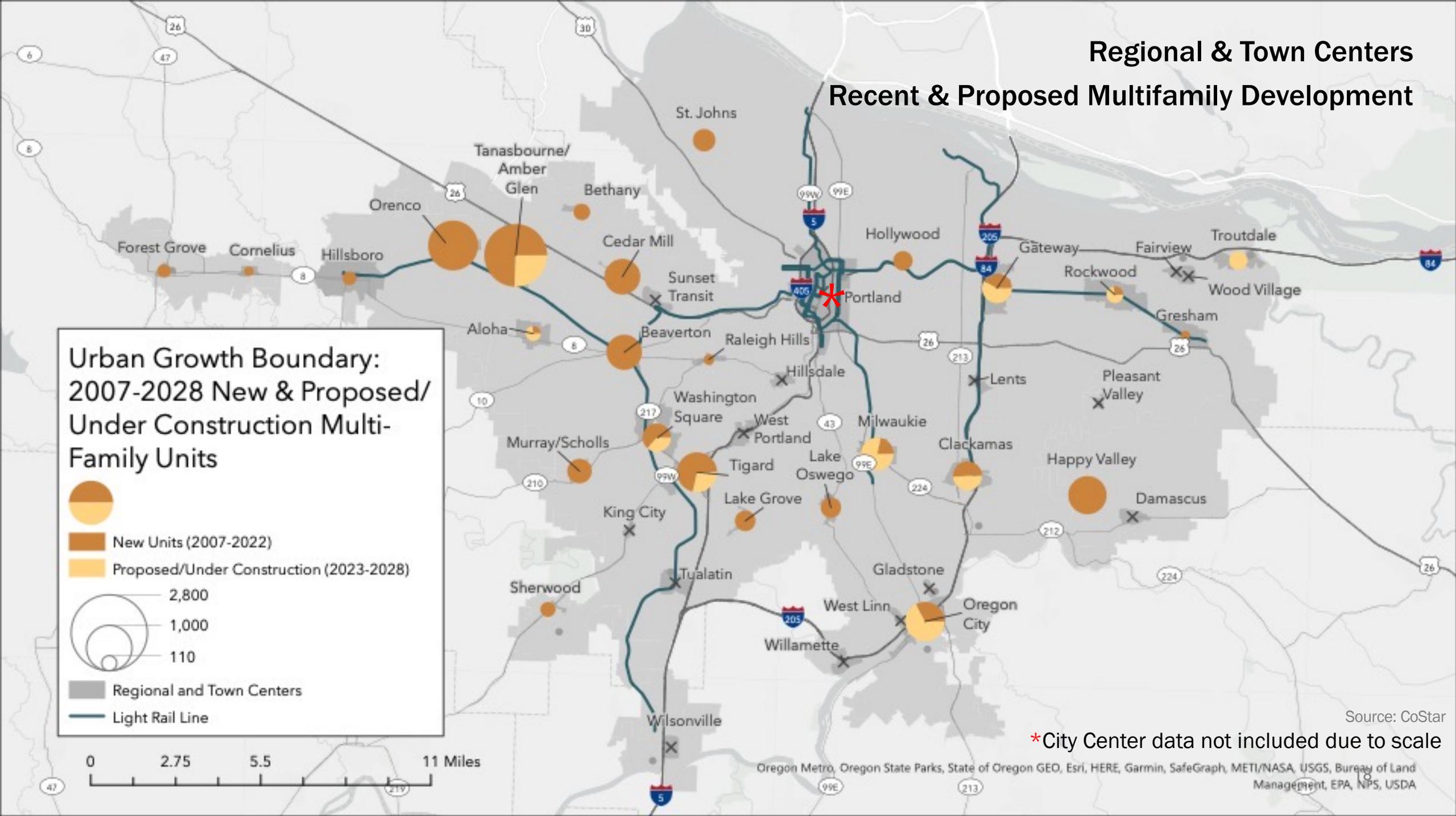
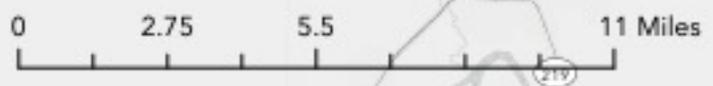
# Regional & Town Centers Recent & Proposed Multifamily Development

**Urban Growth Boundary:  
2007-2028 New & Proposed/  
Under Construction Multi-  
Family Units**

-  New Units (2007-2022)
-  Proposed/Under Construction (2023-2028)

 2,800  
 1,000  
 110

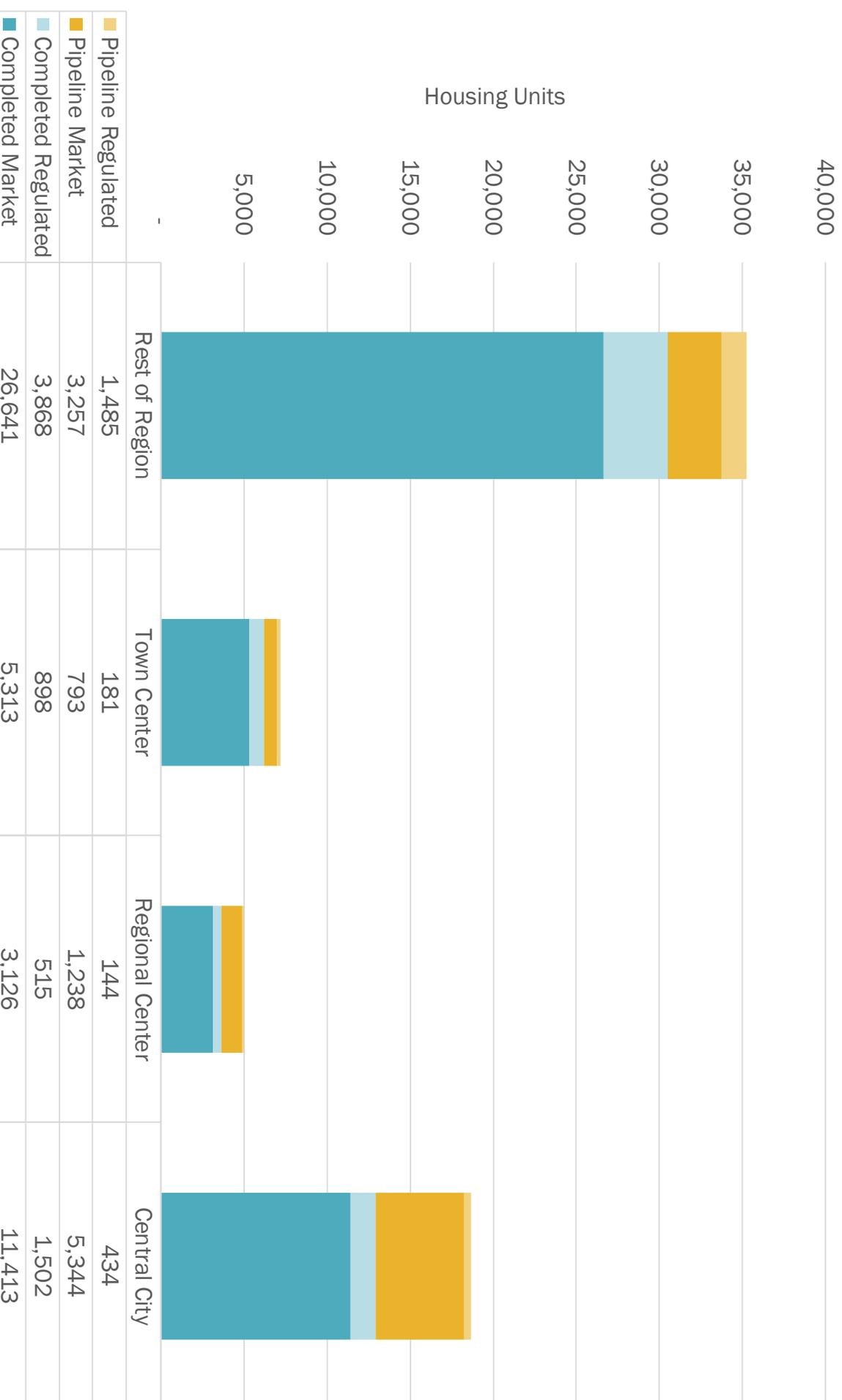
-  Regional and Town Centers
-  Light Rail Line



Source: CoStar  
\*City Center data not included due to scale

# City Center and Other Areas

Regulated Affordable & Market Rate Housing Units Completed and in Pipeline by Region (2007-2022)



Strong residential development in Central City, especially 2007-2017

Source: CoStar. May exclude some development where year built data is unavailable. Note: "Rest of Region" is all areas within the Metro UGB that are not part of a Regional Center, Town Center, or the Central City.

# 2040 Regional & Town Centers: Observations

Common Barriers	What Has Helped?
Lack of amenities, older auto-oriented development pattern – need for investment in public realm	Strong public investment (e.g., TIF) Historic downtowns / walkable street networks
Older suburban development regulations (e.g., high parking & landscaping requirements, etc.)	Code updates Streamlined regulations Reduced parking requirements
Rents too low to support vertical mixed-use or podium development	Development incentives (e.g., VHDZ)
Market demand for parking	Light rail, on-street parking

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Los Angeles



Portland



Seattle



Boise



THE EXPO FUTURE PROJECT

# Metro's vision for the future of the Expo Center

March 2023 – MPAC

Paul Slyman  
Giyen Kim

## What you'll learn:

- History of the Expo Future Project
- Overview of the Request for Expressions of Interest process and findings
- Metro's new vision for Expo
- Our next steps



# From Hunden Study to Expo Future Project

2014

Hunden Study



2019

Expo DOS

2021

Expo DOS to Expo  
Future

Portland Expo Center  
Market and Financial Feasibility Study

2022

Expo Future Project  
Phase 01: RFEI

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Director  
Portland Expo Center  
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Portland, OR 97217

2023

Expo Future Project  
Phase 01: Next Steps

October 29, 2014

2014

Hunden Study

2019

Expo DOS

2021

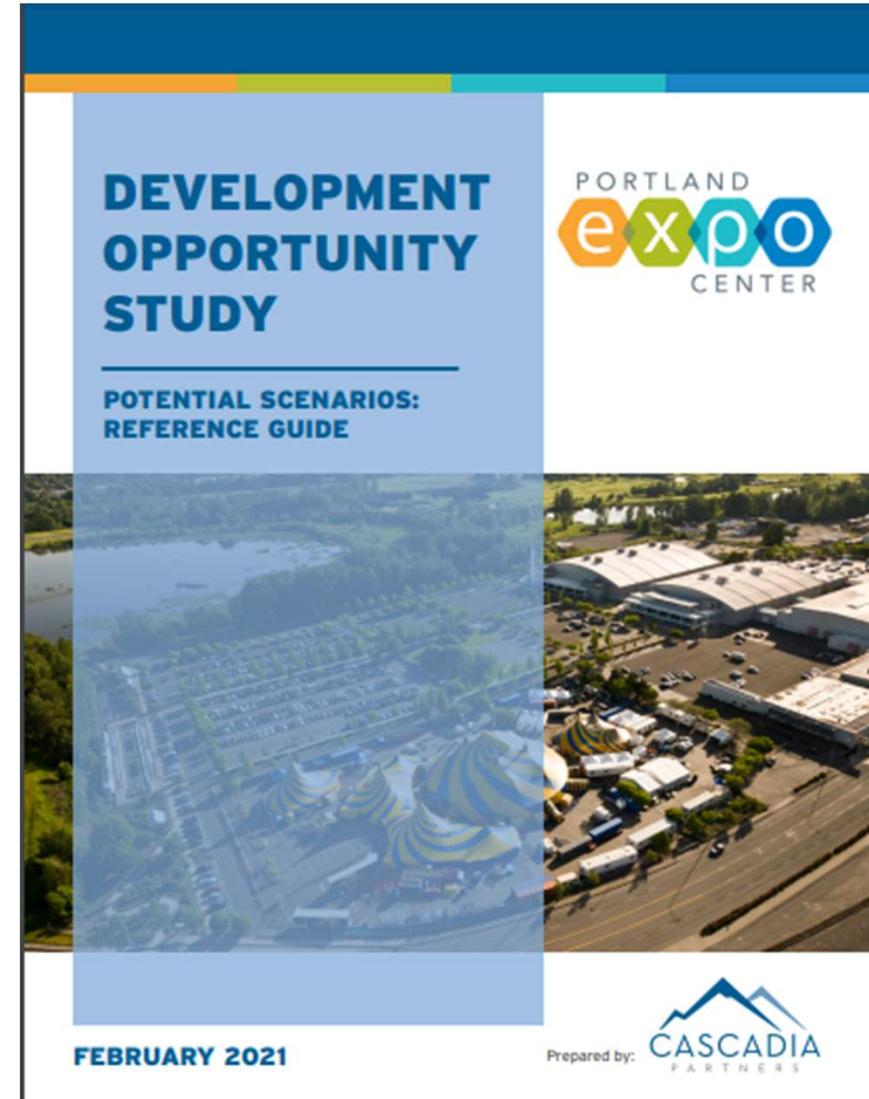
Expo DOS to Expo  
Future

2022

Expo Future Project  
Phase 01: RFEI

2023

Expo Future Project  
Phase 01: Next Steps



*What guiding principles should be at the root of how we weigh different development options?*

# PORTLAND EXPO FUTURE SCENARIO GUIDING PRINCIPLES

Updated March 17, 2022



2014

Hunden Study

2019

Expo DOS

2021

Expo DOS to RFEI

2022

Expo Future Project  
Phase 01: RFEI

2023

Expo Future Project  
Phase 01: Next Steps



53 acre site  
330,000 square feet of indoor space  
1 million+ square feet of outdoor space  
Industrial zoning (IG2)  
Interstate 5 and light rail access

## Submit your proposal for the Expo Future project

Seeking creative development ideas for  
53 acres in North Portland

Metro invites teams interested in public-private partnerships to submit their ideas for the future of the Expo Center. Offering one of the largest remaining sites for employment-heavy uses in greater Portland, the site is a sprawling campus with excellent access to I-5 and light rail. Participate in this once-in-a-generation opportunity to help shape how this community asset will serve current and future generations. Visit [expofuture.org](https://expofuture.org) for more information on how you can submit a proposal.

For more information

Contact [expo.future@oregonmetro.gov](mailto:expo.future@oregonmetro.gov) for project information.  
For more information about the proposal process, visit [expofuture.org](https://expofuture.org)



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

[oregonmetro.gov/expofuture](https://oregonmetro.gov/expofuture)

2014

Hunden Study

2019

Expo DOS

2021

Expo DOS to RFEI

**2022**

**Expo Future Project  
Phase 01: RFEI**

2023

Expo Future Project  
Phase 01: Next Steps

6

RFEI  
Submissions

2

Cultural Legacy  
Submissions

**Review Committees**



Internal



Finance and facilities function



Community partner



Government partner



Tribal government partner



- “Think big” and consider how that area might be built up in the future.
- The project may benefit from a visioning effort to help determine how to look at the site and sequence decision-making and future project phases.
- Look to the region’s Comprehensive Economic Development Strategy (CEDS) and look for ways to maximize the opportunities and fill identified needs.
- Consider the development of a robust outreach strategy because of the cultural significance of the site.



# Community review committee

## OVERARCHING RECOMMENDATIONS:

1. Site should remain a community-centric asset that complements the historical and cultural significance of the site.
2. Maximize partnerships and contracts with local businesses.
3. Clear equity goals that help facilitate the accessibility of the site and the site's programming to underserved communities.
4. Metro should define its desired outcomes around the guiding principles
5. Should the site development include amenities and infrastructure consistent with a livable neighborhood, consider the addition of affordable housing in the future.



Rose City Olympic Center, 1962

# A new vision for the Expo Center

An aerial map of the Portland area, Oregon, with various sports and tourism venues marked with location pins. The map is overlaid with a semi-transparent blue filter. The venues marked include the Portland Expo Center, Historic Vanport, Delta Park, Portland International Raceway, and the Delta Center Sports Complex. Other nearby locations like Reddaway, Jubitz Truck Stop, and Columbia Children's Arboretum are also visible.

**The sports events and tourism industry is one of the largest sectors in the travel and tourism industry.**

**According to the latest State of the Industry Report, the sports tourism sector's direct spending impact is \$39.7 billion in the United States, with a total economic impact of \$91.8 billion.**

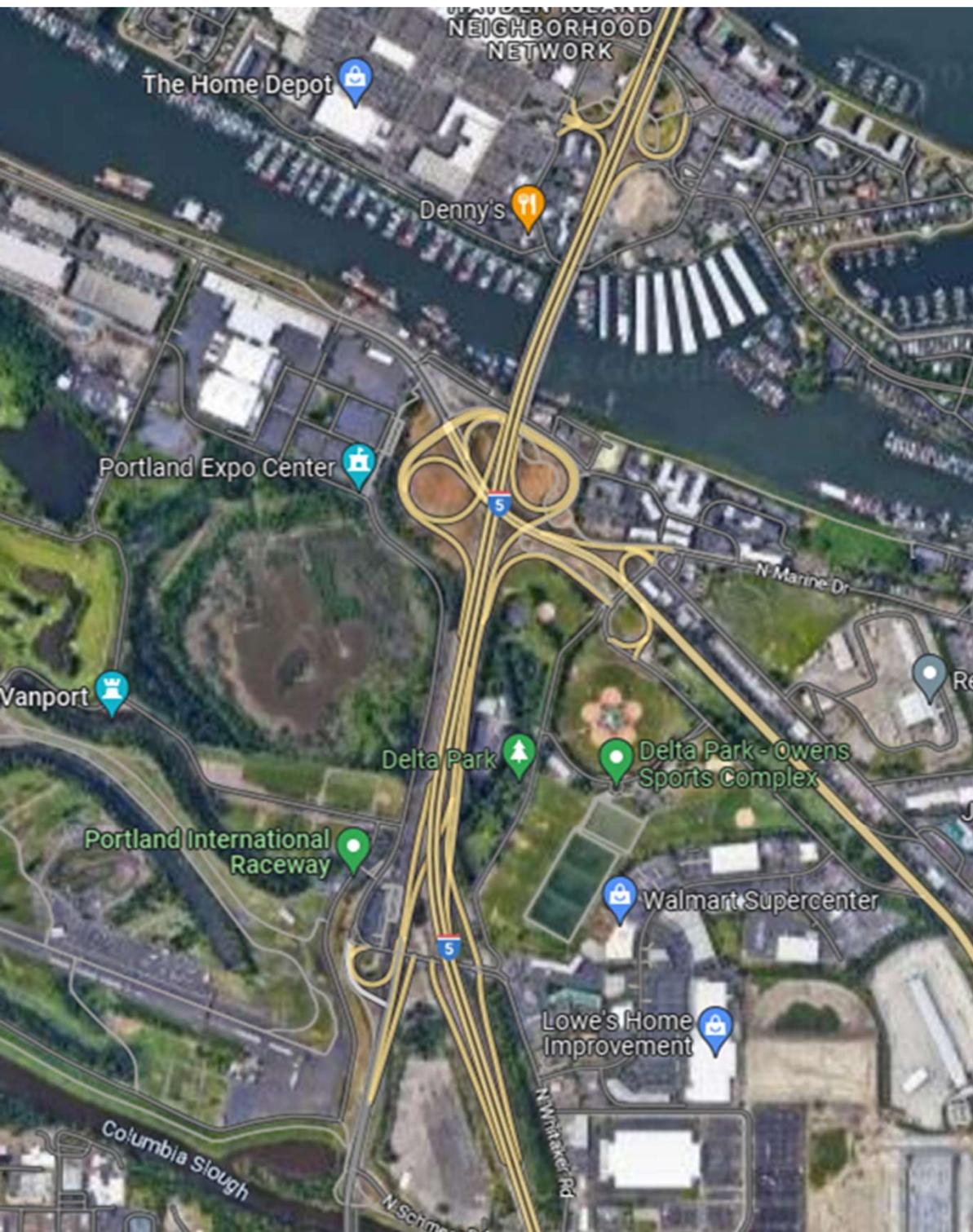
# **WHY SPORTS?**



## COO RECOMMENDATION # 1:

Metro will recognize Expo Center as a site of national significance and work with community to meaningfully memorialize the site's history of forced displacement during World War II and the Vanport Floods, as well as the site's pre-colonial history and importance to Indigenous Peoples.

As part of this, Metro shall **investigate support from federal, state, or other partners, including philanthropic partners, for financial or other opportunities** for Hall A, specifically, and the land adjacent to the Columbia River.



## COO RECOMMENDATION # 2:

Metro will take measures to align Expo's future redevelopment as a **community-centric destination venue that prioritizes amateur, professional, and recreational sports.**



## SUPPORTING RECOMMENDATIONS

1. Conduct due diligence
2. Form a new governance structure
3. Strengthen Expo's current operation
4. Ensure we coordinate with our jurisdictional partners



## IMMEDIATE NEXT STEPS FOR 2023

1. Partner with community
2. Market and feasibility study
3. Capital needs assessment
4. Guiding Principles
5. Strengthen Expo's current operation

*Questions? Contact:*

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Paul Slyman  
Giyen Kim

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