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# Opportunity and Housing

DRAFT Southwest Corridor Technical Report  
Assessment of Opportunity and Housing

January 2012

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## INTRODUCTION

Oregon's Statewide Planning Goal 10 states that "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." Traditionally, housing and transportation have been studied in separate analyses. Housing affordability analyses considered the cost of the housing without regard for transportation costs, and transportation studies considered the cost of serving the general population without regard for housing costs. Highly desirable locations often have high housing costs but very low transportation costs because of their central location and access to multiple modes of transportation. Locations with lower housing costs tend to be distant from jobs and services, thus incurring higher transportation costs.<sup>1</sup>

Within the Portland metro area, the share of cost-burdened households is expected to increase from 17 percent in year 2005 to anywhere between 18 and 23 percent by year 2030. Cost burdened households are defined as renters that spend more than half of their household income on transportation and housing.<sup>2</sup> The Portland metro region is faced with a challenge to address both issues by providing more options for housing and transportation in the future.

The Southwest Corridor has a high number of jobs but lacks convenient access or housing for low-income workers. In 2010, eight major ridership generators and 120,700 jobs exist in this corridor. The corridor in general has higher land values, which has limited the amount of affordable housing and the opportunities to develop affordable housing.

The neighborhoods within the Southwest Corridor differ on housing mix, housing affordability and transportation costs. However, residents in the entire corridor currently spend approximately 41 to 54 percent of their income on combined transportation and housing costs in 2005 and 59 to 89 percent in 2030.<sup>3</sup> Generally, housing costs of less than 30 percent of income, or combined housing and transportation costs of less than 50 percent of income, are considered affordable. Households that spend more than 50 percent of income on combined housing and transportation costs are considered cost burdened.

The median value for Southwest Corridor homes averaged \$276,000 in 2011<sup>4</sup>. The average cost for an apartment ranged from \$0.84 per square foot for a three-bedroom apartment to \$0.99 per square foot, or from approximately \$642-\$1,058<sup>5</sup>.

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<sup>1</sup> Urban Growth Report, Appendix 7, Metro, 2010.

<sup>2</sup> Urban Growth Report, Appendix 7, Metro, 2010.

<sup>3</sup> Urban Growth Report, Appendix 7, Metro, 2010.

<sup>4</sup> Market Action; Zillow, October 2011.

Total housing units have increased during 2010, by approximately 7.5 to 13.7 percent in the counties and by approximately 8.3 percent within the Southwest Corridor census tracts. Approximately 51,164 units (63 percent) in the Southwest Corridor were owner-occupied, and approximately 29,762 units (37 percent) were renter-occupied according to 2009 census estimates.<sup>6</sup>

Overall, the number of Portland metro area housing units sold rose in the first quarter, however, metro area building permits remained unchanged from the fourth quarter of last 2010. Metro area housing prices continued to decline in the first quarter and the average days on the market were basically unchanged from the last quarter of 2010.<sup>7</sup>

### **Why it matters**

By considering housing and transportation together, the Southwest Corridor Plan aims to support achieving the Metro Council's six desired outcomes, four of which directly relate to housing and vibrant communities. The 2006 Definition for a Successful Region calls for a place where:

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

Over the last 20 years, the Portland metro region has seen the populations in poverty and non-white populations shift to living in areas underserved by transportation, community services and opportunities for education and employment. Shifts of vulnerable populations have occurred out of areas in which the region has invested in major transportation infrastructure. See the maps below detailing these historic shifts.

This report assesses community livability and opportunity, housing and transportation costs, and regulated affordable housing in the Southwest Corridor.

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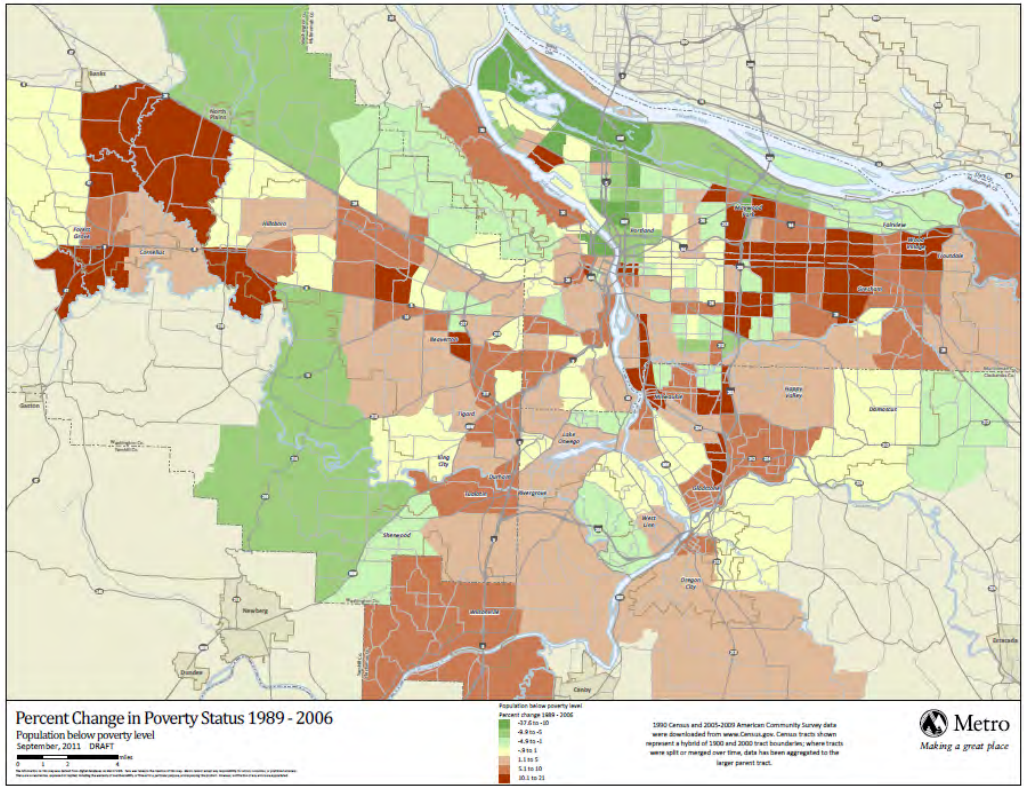
<sup>5</sup> Norris, Beggs, & Simpson, 2011.

<sup>6</sup> U.S. Census Bureau, 2010.

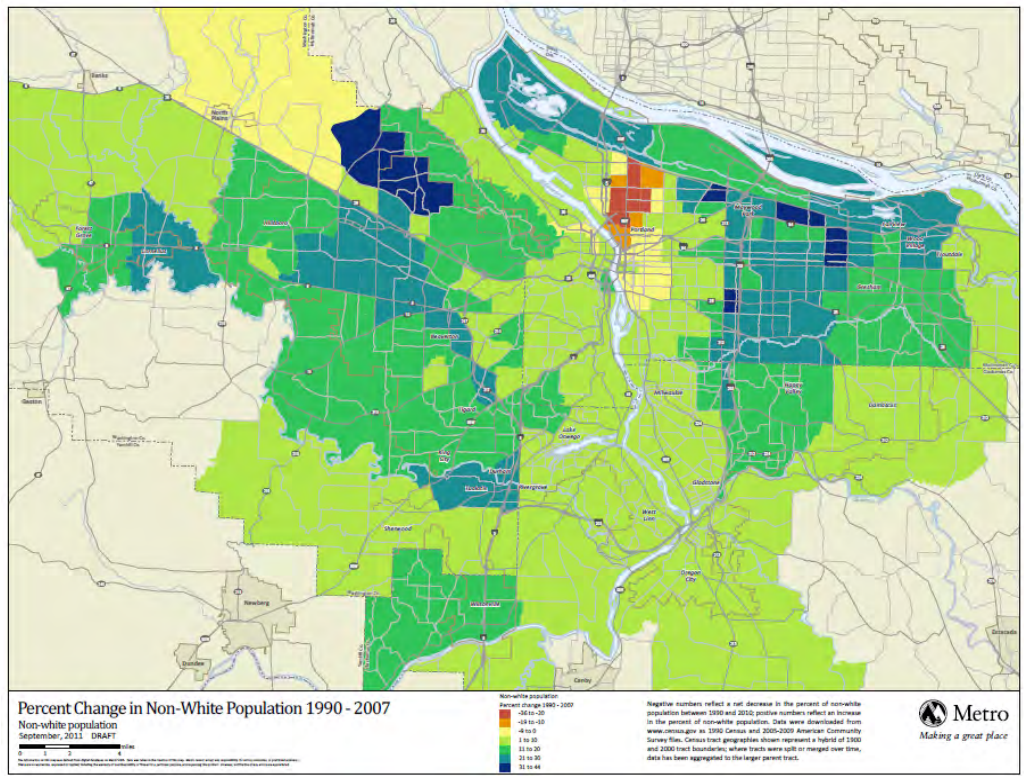
<sup>7</sup> University of Oregon, 2011.



**Figure 1: Percent poverty change, 1989-2006**



**Figure 2: Percent non-white population change, 1990-2007**



## **OPPORTUNITY MAPPING IN THE SOUTHWEST CORRIDOR**

### **Introduction**

Opportunity mapping is a research tool used to understand the dynamics of “opportunity” within metro areas. The purpose is to identify livable communities and compare that to community demographics and the availability of housing options. Decision-makers can then use this information to make policy decisions on equity of access within urban areas.

For the purposes of this Southwest Corridor Plan, opportunity-rich communities are defined as those areas with access to economic opportunity, education, complete communities and transportation options. Those areas are then compared to the current conditions and accessibility of the general population, the impoverished population, population over 65 years old, and the non-white population in the Southwest Corridor.

### **Methodology**

In the following pages, this report outlines the results of an opportunity mapping effort specifically done for the Southwest Corridor. This Southwest Corridor effort follows the leadership of the Kirwan Institute and Washington County Consolidated plan and anticipates the partnership with the Coalition for a Livable Future and Metro for a region-wide opportunity mapping project in 2012. Data was collected from a variety of sources, including Metro’s Regional Land Information System (RLIS) and interviews with affordable housing providers. This information is intended to provide decision-makers the tools to compare community livability and opportunity, housing and transportation costs, and regulated affordable housing within the Southwest Corridor.

The following table illustrates the components considered as part of the Southwest Corridor Plan opportunity mapping effort.

**Table 1: Opportunity elements**

<b>Economy</b>	Employment concentrations (large employers)
<b>Education</b>	Oregon head start programs workforce training facilities schools colleges and universities libraries
<b>Complete community</b>	hospitals & clinics physicians offices full service grocery banks and credit unions senior housing and service sites social service sites parks, habitat major government
<b>Transportation access</b>	transit access sidewalks bicycle access TriMet paratransit requests TriMet ramp deployments

**Table 2: Current conditions in the Southwest Corridor**

<b>Affordable housing</b>	Subsidized housing units
<b>Demographics</b>	population density poverty population over 65 years old non-white population

## Opportunity

### Economy

One of Metro’s desired outcomes is that current and future residents benefit from the region’s sustained economic competitiveness and prosperity. Therefore, this study examined the access to employment concentrations in the Southwest Corridor.

The Southwest Corridor includes several of the largest commercial, employment, and educational centers in the region. The Southwest Corridor is home to 140,412 jobs, which is a quarter of all jobs in the Portland metro region. Concentrations of employment follow major roadways in the corridor, including Highway 217, I-5, 99W and Kruze Way. Employment densities are also found in the employment areas of Tualatin, Tigard, and Washington Square. Many areas of the corridor have high jobs to housing ratios.

The 2040 Growth Concept defined centers are smaller subsets of the great cities intended to grow intensively. They include the Central City (74,367 employees), the Hillsdale Town Center (893 employees), West Portland Town Center (2,009 employees), Tigard Town Center (2,655 employees), Washington Square Regional Center (14,417 employees), Tualatin Town Center (3,565 employees), Sherwood Town Center (586 employees), in

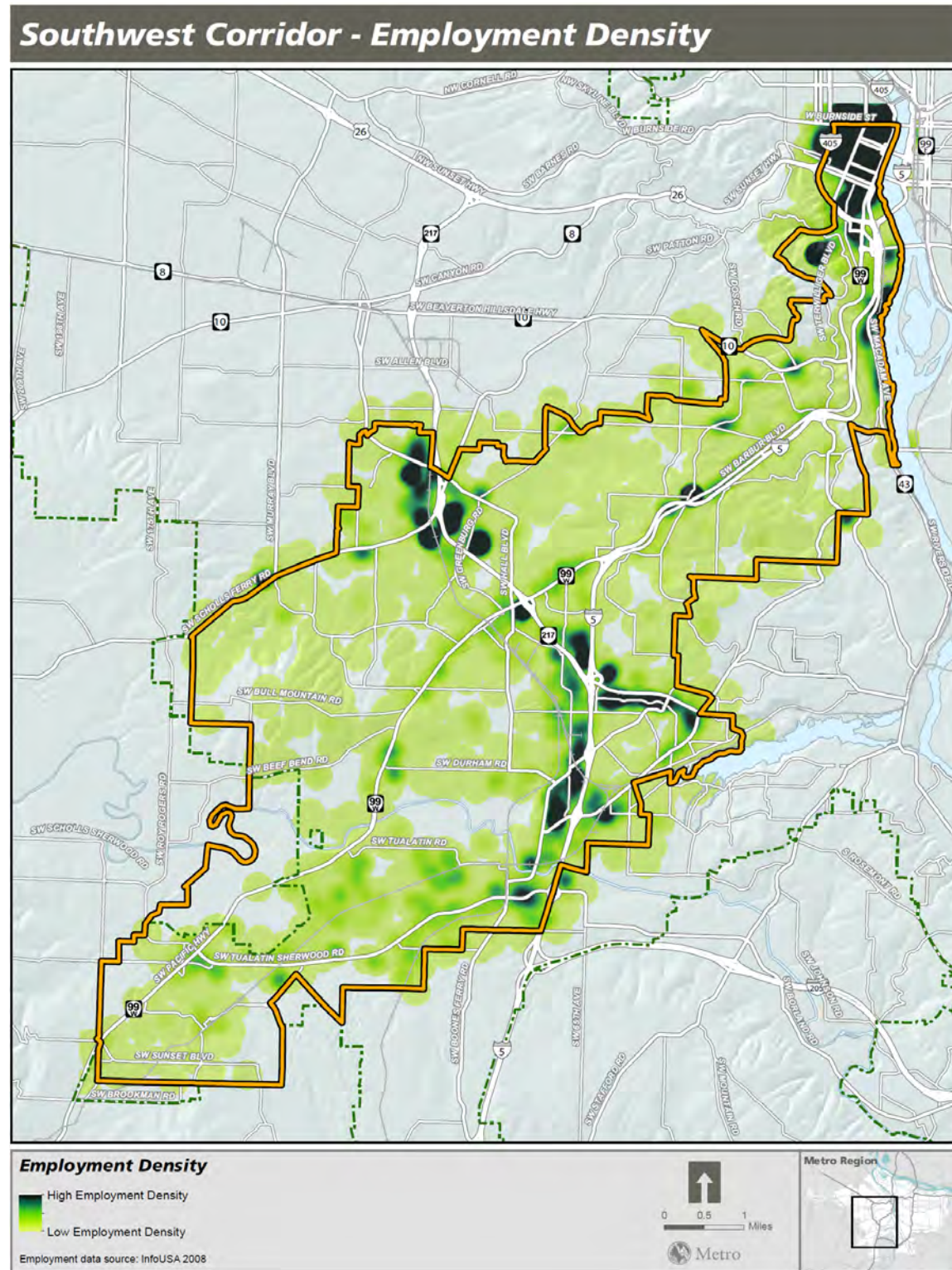
addition to employment in the wider Southwest Corridor. (ESRI Business Analyst). In addition, several institutions outside of the centers are large employers. Oregon Health Science University is the state's fourth largest private employer with over 11,500 employees<sup>8</sup>. PSU is the state's largest university with over 3,500 fulltime employees.

Generally, conditions in the Portland metro area have been slowly improving from the recent economic recession. The University of Oregon Portland Metro Business Index (PMBI), which includes data from Clackamas, Multnomah and Washington counties (as well as Columbia and Yamhill counties) rose approximately one percent in the first quarter of 2011 from the same period in 2010. Unemployment claims have been declining and the number of non-farm employees rose to 845,780 at the end of the first quarter of 2011 (University of Oregon, 2011).

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<sup>8</sup>[http://selfstudy.ohsu.edu/files/ss05\\_3.Students.pdf](http://selfstudy.ohsu.edu/files/ss05_3.Students.pdf)

Figure 3: Density of economic opportunity in the Southwest Corridor



## Education

One of Metro's desire outcomes is that current and future residents benefit from the region's sustained economic competitiveness and prosperity. Therefore, this study examined the access to schools, libraries, universities and workforce training in the Southwest Corridor. Specifically, these include:

- Oregon head start programs
- workforce training facilities
- schools
- colleges and universities
- libraries.

The Southwest Corridor contains are numerous educations facilities. Specifically, these include several schools, colleges and universities, Oregon head start programs, workforce training facilities, and libraries.

Concentrations of educational facilities are located near downtown Portland and Portland State University, Hillsdale, Portland Community College, the Tigard Triangle and downtown Tigard, downtown Tualatin, and Sherwood.

Also, the Southwest Corridor contains key regional institutions and universities, including Oregon Health & Science University (OHSU), Portland Community College (PCC) Sylvania campus, and Portland State University (PSU). OHSU is the state's fourth largest private employer and serves over 2,500 students each year. <sup>9</sup> PCC Sylvania campus serves 26,000 students over the course of a year. PSU is the state's largest university with an enrollment close to 30,000.

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<sup>9</sup>[http://selfstudy.ohsu.edu/files/ss05\\_3.Students.pdf](http://selfstudy.ohsu.edu/files/ss05_3.Students.pdf)



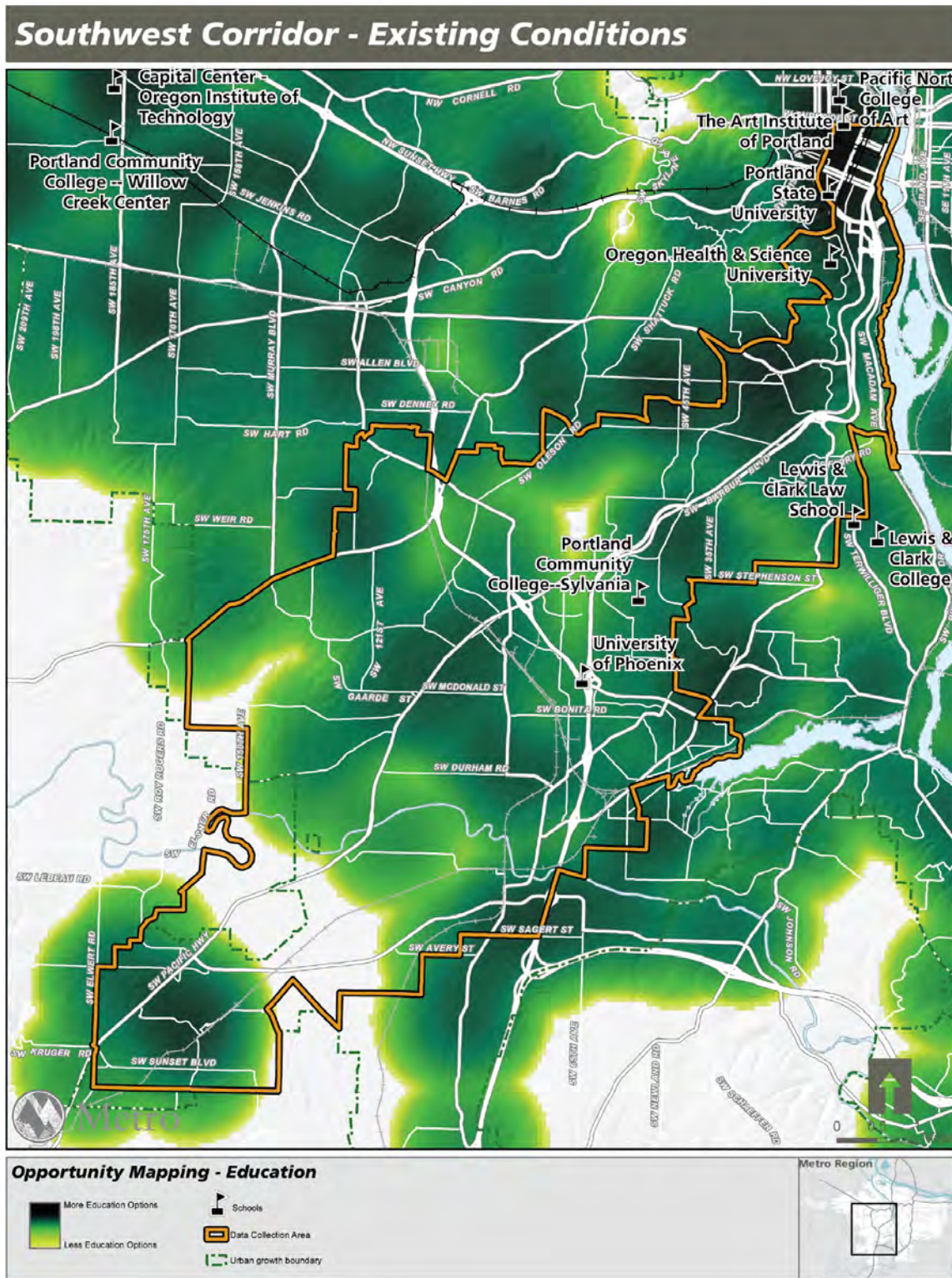
## Schools

- Rieke Elementary School
- Capitol Hill Elementary School
- West Hills Christian Elementary School
- St. Clare Elementary School
- Markham Elementary School
- Charles F. Tigard Elementary School
- James Templeton Elementary School
- Lake Grove Elementary School
- Durham Elementary School
- Alberta Rider Elementary School
- Deer Creek Elementary School
- Edy Ridge Elementary School
- J. Clyde Hopkins Elementary School
- Archer Glen Elementary School
- Middleton Elementary School
- Tuality Middle School
- Hazelbrook Middle School
- Sherwood Middle School
- Fowler Middle School
- Jackson Middle School
- Riverdale High School
- Tigard High School
- Robert Gray Middle School
- Sherwood High School
- Portland Community College
- National College of Naturopathic Medicine

The following map demonstrates the density of educational opportunity available in the Southwest Corridor data collection area. Concentrations of educational facilities are located near downtown Portland and Portland State University, Hillsdale, Portland Community College, the Tigard Triangle and downtown Tigard, downtown Tualatin, and Sherwood.



Figure 4: Density of educational opportunity in the Southwest Corridor



## **20-minute neighborhoods**

Twenty-minute neighborhoods are places where people's everyday needs are easily accessible within a twenty minute walk. These neighborhoods typically include a variety of elements that make the neighborhoods livable, enjoyable and easy to inhabit.

These livable neighborhoods include urban amenities, like cafes, bookstores, and banks. Fruit and vegetable markets, farmer's markets and full-service grocery stores provide the opportunity to obtain healthy foods. Health and social services are also key elements of a livable community, including hospitals & clinics, physicians' offices, senior housing and social service sites. Parks, open space and natural resources play a key part in the health and livability of a community.

For the purposes of this report, the following elements were included in the maps and analysis:

- hospitals and clinics
- physicians offices
- full service grocery
- banks and credit unions
- senior housing and service sites
- social service sites
- parks and habitat

### **Urban amenities**

The Southwest Corridor hosts 983 urban amenities like cafes, bookstores, grocery stores and theaters, which is 20 percent of the Portland metro region's urban amenities. This roughly translates into five urban amenities for every 1,000 residents in the Corridor. The Corridor is home to 39 grocery stores and fruit, vegetable, and meat markets, which is 13 percent of the Portland metro region. This amounts to approximately two grocery stores and fruit, vegetable, and meat markets for every 10,000 residents in the Corridor.

Concentrations of urban amenities are located in the West Portland Town Center (Southwest Crossroads) between Multnomah Village and Portland Community College along 99W, downtown Tigard, King City and Summerfield, near Washington Square Regional Center, and Sherwood Town Center. Urban Amenities- 20% of the region

### **Health and social services**

Densities of health and social services can be found in the Southwest Corridor near downtown Portland, Multnomah Village, along Barbur Boulevard, Washington Square, King City, and the Sherwood Town Center along 99W.

The following map demonstrates the level of community services available in the Southwest Corridor data collection area. Concentrations of community services are located in the West Portland Town Center (Southwest Crossroads) between Multnomah Village and Portland Community College along Highway 99W, downtown Tigard, King City and Summerfield, near Washington Square Regional Center, and Sherwood Town Center.

There are numerous facilities throughout the Southwest Corridor providing social and community services, as well as hospitals, churches, schools and parklands. Many of these facilities appear to be in the Southwest Corridor, or within close proximity, and are identified in the bullet lists below.

### **Community services**

- Native American Student and Community Center
- Fulton Park Community Center
- YMCA of Columbia-Willamette
- New Pagan Journeys Community Center
- Care Senior Services Options
- Multnomah Art Center
- Girl Scouts of Oregon and Southwest Washington
- Disability, Aging and Veteran Services, Tigard Office
- Tigard Senior Center
- Juvenile Diabetes Research
- Gentog LLC Adult Daycare Center
- Tualatin Senior Center
- Casa of Oregon
- Sherwood Senior Community Center
- Whole Family Wellness Center

### **Hospitals**

- Oregon Health and Science University (OHSU)
- Family Medical Center
- Legacy Medical Group
- Providence Bridgeport Health Center
- 99W Urgent Care and Health Center
- Sherwood Urgent Care and Medical

## Parks and trails

The Southwest Corridor has approximately 4,825 acres of parks and natural areas. It is less than a 10-minute walk to a park, trail or natural area from almost half (45 percent) of the residential neighborhoods in the Southwest Corridor, compared with two-third (69 percent) of the region.<sup>10</sup>

The corridor does not have a strong, interconnected network but the potential is there. There are 25 miles of regional trails constructed in the corridor and 45 miles planned either formally or in the concept stage.

The Tigard Triangle and the areas to the north and north east have little to no parks or natural areas and offer very limited access to the experience of nature for people. The following are a list of parks within the Corridor.

- Fanno Creek Park
- Fanno Creek Greenway Trail
- Woodard City Park
- Main Street City Park
- Pioneer City Park
- Langer City Park
- Cook Park
- Durham City Park
- Jurgens Park
- Tualatin Community Park
- Tualatin Greenway Trail
- Tualatin Commons Park
- Heron Grove City Park
- Waluga Park
- Southward City Park
- Duniway City Park
- Lair Hill City Park
- Elizabeth Caruthers Park
- Marquam Nature Park
- Terwilliger Trail
- 40 Mile Loop Trail
- George Himes City Park
- Burlingame Park
- Spring Garden City Park
- Woods Creek Park
- Dickinson City Park
- Lesser Park

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<sup>10</sup> <sup>1</sup> [Urban Green](#), Peter Harnick, page 15.





Figure 6: Density of community services in the Southwest Corridor

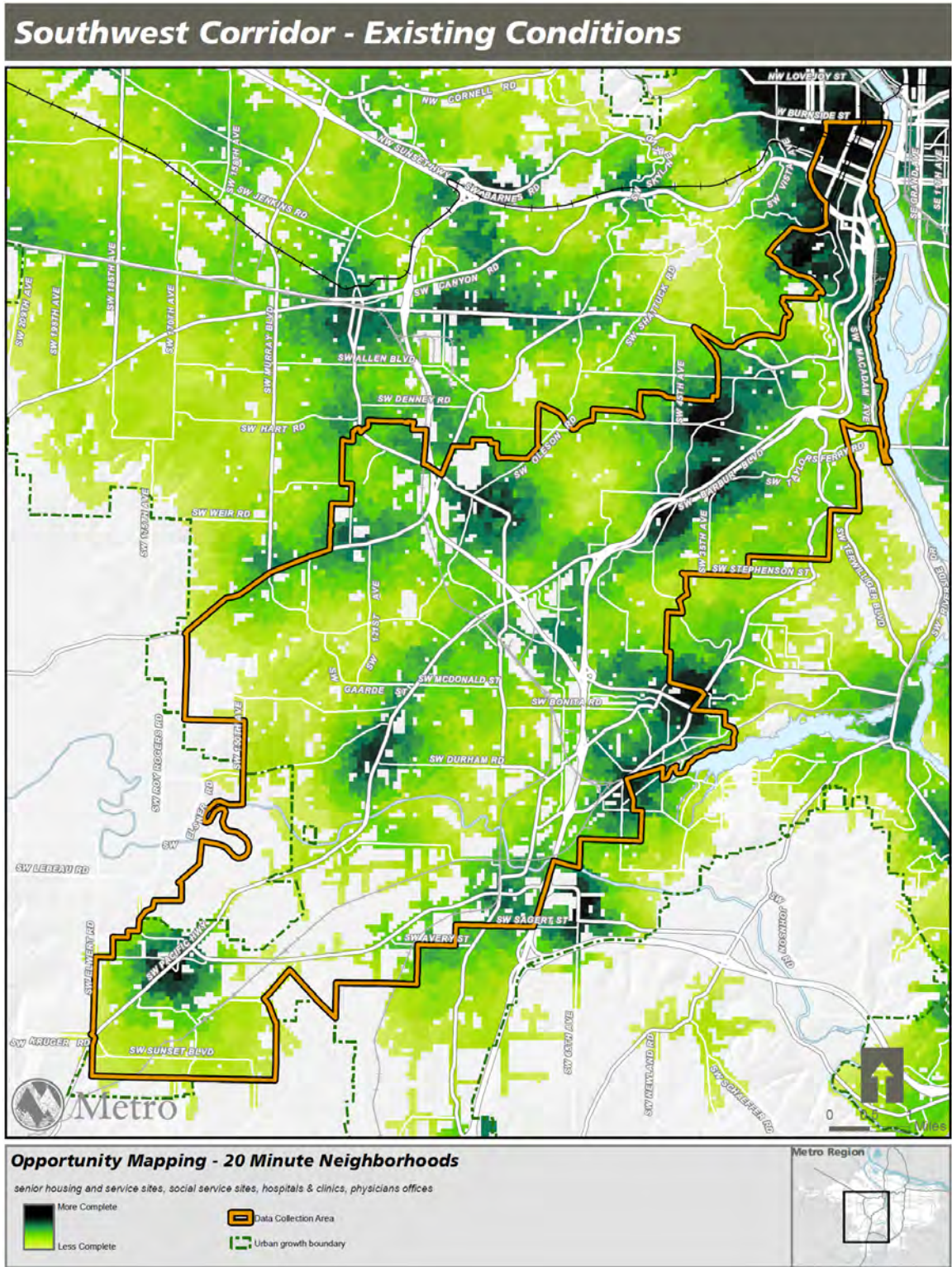
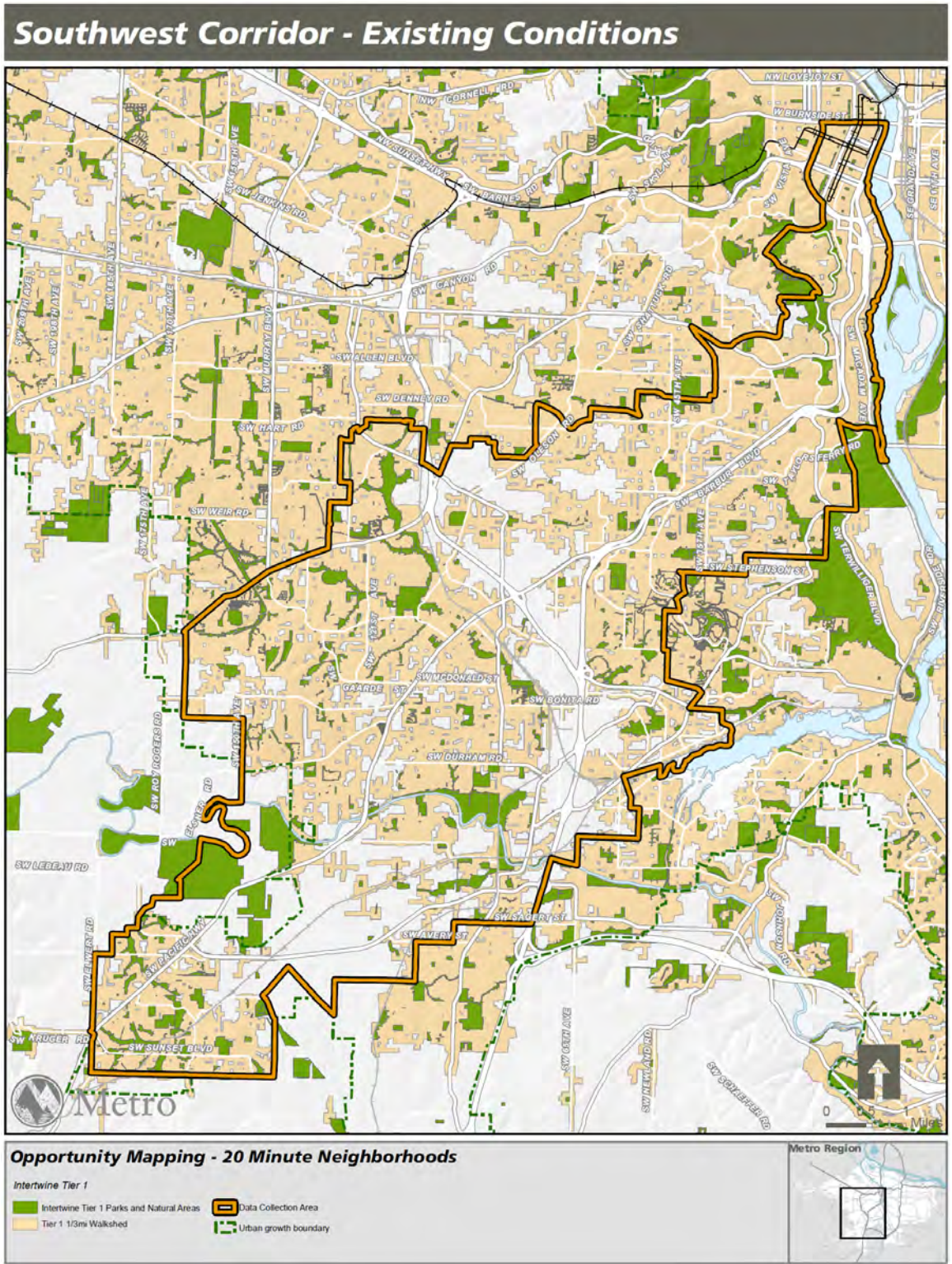


Figure 7: Density of parks and trails in the Southwest Corridor





## Access

Metro's six desired outcomes call for safe and reliable transportation choices that enhance quality of life. Transportation creates access to jobs and services for people of all income levels. To examine the opportunity provided by transportation choices and access, the following elements were considered:

- transit access
- sidewalks
- bicycle access
- TriMet paratransit requests
- TriMet ramp deployments

The following map demonstrates the level of transportation services available in the Southwest Corridor data collection area. In the northern portion of the data collection area, the neighborhoods lack sidewalks and bicycle facilities but are well served by transit. In the central portion, the neighborhoods have a more robust pedestrian sidewalk network and regional and local trails. The central area is well served by multiple bus lines and WES commuter rail, which serve movement east-west and north-south. In the southern portion of the area, Tualatin and Sherwood have a robust bicycle and pedestrian network of sidewalks and trails. However, transit access is only available by bus along 99W and I-5 at the Tualatin park-and-rides and the WES station in Tualatin. Large portions of neighborhoods are not served by transit.

For pedestrians and bicyclists, the Southwest Corridor features a lack of street connectivity, hills, and limited or no provision of bicycle facilities, way finding or secure bicycle parking. Many gaps in the pedestrian and bicycle network remain; 327 miles of roadways lack sidewalks. The built environment presents many driveways, parking lots, and high-speed arterials as the only connecting roads. Most bicycle routes in the corridor follow high-speed arterials. Limited parallel, low traffic, calm routes are available to avoid unsafe riding conditions.



## CURRENT CONDITIONS

To examine current conditions in the Southwest Corridor to compare with the current opportunities, this report considers the geography of current subsidized housing locations and current demographics, including population, age, poverty and ethnicity.

### Demographics of the Southwest Corridor

This section examines population density, populations aged 65 years and older, poverty rates and population of non-white persons. This data can later be compared to the opportunity maps to investigate cohesion or discrepancies in opportunity-rich areas to serve all populations within the corridor.

#### Population density

The following is a table showing population in the corridor from various sources. Additional calculations were not made for polygons that cross the boundary of the corridor, which is consistent with previous methodologies for demographics.

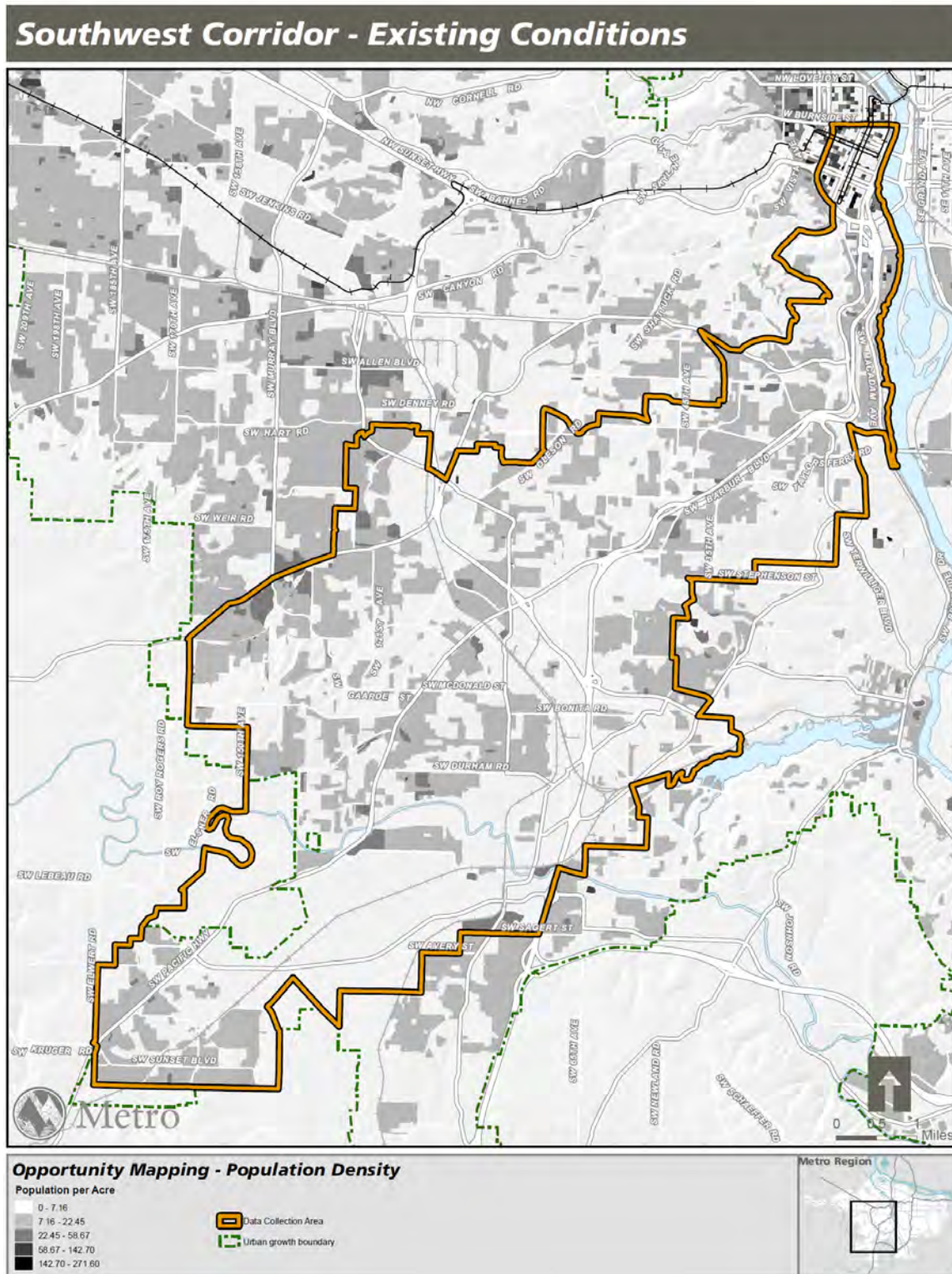
**Table 3: Population, 2000-2010, Southwest Corridor data collection area**

	2010	2000	Percent change
Population	197,956	173,032	14.40%

All three counties and the plan area census tracts indicate that population has been increasing since the 2000 U.S. Census. According to census estimates, the population increased between 2000 and 2010 by 14.4 percent within the data collection area census tracts (U.S. Census Bureau, 2000 and 2010). The Southwest Corridor is home to 197,956 people, which is 13 percent of the Portland metro population, and has an average density of 6.66 persons per acre. The Southwest Corridor data collections area consists of 29,728 acres, which is 11 percent of the Portland metro region.

The Southwest Corridor connects several important regional centers designated in the 2040 Growth Concept. The 2040 centers are areas planned for intensive growth and are smaller subsets of the Corridor population. They include Portland Central City (90,103 residents), the Hillsdale Town Center (2,856 residents), West Portland Town Center (5,285 residents), Tigard Town Center (3,884 residents), Washington Square Regional Center (16,793 residents), Tualatin Town Center (5,406 residents), and Sherwood Town Center (800 residents), in addition to the greater Southwest Corridor. (ESRI Business Analyst). These are key origins and destinations that will increase ridership. The Portland Central City includes about 21,000 housing units and 70,000 jobs today. Since 1990, the area has developed an average of 1.3 million square feet of new development per year, according to the Portland Bureau of Planning and Sustainability.

Figure 9: Population density in the Southwest Corridor



## Senior population

**Table 4: Characteristics of residents over 65 years old**

	Southwest Corridor data collection area	Urban growth boundary
<b>Seniors</b>		
Total residents over 65	28,317	166,179
Mean number of residents over 65 per census tract	188.78	172.56
Average	13.29%	11.33%

*Source: U.S. Census Bureau, 2010, census tracts intersecting with data collection area and within urban growth boundary, which best approximates the boundaries of the Metro region*

Within the Southwest Corridor data collection area, approximately one in eight persons (13.3 percent) identified themselves as aged 65 years or older in the 2010 census. This percentage was larger than the percentages in the region. Higher than the regional average for senior populations are located in Southwest Portland, near Portland Community College, in central Tigard, in the retirement communities of King City and Summerfield, near downtown Tualatin, and in Sherwood.

## School enrollment

Approximately 13,040 students are enrolled in kindergarten through twelfth grade in Southwest Corridor Schools. A slightly higher percentage of students in the Corridor are in sixth, seventh and eighth grades. The region has highest percentages of students in first through fifth grades.

**Figure 10: Students by grade level in schools in the Southwest Corridor, 2009-2010**

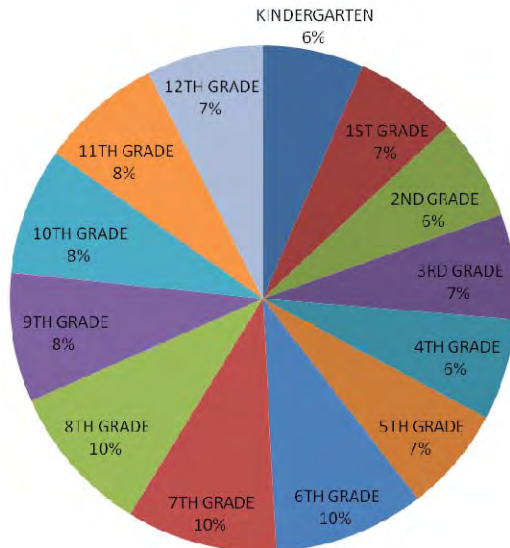
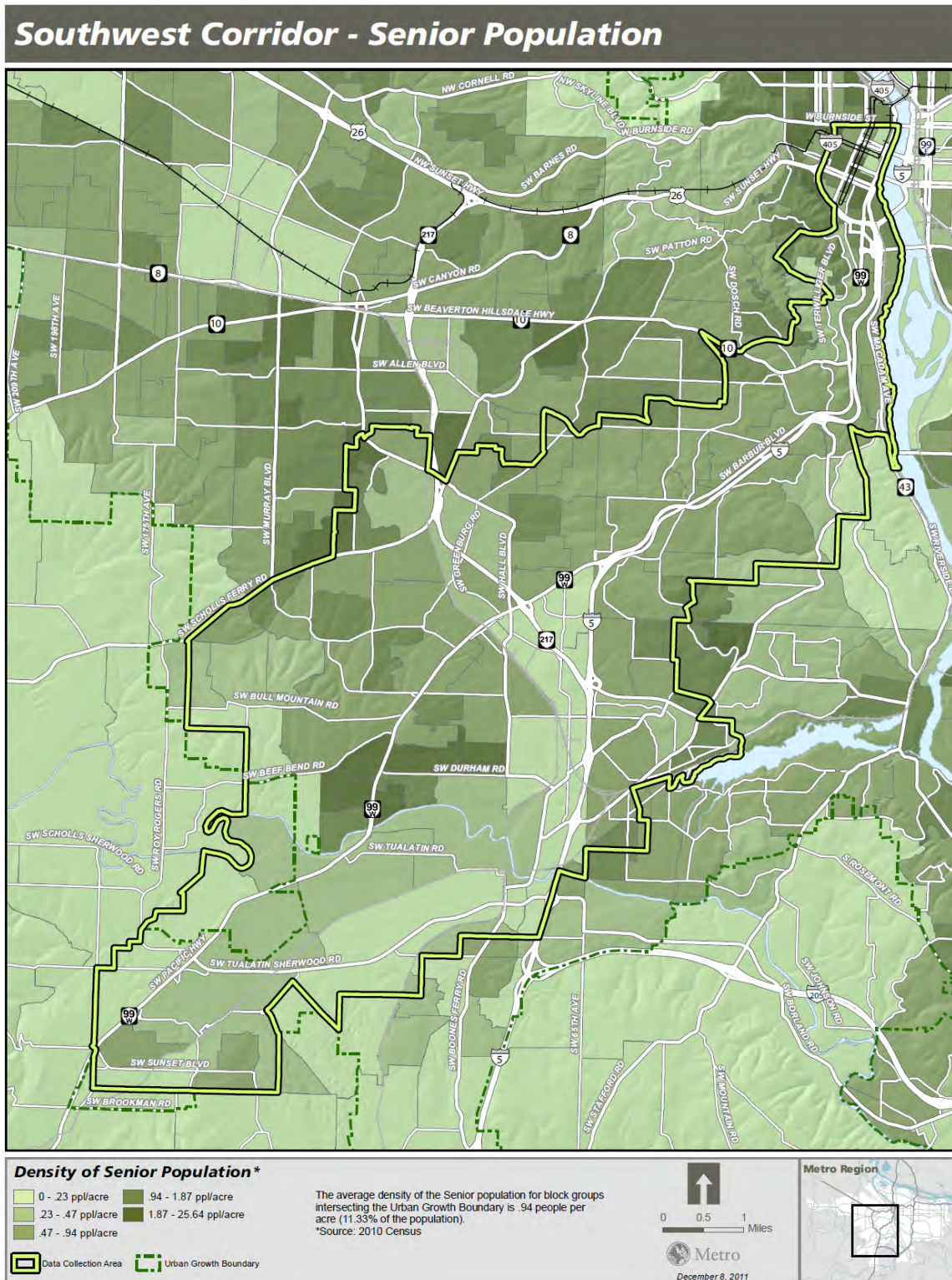


Figure 11: Population aged 65 years or older in the Southwest Corridor



## Ethnicity

**Table 5: Demographic information**

	Southwest Corridor data collection area	Urban growth boundary
<b>Hispanic</b>		
Total residents	21,390	182,402
Mean number of residents per census tract	142.6	189.41
Average	8.5%	11.26%
<b>Black</b>		
Total residents	4,744	53,655
Mean number of residents per census tract	31.63	55.72
Average	1.94%	3.70%
<b>NHPI</b>		
Total residents	1,300	7,161
Mean number of residents per census tract	8.67	7.44
Average	0.53%	0.45%
<b>AIAN</b>		
Total residents	1,534	13,768
Mean number of residents per census tract	10.23	14.30
Average	0.68%	0.91%
<b>Asian</b>		
Total residents	14,400	106,189
Mean number of residents per census tract	96.00	110.27
Average	5.57%	6.17%
<b>Non-White</b>		
Total residents	8,976	84,461
Mean number of residents per census tract	59.84	87.71
Average	16.11%	20.62%

*Source: U.S. Census Bureau, 2010, census tracts intersecting with data collection area and within urban growth boundary, which best approximates the boundaries of the Metro region*

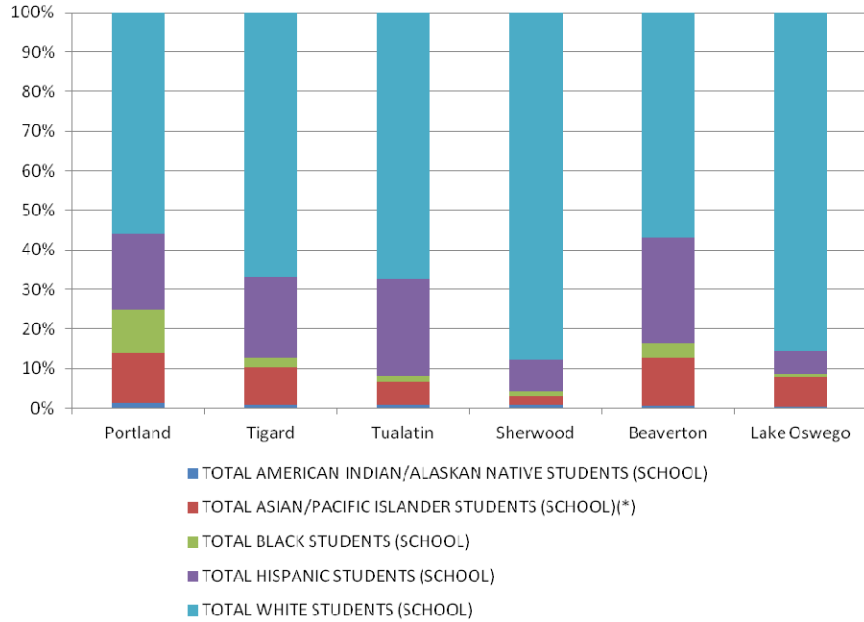
Within the Southwest Corridor data collection area, approximately one in six persons (16.1 percent) identified themselves as non-white in the 2010 census. The largest minority ethnic populations among the census tracts were in the Hispanic (8.5 percent) and Asian (5.6 percent). For both racial groups, this percentage was less than the percentages in the metro region. Higher than the regional average for non-white populations are found near Portland Community College, the Washington Square regional center, the employment areas along I-5 in Tigard, and the employment areas of Tualatin.

The school population reflects greater diversity in ethnicity. One in three students (34percent) identified themselves as non-white. The largest ethnic populations in school are Hispanic (19percent) and Asian/Pacific Islander (10 percent). The largest average

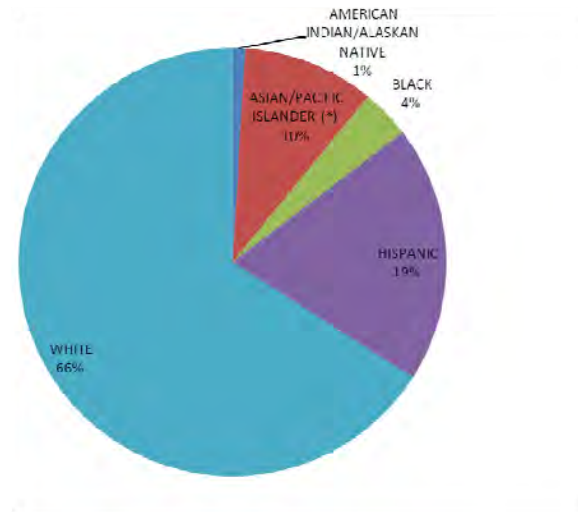
percentages of non-white students are found in schools in the cities of Portland (47 percent), Beaverton (46 percent), Tigard (36 percent) and Tualatin (34 percent).<sup>11</sup>

### School demographics

**Figure 12: Ethnicity of students in schools by City, 2009-2010**



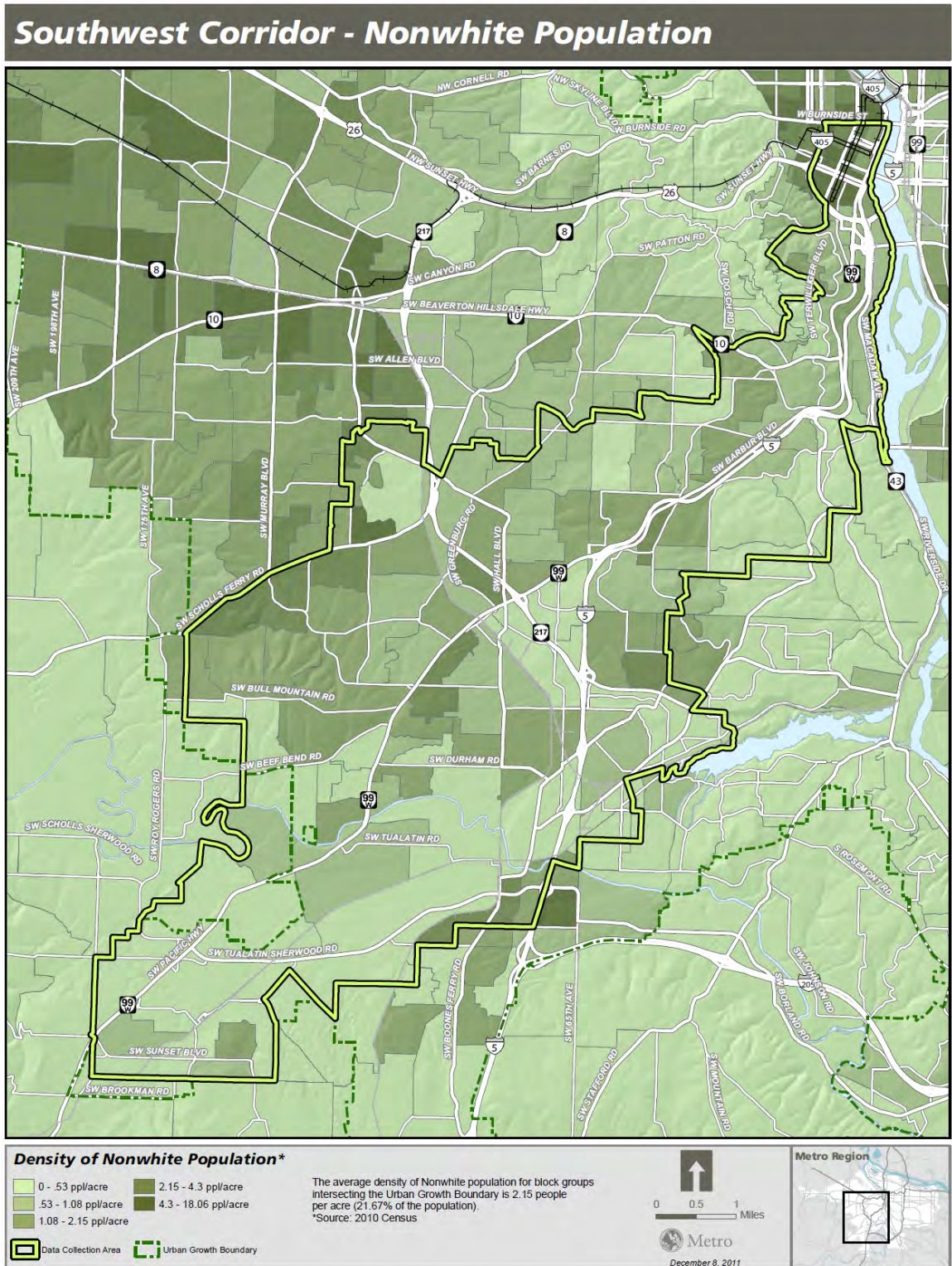
**Figure 13: Ethnicity of students in schools in the Southwest Corridor, 2009-2010**



<sup>11</sup> National Center for Education Statistics, Common Core of Data (CCD), "Public Elementary/Secondary School Universe Survey", 2009-10 v.1a.



Figure 14: Non-white population density in the Southwest Corridor



## Population in poverty

**Table 6: Characteristics of residents in poverty**

	Southwest Corridor Data Collection Area	Urban Growth Boundary
<b>Poverty - Population under 100% Average Median Income</b>		
Total residents	29,195	182,393
Mean number of residents per census tract	540.65	618.28
Average	12.62%	13.23%

*Source: U.S. Census Bureau, 2010, census tracts intersecting with data collection area and within urban growth boundary, which best approximates the boundaries of the Metro region*

Within the Southwest Corridor data collection area, approximately one in eight persons (12.6 percent) falls below the average median income. This percentage was less than the percentages in the metro region. However, the rates of poverty vary among the census tracts. Higher than the regional average for poverty are found along 99W in Portland, near Washington Square, in downtown and central Tigard, and the employment areas of Tualatin.

The school population reflects higher rates of poverty in the Southwest Corridor. An average of 46 percent of students is eligible for free or reduced lunch. Students are eligible for free and reduced lunch if their household income falls below 130 percent and 185 percent, respectively, of the federal income poverty guidelines.<sup>12</sup> The highest average percentages students eligible for free and reduced lunch are found in schools in the cities of Portland (49 percent), Beaverton (42 percent), Tigard (35 percent) and Tualatin (33 percent).<sup>13</sup>

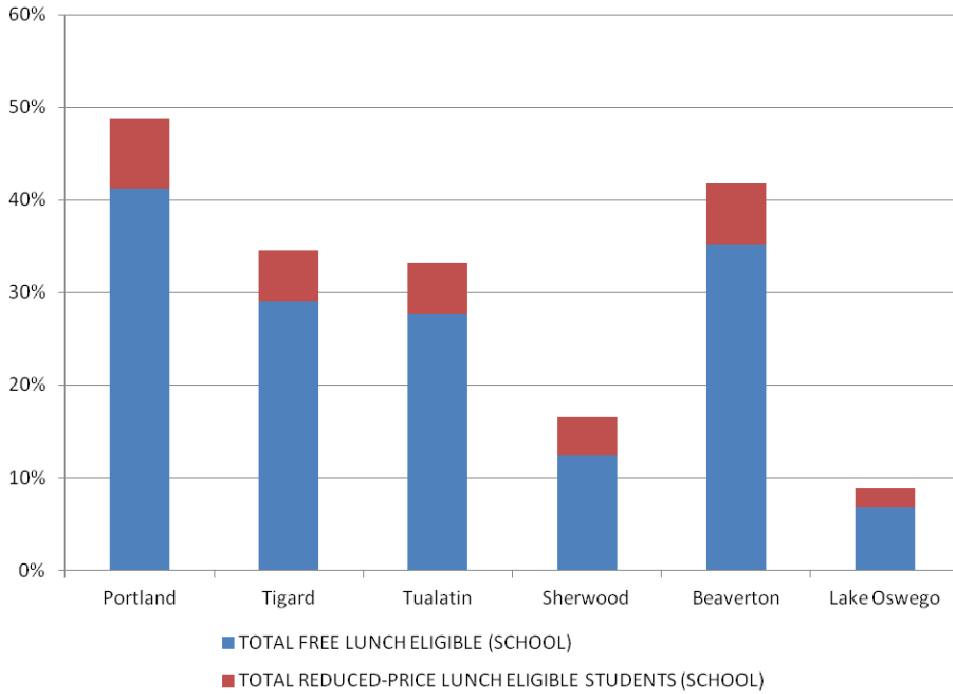
**Table 7: Federal eligibility guidelines for free and reduced lunch, 2009-2010**

Household size	2009 Poverty Guidelines annual income	Reduced lunch eligible. 185 percent of Poverty Guidelines annual income	Free lunch eligible 130 percent of Poverty Guidelines annual income
1	\$ 10,830	\$ 20,036	\$ 14,079
2	\$ 14,570	\$ 26,955	\$ 18,941
3	\$ 18,310	\$ 33,874	\$ 23,803
4	\$ 22,050	\$ 40,793	\$ 28,665
5	\$ 25,790	\$ 47,712	\$ 33,527
6	\$ 29,530	\$ 54,631	\$ 38,389
7	\$ 33,270	\$ 61,550	\$ 43,251
8	\$ 37,010	\$ 68,469	\$ 48,113

<sup>12</sup> **Federal Register** / Vol. 74, No. 58 / Friday, March 27, 2009 / Notices

<sup>13</sup> National Center for Education Statistics, Common Core of Data (CCD), "Public Elementary/Secondary School Universe Survey", 2009-10 v.1a.

**Figure 15: Students eligible for free or reduced lunch in schools by city, 2009-2010**



**Figure 16: Students eligible for free or reduced lunch in schools in the Southwest Corridor, 2009-2010**

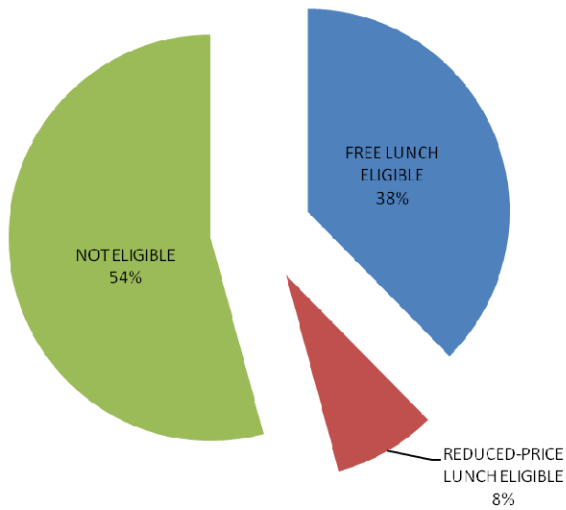
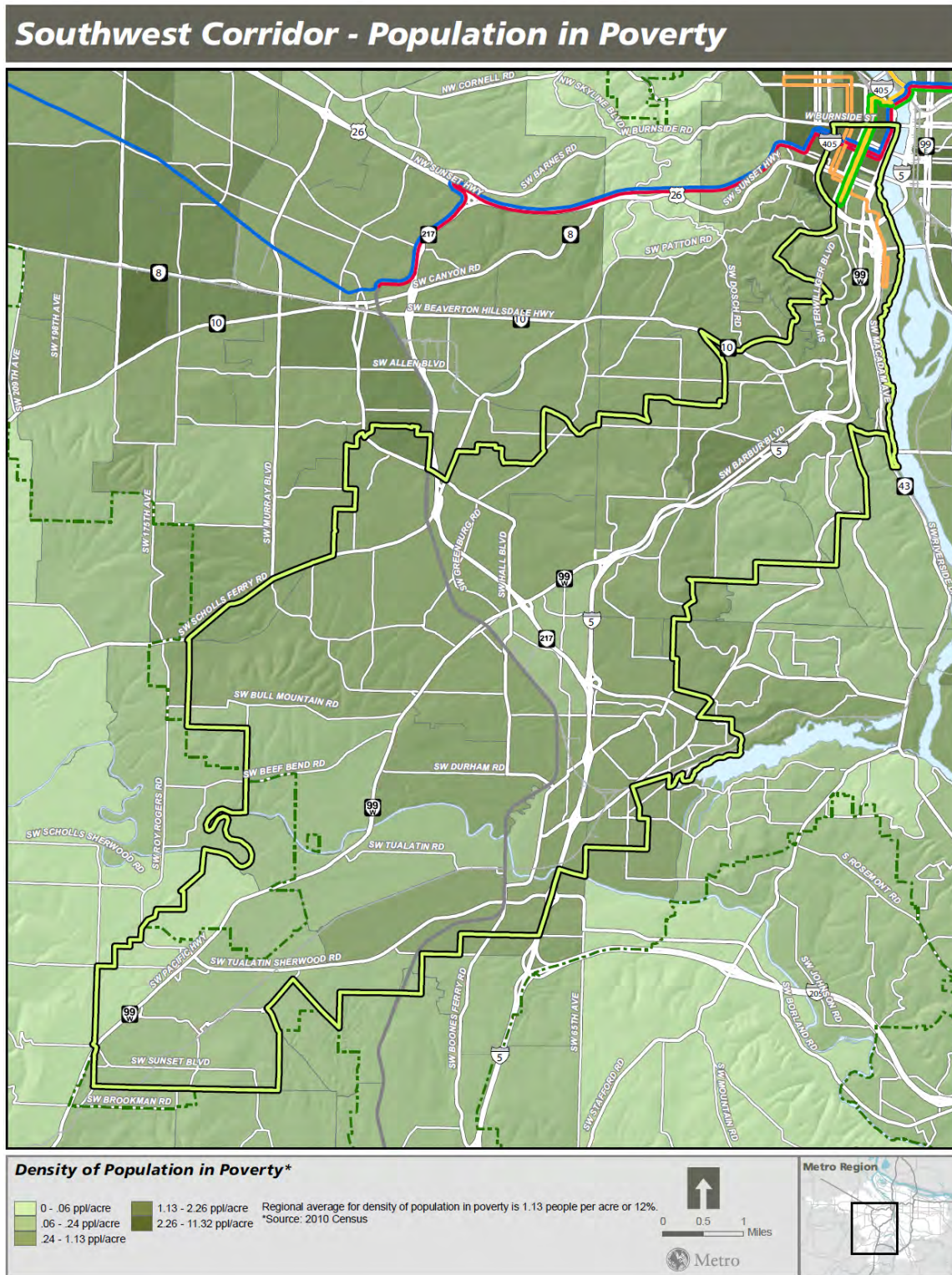


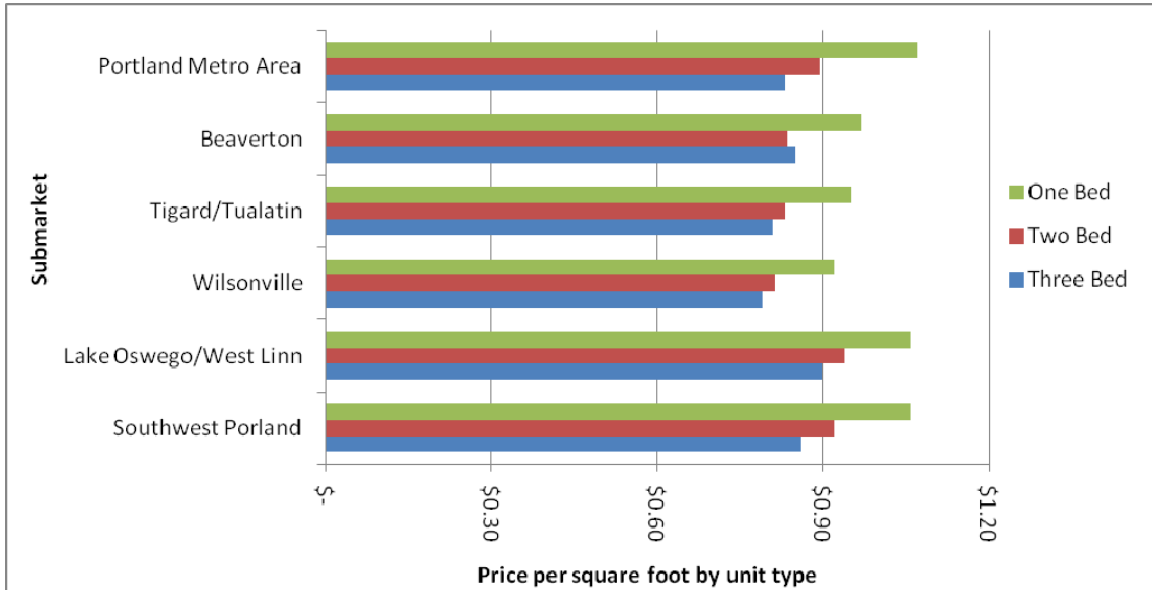
Figure 17: Rates of poverty in the Southwest Corridor



## HOUSING COSTS IN THE SOUTHWEST CORRIDOR

Housing costs vary on throughout the Southwest Corridor. In Southwest Corridor cities, the average cost for an apartment ranged from \$0.84 per square foot for a three-bedroom apartment to \$0.99 per square foot for a one-bedroom apartment, or from approximately \$642-\$1,058<sup>14</sup>. In comparison, the Portland Metro Area has average rates of \$0.83 for a three-bedroom apartment to \$1.07 per square foot for a one-bedroom apartment.

**Figure 18: Multifamily Rental Market by Submarket - 3Q 2011**



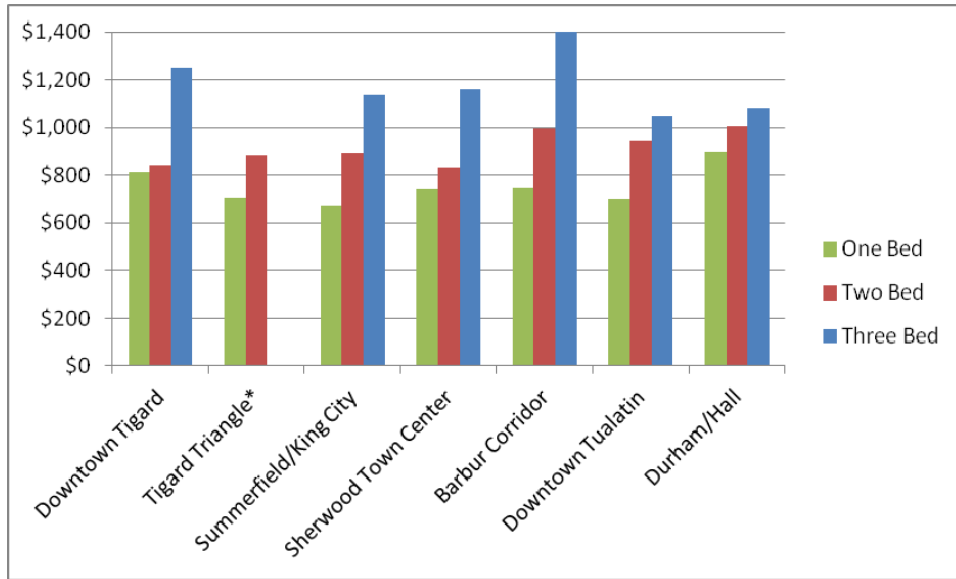
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A sampling of locations, or case studies, within the Southwest Corridor offers a snapshot of the rental market in the area. Within the Southwest Corridor, some of the highest rents are found near Barbur Boulevard within Portland, near Durham and Hall, in downtown Tigard, and in Sherwood Town Center.

<sup>14</sup> Norris, Beggs, & Simpson, 2011.

<sup>15</sup> Norris, Beggs, & Simpson, 2011.

**Figure 19: Multifamily Rental Market**

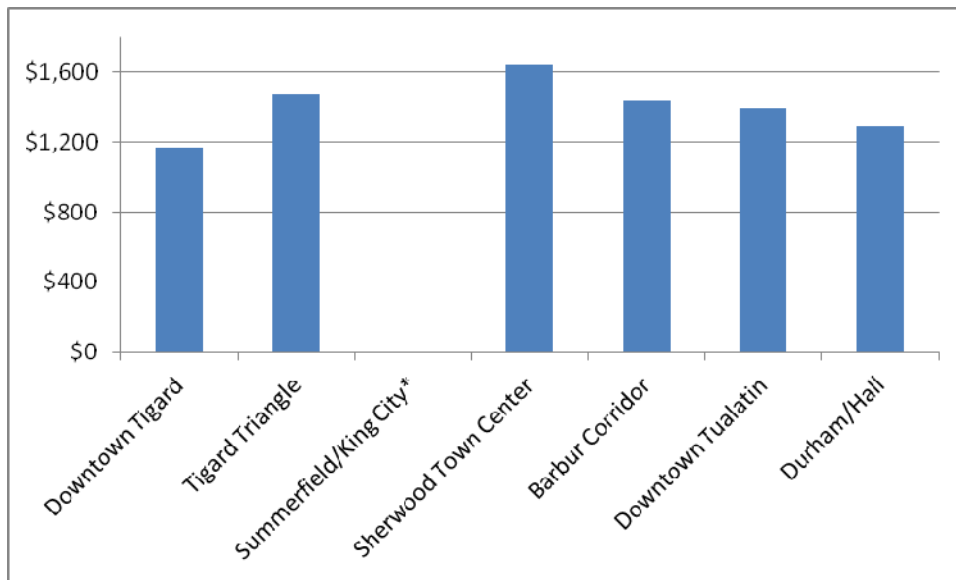


16

\* No three bedroom rental listings available for Tigard Triangle

Of the case studies within the Southwest Corridor, single family apartments' average rent is the highest in Sherwood Town Center, Tigard Triangle, and near Barbur Boulevard in Portland.

**Figure 20: Single Family Rental Market**



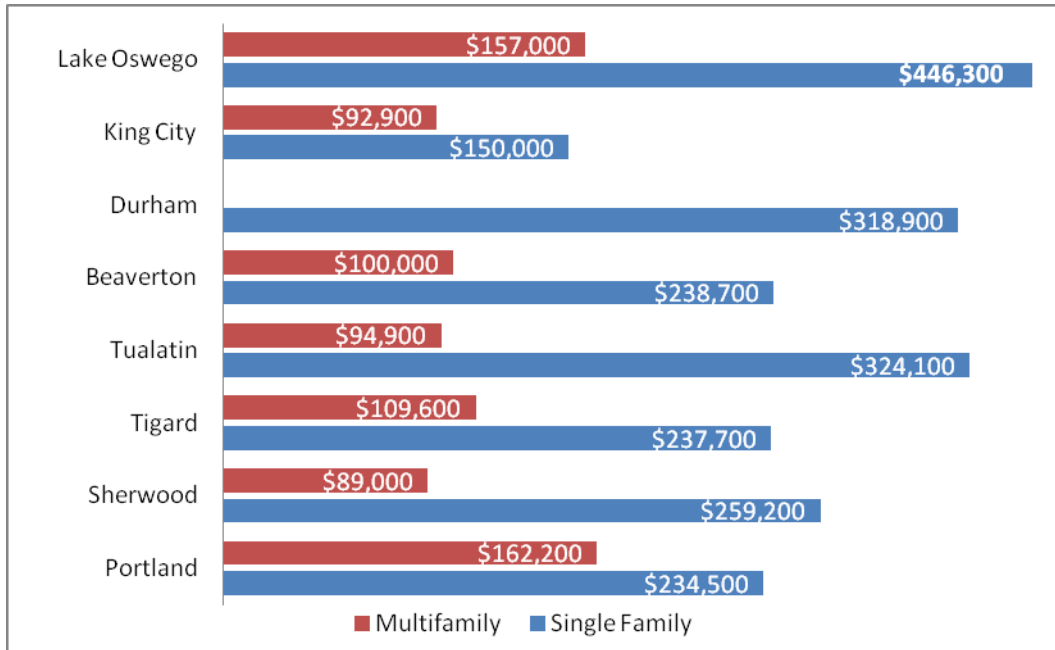
17

<sup>16</sup> Craigslist, Apartments.com, Rent.com; 2012.

\* No single family rental listings available for Summerfield/King City

Within the cities that comprise the Southwest Corridor, the average cost of a single family home for sale is \$276,175 and \$100,700 for a multifamily unit.<sup>18</sup> Lake Oswego, Durham and Tualatin have the highest average home for sale prices. Lake Oswego and Portland have the highest average multifamily unit for sale prices.

**Figure 21: Southwest Corridor Cities Multifamily and Single Family For Sale Market**



19

\* Multifamily data for Durham unavailable

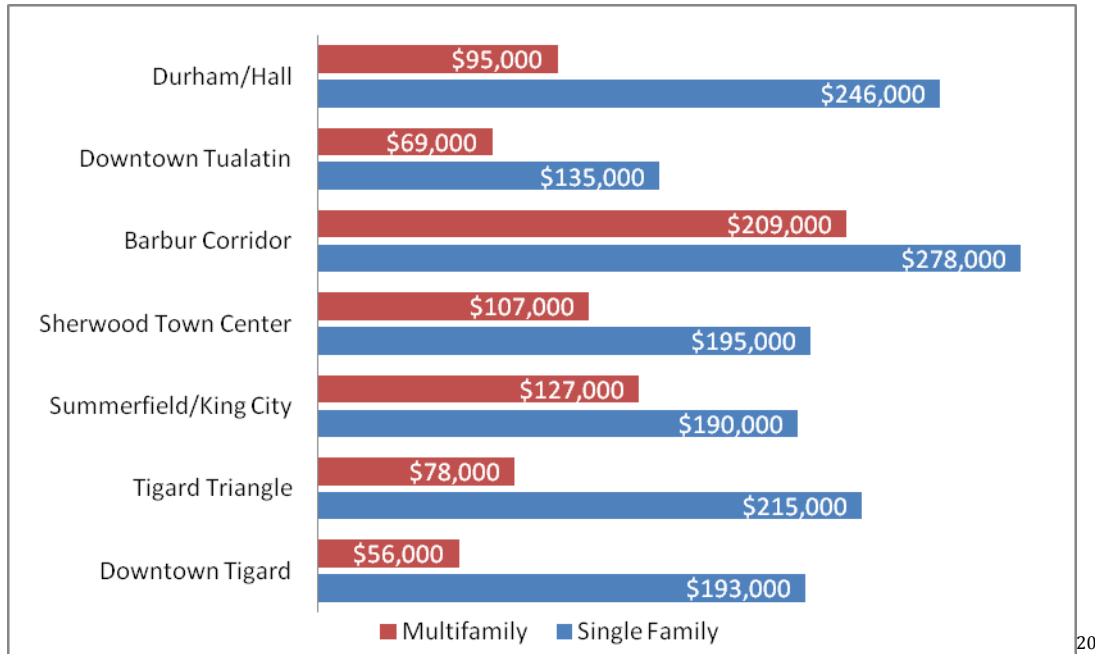
Of the case studies within the Southwest Corridor, the average cost of a single family home for sale is \$207,429 and \$105,857 for a multifamily unit. Of those areas sampled, highest home prices are found near Barbur Boulevard within Portland, near Durham and Hall, and in the Tigard Triangle.

<sup>17</sup> Craigslist, Zillow; 2012.

<sup>18</sup> Market Action; Zillow, October 2011.

<sup>19</sup> Market Action 2011; Zillow, October 2011.

**Figure 22: Case Study Nodes - Multifamily and Single Family For Sale Market**



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<sup>20</sup> Market Action, 2011; Zillow, 2012.



## TRANSPORTATION AND HOUSING AFFORDABILITY IN SOUTHWEST CORRIDOR

Traditionally, housing affordability analyses look at the cost of the residence itself without regard for transportation costs. In reality, people weigh a variety of factors when choosing where to live.

One such factor is transportation costs. In many cases, highly desirable locations have high housing costs but very low transportation costs (because of their central location and access to multiple modes of transportation), while other locations have lower housing costs but very high transportation costs (because they are distant from jobs and services).

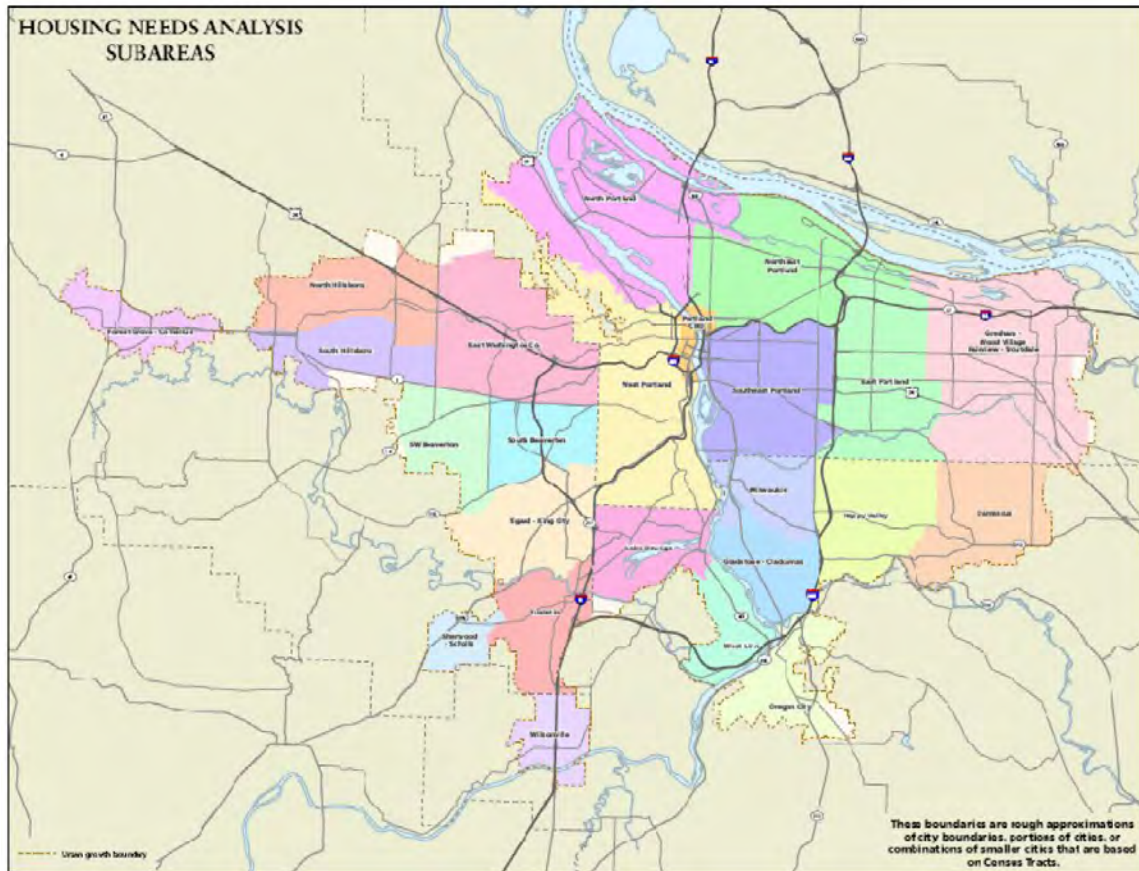
Housing costs for this study are reported as a comprehensive set of annual household expenditures including rent or mortgage payments, utilities, furnishings, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

Transportation costs for the purposes of this study are a comprehensive set of annual transportation expenditures including gasoline, car payments, auto insurance, transit fares, etc. Costs vary, reflecting different demographic preferences and location choices. Costs are expressed in year 2005 dollars.

A cost-burdened household is one in which renters spend more than half of their household income on transportation and housing. The following description of the Southwest Corridor subarea's transportation and housing affordability is taken directly from the *Urban Growth Report, Appendix 7* (Metro, 2010).

Refer to the following map of the geography of Southwest Corridor subareas described in the below paragraphs. Subarea boundaries are based on groupings of census tracts that are intended to roughly approximate city boundaries, portions of cities, or groupings of smaller cities.

**Figure 23: Geography of subareas: housing needs analysis**



### Household types

For the purposes of the Urban Growth Report, households were grouped into eight categories according to household size, income, age of householder and whether or not they have children. These household types are numbered one to eight, with progressively higher household incomes.

**Table 8: Household types**

Household type	Median household size (residents)	Median annual income	Median householder age	Percent with children in household	Characteristics
<b>1</b>	1.34	\$13,800	55	1%	These are some of the lowest-income households. Among renters, these are exclusively single-person households—primarily the elderly. Owners have a more even age and household size distribution.
<b>2</b>	1.87	\$25,000	50	21%	These households can be of any age, but their income is among the lowest. These households are primarily childless.
<b>3</b>	2.14	\$35,800	48	28%	With a bit more income than household type two, these households are primarily in the 25 to 44 age bracket, mostly without children, although about a third of homeowners have children.
<b>4</b>	2.45	\$46,700	49	31%	With a broad age distribution and approaching middle income, these households are usually childless, especially among renters.
<b>5</b>	2.90	\$57,000	47	47%	These households are larger and wealthier. The majority of homeowners have children.
<b>6</b>	2.95	\$69,200	46	45%	With more income than household type five. Almost half of these households are between 25 to 44 years of age. Although the majority do not have children, two- and three-person households are most common.
<b>7</b>	2.81	\$100,100	50	30%	Mostly without children, these households include very high-income couples, especially among owners.
<b>8</b>	3.99	\$113,300	42	83%	Most of the homeowners in this household type have children. They are high wage earners.

**Southwest Corridor summary**

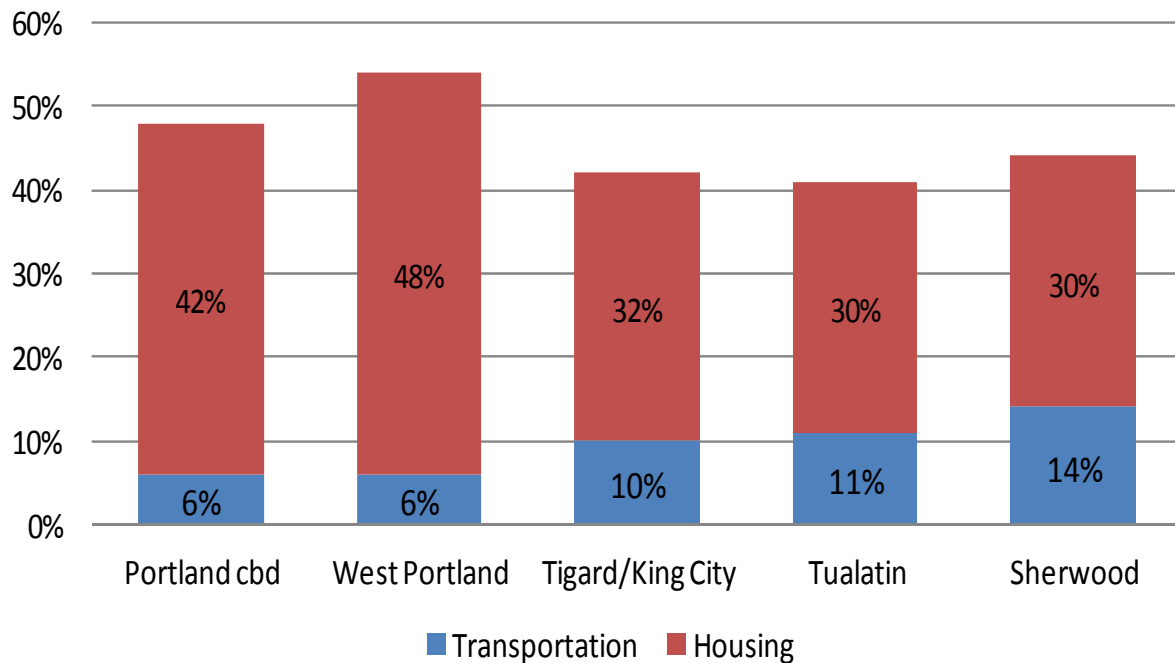
The neighborhoods within the Southwest Corridor differ on housing mix, housing affordability and transportation costs. However, residents in the entire corridor spend approximately 41 to 54 percent of their income on combined transportation and housing costs in 2005 and 59 to 89 percent in 2030.<sup>21</sup>

At one extreme, in West Portland near the Central City, a quarter of households were cost-burdened in 2005 with a third projected to be cost-burdened in 2030. Multifamily housing accounts for third of all units. Housing is more expensive in the West Portland, with almost

<sup>21</sup> *Urban Growth Report, Appendix 7, Metro, 2010.*

half of income spent on housing in 2005 and projected three-quarters in 2030, but transportation represents a smaller percentage of income than the rest of the region at just six percent in 2005 and 2030. On the other extreme, at the southern end of the Southwest Corridor in the suburb of Sherwood, residents spent one-fifth of their income on transportation and a third on housing. Most of the units are single-family housing and only five percent of the households were cost-burdened in 2005, rising to 14 percent in 2030.<sup>22</sup>

**Figure 24: Transportation & housing costs as percentage of income, Southwest Corridor, 2005**



The next six sections of this report give detailed information about the six subareas, defined by the *Urban Growth Report*, in the Southwest Corridor. The information for each is broken into the categories of household type, housing and transportation costs, and the number of cost burdened households.

### Portland central business district subarea

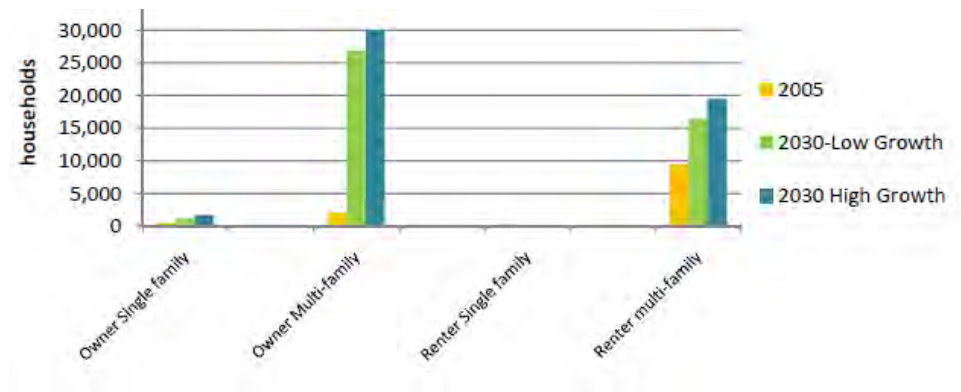
The Portland central business district subarea includes areas such as downtown Portland, the Pearl District, the University District, Old Town/Chinatown, the Lloyd District and Goose Hollow. A substantial share of the metro region’s commercial core and jobs are centered in this area (around 15 percent) and fewer residential developments. The 2005 average

<sup>22</sup> Urban Growth Report, Appendix 7, Metro, 2010.

income for households in this subarea is lower than the average income for the region, but it is projected to increase slightly by 2030. This subarea is characterized by high rates of owner occupied and rental multifamily households (16 and 77 percent, respectively), which are much higher than the average regional shares of multifamily households. This distinction is expected to increase in both growth scenarios for 2030.

While the average household spends a smaller share of its annual household income on transportation costs compared to households in other subareas, the share of annual income spent on housing in this subarea is projected to be much higher than other subareas, ranging from 66 to 84 percent in the 2030 growth scenarios. This is because this location is likely to remain in high demand. Though the number of cost-burdened households is forecasted to increase, the share of households that is cost-burdened is forecasted to decrease from 53 percent in 2005 to between 29 and 33 percent in 2030. This is higher than the forecasted regional average for cost-burdened households (projected to be between 17 to 23 percent of all households in the region by 2030).

**Figure 25: Portland central business district housing mix**



**Table 9: Portland central business district area transportation and housing costs**

<i>Portland central business district</i>	2005	2030 (low-growth)	2030 (high growth)
Total households	12,300	44,500	51,100
Subarea share of region's households	2%	6%	6%
Total jobs	123,900	174,400	208,800
Subarea share of region's jobs	15%	17%	15%
<b>Percent of all households by household type</b>			
Household type 1 (median income \$13,800)	30%	20%	21%
Household type 2 (median income \$25,000)	11%	9%	9%
Household type 3 (median income \$35,800)	12%	12%	13%
Household type 4 (median income \$46,700)	5%	11%	11%
Household type 5 (median income \$57,000)	11%	16%	16%
Household type 6 (median income \$69,200)	11%	18%	12%
Household type 7 (median income \$100,100)	9%	10%	25%
Household type 8 (median income \$113,300)	11%	3%	3%
<b>Average annual cost information for all households</b>			
Transportation costs	\$2,300	\$2,400	\$2,400
Housing costs	\$16,000	\$33,300	\$43,600
Income	\$38,000	\$50,800	\$51,900
% Income spent on transportation	6%	5%	5%
% Income spent on housing	42%	66%	84%
% Income spent on housing and transportation	48%	70%	89%
<b>Average annual cost information for all renters</b>			
Transportation costs	\$1,900	\$1,700	\$1,800
Housing costs	\$10,300	\$11,900	\$14,400
Income	\$26,100	\$24,000	\$24,300
% Income spent on transportation	7%	7%	7%
% Income spent on housing	40%	50%	59%
% Income spent on housing and transportation	47%	57%	66%
Number of cost burdened households	6,400	12,900	16,800
Share of households that are cost burdened	53%	29%	33%

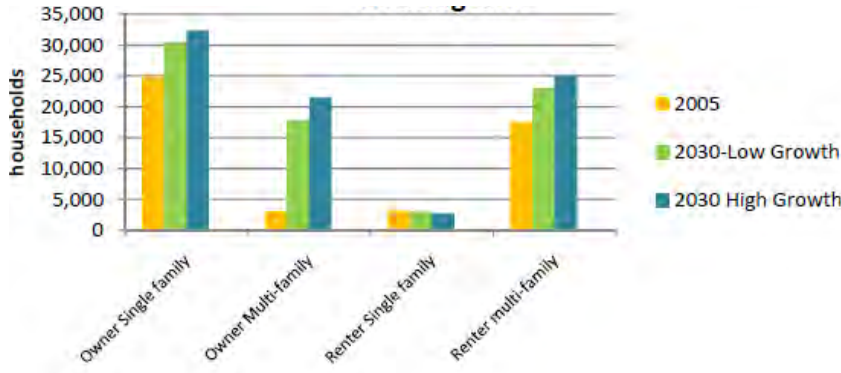
### Central Northwest and Southwest Portland

This subarea includes Portland neighborhoods west of the Willamette River (excluding Forest Park and the central business district). The average income for this subarea is higher than the regional average income level. In 2005, the share of owner occupied single family households (51 percent) was lower than the regional average rate (60 percent), while the share of rental multifamily households (36 percent) was higher than the regional average rate for that household type (29 percent). The share of owner occupied single family households is projected to decrease to 41 percent in 2030 and the share of owner occupied multifamily households is projected to increase from 6 percent in 2005 to 25 percent in 2030.

While the share of annual income spent on transportation is low compared to other subareas in the region, the share of income spent on housing in this subarea is projected to increase to a range of 57 to 74 percent by 2030. This is because this location is likely to remain in high demand. In addition, the share of households considered cost-burdened, projected to increase from 24 percent in 2005 to between 26 and 29 percent in 2030, is

slightly higher than the forecasted regional average for cost-burdened households (projected to be between 17 and 23 percent of all households in the region by 2030).

**Figure 26: Northwest and Southwest Portland area housing mix**



**Table 10: Northwest and Southwest Portland area transportation and housing costs**

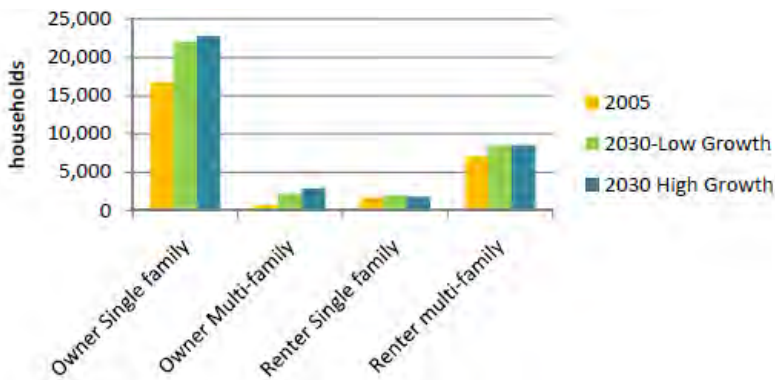
<i>West Portland</i>	2005	2030 (low-growth)	2030 (high growth)
Total households	48,800	74,200	81,500
Subarea share of region's households	9%	9%	9%
Total jobs	69,100	90,200	106,900
Subarea share of region's jobs	8%	9%	8%
<b>Percent of all households by household type</b>			
Household type 1 (median income \$13,800)	9%	10%	9%
Household type 2 (median income \$25,000)	11%	10%	9%
Household type 3 (median income \$35,800)	10%	11%	11%
Household type 4 (median income \$46,700)	9%	11%	10%
Household type 5 (median income \$57,000)	9%	8%	8%
Household type 6 (median income \$69,200)	11%	11%	8%
Household type 7 (median income \$100,100)	16%	17%	21%
Household type 8 (median income \$113,300)	26%	23%	23%
<b>Average annual cost information for all households</b>			
Transportation costs	\$4,300	\$4,100	\$4,100
Housing costs	\$31,900	\$38,500	\$52,100
Income	\$67,000	\$67,800	\$70,300
% Income spent on transportation	6%	6%	6%
% Income spent on housing	48%	57%	74%
% Income spent on housing and transportation	54%	63%	80%
<b>Average annual cost information for all renters</b>			
Transportation costs	\$2,300	\$2,200	\$2,300
Housing costs	\$10,600	\$12,300	\$14,900
Income	\$27,900	\$27,900	\$28,100
% Income spent on transportation	8%	8%	8%
% Income spent on housing	38%	44%	53%
% Income spent on housing and transportation	46%	52%	61%
Number of cost burdened households	11,700	19,100	23,800
Share of households that are cost burdened	24%	26%	29%

## Tigard and King City area

This subarea includes Tigard, King City and some unincorporated areas of Washington County. The average income for residents of this subarea is consistent with the regional average for both 2005 and 2030. While the share of owner occupied single family (64 percent) is lower than the regional average rate for this housing type in 2005 (60 percent), the share of rental multifamily households in 2005 (27 percent) is higher than the regional average rate (29 percent).

The share of annual income spent on transportation and housing is fairly comparable to the regional average. While the number of cost-burdened households in this subarea is projected to increase from the years 2005 to 2030, the share of households that are cost burdened could either remain constant at 12 percent or increase to 21 percent, depending on the growth scenario. These rates would be lower than or comparable to the forecasted regional rate for cost-burdened households (projected to be between 17 and 23 percent of all households in the region by 2030).

**Figure 27: Tigard-King City area housing mix**





**Table 11: Tigard and King City area transportation and housing costs**

<i>Tigard, King City</i>	2005	2030 (low-growth)	2030 (high growth)
<b>Total dwelling units</b>	26,400	34,600	36,100
<b>Subarea share of region's households</b>	5%	4%	4%
<b>Total jobs</b>	37,900	46,500	60,600
<b>Subarea share of region's jobs</b>	5%	4%	4%
<b>Percent of all households by household type</b>			
Household type 1 (median income \$13,800)	5%	7%	8%
Household type 2 (median income \$25,000)	9%	11%	12%
Household type 3 (median income \$35,800)	12%	14%	15%
Household type 4 (median income \$46,700)	15%	16%	16%
Household type 5 (median income \$57,000)	16%	15%	15%
Household type 6 (median income \$69,200)	15%	14%	11%
Household type 7 (median income \$100,100)	14%	13%	15%
Household type 8 (median income \$113,300)	13%	10%	9%
<b>Average annual cost information for all households</b>			
Transportation costs	\$6,200	\$5,900	\$5,900
Housing costs	\$20,100	\$24,000	\$29,300
Income	\$61,900	\$58,500	\$58,100
% Income spent on transportation	10%	10%	10%
% Income spent on housing	32%	41%	50%
% Income spent on housing and transportation	42%	51%	60%
<b>Average annual cost information for all renters</b>			
Transportation costs	\$4,100	\$3,900	\$3,500
Housing costs	\$8,800	\$9,800	\$11,400
Income	\$34,000	\$32,500	\$32,600
% Income spent on transportation	12%	12%	12%
% Income spent on housing	26%	30%	35%
% Income spent on housing and transportation	38%	42%	47%
Number of cost burdened households	3,300	4,300	7,500
Share of households that are cost burdened	12%	12%	21%

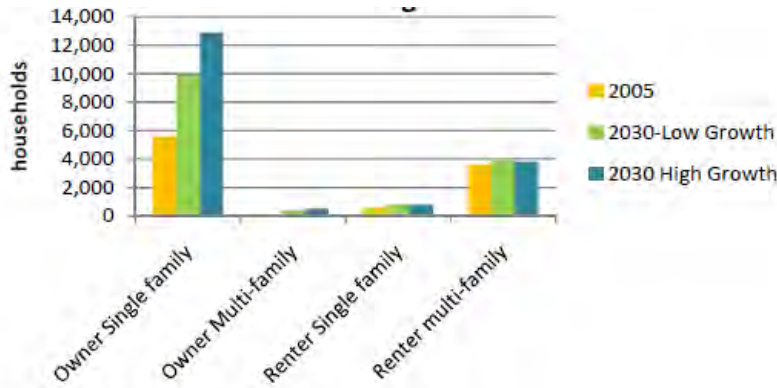
### Tualatin area

This subarea includes the City of Tualatin as well as unincorporated areas of Washington County. In 2005, the average income for residents of this subarea was slightly higher than the regional average and is projected to increase by 2030. In 2005, the share of owner occupied single family households (56 percent) was lower than the regional average rate for this housing type (60 percent) and the share of rental multifamily households (36 percent) was higher than the regional average rate (29 percent).

However, the share of owner occupied single family households is projected to increase from 66 to 72 percent in the year 2030 and the share of rental multifamily households is projected to decrease to 21 to 26 percent in 2030. The share of annual income spent on transportation and housing is comparable to the regional average rate. While the number of cost burdened households in this subarea is projected to increase by the year 2030, the share of households that are cost burdened is projected either to decrease slightly or increase to 17 percent, depending on the growth scenario. This rate would be on the low

end of the forecasted regional average range (projected to be between 17 and 23 percent of all households in the region by 2030).

**Figure 28: Tualatin area housing mix**



**Table 12: Tualatin area transportation and housing costs**

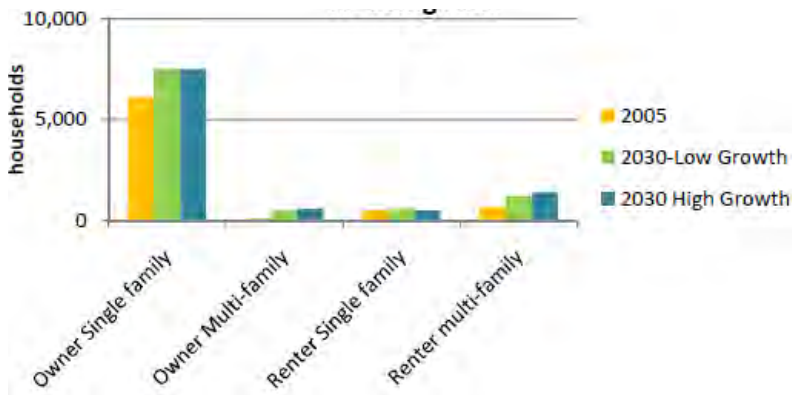
<i>Tualatin</i>	2005	2030 (low-growth)	2030 (high growth)
<b>Total dwelling units</b>	9,900	15,000	18,000
<b>Subarea share of region's households</b>	2%	2%	2%
<b>Total jobs</b>	32,200	39,900	51,200
<b>Subarea share of region's jobs</b>	4%	4%	4%
<b>Percent of all households by household type</b>			
Household type 1 (median income \$13,800)	4%	4%	3%
Household type 2 (median income \$25,000)	8%	6%	5%
Household type 3 (median income \$35,800)	9%	8%	7%
Household type 4 (median income \$46,700)	13%	13%	12%
Household type 5 (median income \$57,000)	16%	15%	15%
Household type 6 (median income \$69,200)	17%	16%	14%
Household type 7 (median income \$100,100)	16%	11%	12%
Household type 8 (median income \$113,300)	19%	29%	32%
<b>Average annual cost information for all households</b>			
Transportation costs	\$7,200	\$8,300	\$8,800
Housing costs	\$19,300	\$28,000	\$37,000
Income	\$64,100	\$73,000	\$77,800
% Income spent on transportation	11%	11%	11%
% Income spent on housing	30%	38%	48%
% Income spent on housing and transportation	41%	49%	59%
<b>Average annual cost information for all renters</b>			
Transportation costs	\$4,600	\$4,500	\$4,600
Housing costs	\$8,800	\$10,100	\$11,600
Income	\$36,000	\$35,300	\$35,700
% Income spent on transportation	13%	13%	13%
% Income spent on housing	25%	29%	33%
% Income spent on housing and transportation	38%	42%	45%
Number of cost burdened households	1,300	1,700	3,000
Share of households that are cost burdened	13%	12%	17%

## Sherwood area

This subarea includes the city of Sherwood and unincorporated areas of Washington County. In 2005, the average income for residents of this subarea was higher than the regional average. Average incomes are projected to decrease slightly by 2030. In 2005, the share of owner occupied single-family owner households, the primary housing type in the Sherwood-Scholls area, is much higher (82 percent) than the regional average rate for this housing type (60 percent). While this share is projected to decrease by 2030, it will still be high compared to the regional average rate.

The share of income spent on transportation is slightly high relative the regional average, while the share of income spent on housing is fairly consistent with the regional average. The share of households that are cost-burdened, relatively low at 5 percent in 2005, is projected to increase to 10 to 14 percent by the year 2030. This would be a lower share than the regional average (projected to be between 17 and 23 percent of all households in the region by 2030).

**Figure 29: Sherwood area housing mix**



**Table 13: Sherwood area transportation and housing costs**

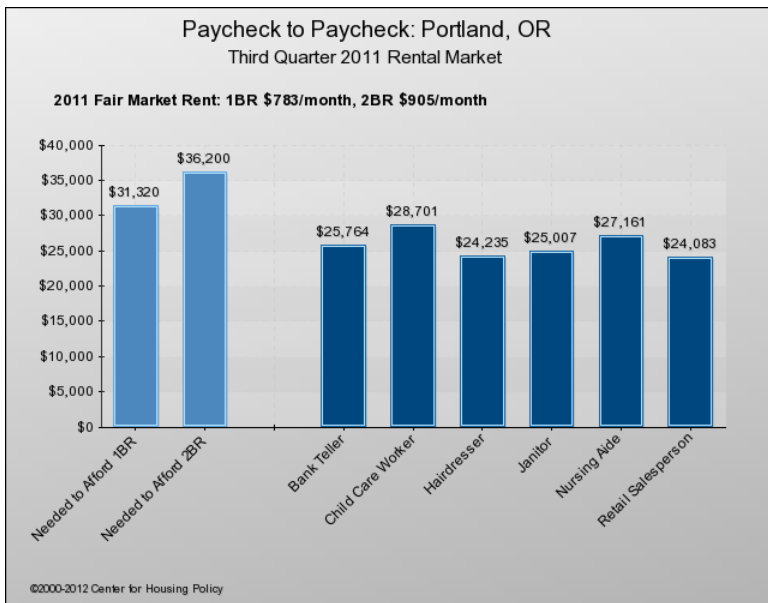
<i>Sherwood-Scholls</i>	2005	2030 (low-growth)	2030 (high growth)
Total dwelling units	7,400	9,800	10,000
Subarea share of region's households	1%	1%	1%
Total jobs	28,000	34,700	45,000
Subarea share of region's jobs	3%	3%	3%
<b>Percent of all households by household type</b>			
Household type 1 (median income \$13,800)	4%	6%	6%
Household type 2 (median income \$25,000)	4%	5%	5%
Household type 3 (median income \$35,800)	7%	8%	9%
Household type 4 (median income \$46,700)	15%	17%	17%
Household type 5 (median income \$57,000)	18%	18%	19%
Household type 6 (median income \$69,200)	18%	18%	15%
Household type 7 (median income \$100,100)	19%	17%	18%
Household type 8 (median income \$113,300)	15%	12%	11%
<b>Average annual cost information for all households</b>			
Transportation costs	\$10,200	\$9,800	\$9,700
Housing costs	\$22,700	\$28,100	\$34,300
Income	\$75,100	\$69,700	\$69,200
% Income spent on transportation	14%	14%	14%
% Income spent on housing	30%	40%	50%
% Income spent on housing and transportation	44%	54%	64%
<b>Average annual cost information for all renters</b>			
Transportation costs	\$6,300	\$6,400	\$6,700
Housing costs	\$8,800	\$10,100	\$11,800
Income	\$38,500	\$38,800	\$40,300
% Income spent on transportation	16%	17%	17%
% Income spent on housing	23%	26%	29%
% Income spent on housing and transportation	39%	43%	46%
Number of cost burdened households	400	1,000	1,400
Share of households that are cost burdened	5%	10%	14%

## SUBSIDIZED AFFORDABLE HOUSING

Subsidized affordable housing is targeted for members of our society that earn under the average median income (AMI). Affordable housing serves a wide array of professionals and workers.

Nursing aides, retail salespersons, janitors, hairdressers and bank tellers on average make less than the average median income and cannot afford the median one bedroom apartment in the Portland metro area.

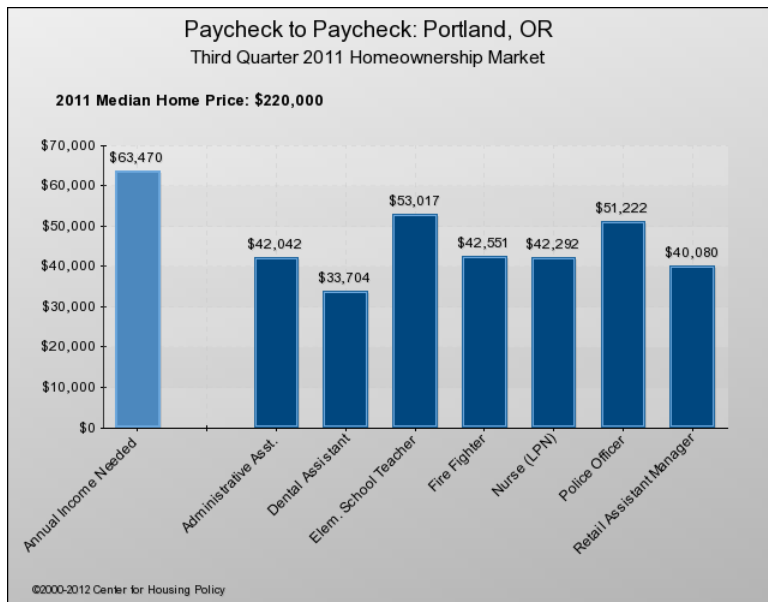
**Figure 30: 2011 Fair market rent and income comparison**



Elementary school teachers, fire fighters, nurses, police officers, administrative assistants and dental assistants make less on average than is needed to afford a median home in the Portland metro area.

<sup>23</sup> Rental data are from the U.S. Department of Housing and Urban Development's report on Fair Market Rents for the year 2011 and are based on a survey of recently occupied units. Click [here](#) for metro area definitions, and click [here](#) for FMR documentation from HUD. The Income Needed to Afford is the annual income that must be earned so that this rent does not exceed 30 percent of income, a standard measure of affordability. Wage data are as of August 2011 and were obtained from a proprietary database of salary information by geographic location maintained by Salary.com.

**Figure 31: 2011 Median home price and income comparison**



Most affordable housing units have fixed below-market rental rates, which are calculated to be "affordable" (30 percent of gross income) to a family earning some percentage of AMI. Most often affordable units are calculated at 50 to 80 percent AMI. These units are restricted to households earning the target AMI or less (e.g., 50 percent or less of AMI). However, a household with even lower income (30 percent AMI, for example) would still be rent-burdened by that "affordable" rent. Due to the lack of decent rentals that are truly affordable at that income level, residents are required to pay more than they can afford even in an "affordable" unit. Only households living in public housing (Housing Authority units) or receiving rental assistance (through Section 8 or another rental assistance program) pay rental rates that are directly tied to their income.

There is a significant unmet need for affordable housing in the Portland metro area. Many of the subsidized, regulated affordable housing properties and rental assistance programs have wait lists of five to eight years and/or have stopped accepting new applicants to their wait lists.

<sup>24</sup> Data on the median-priced home are from the National Association of Home Builders' Housing Opportunity Index for the third quarter (3Q) of 2011. Click [here](#) for metro area definitions. The annual income needed to qualify for a mortgage was calculated using the average prevailing interest rate, assumes a 10 percent down payment and the use of private mortgage insurance, and includes principal, interest, taxes and insurance. Wage data are as of August 2011 and were obtained from a proprietary database of salary information by geographic location maintained by Salary.com.

The following analysis examines the regulated affordable housing units in the Southwest Corridor. This information was collected through conversations with Housing Authority of Washington County and Home Forward in July 2010.

**Southwest Corridor summary**

The 14.4 mile Southwest Corridor hosts approximately 1,900 units of regulated affordable housing outside of downtown Portland. Southwest downtown Portland holds approximately 3,000 units of regulated affordable housing.<sup>25</sup> Tigard and Tualatin have the highest number and percentage of regulated affordable housing units. The highest percentages of rental assistance recipient households use that assistance to live in housing properties within the city of Tigard.<sup>26</sup> For more detailed information about regulated affordable housing in the Southwest Corridor, see the following sections on the City of Portland and Washington County.

**Table 14: Summary of rental assistances and regulated, subsidized affordable housing in the Southwest Corridor**

City	Number of rental assistance households	Percent of rental assistance households	Number of regulated affordable housing units	Percent of regulated affordable housing units
Portland*	220	29%	362	19%
Tigard	345	45%	661	34%
King City	18	2%	0	0%
Durham	38	5%	210	11%
Tualatin	116	15%	604	31%
Sherwood	25	3%	96	5%

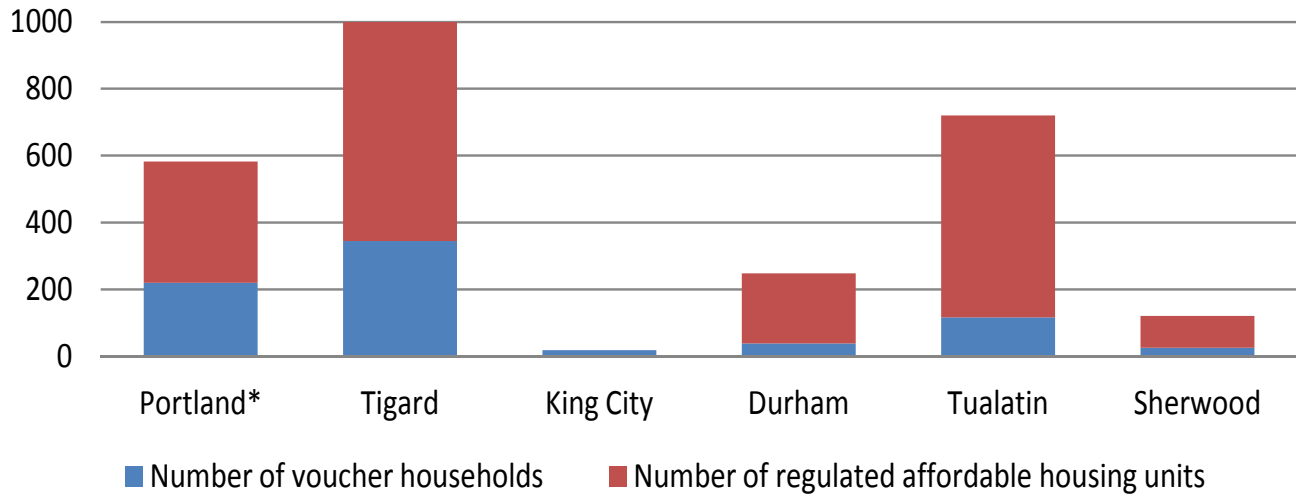
*Source: 2011 Metro Affordable Housing Inventory and Home Forward, 2011.*

\*Portland units outside of downtown (I-405).

<sup>25</sup> RLIS, 2011 Housing Update.

<sup>26</sup> Does not include City of Portland rental assistance data.

**Figure 32: Summary of rental assistances and regulated, subsidized affordable housing in the Southwest Corridor**



\*Units outside of downtown (I-405). Source: Home Forward, 2010 & 2011.

\*\*Does not include Beaverton or Lake Oswego.

### Home Forward and other regulated affordable housing in Portland

The Home Forward owns 6,000 units countywide, but only three are located in the corridor. Home Forward owns the following housing facilities within the Southwest Corridor:

- Slavin Court – Southwest Slavin Road; 24 units; three and four bedrooms; public housing
- Hillsdale Terrace – Southwest 26<sup>th</sup> Avenue had 60 units, but the planned Hope VI redevelopment will result in 120 units of one to four bedrooms; public housing
- Ashcreek Homes – Southwest 62<sup>nd</sup> Avenue; 21 units; three and four bedrooms; public housing
- Two locations in Southwest Portland that are group homes with a total of 27 units; these house special needs populations (mental illness, AIDS/HIV, domestic violence, etc).

**Table 15: Summary of regulated affordable housing units in Portland in the Southwest Corridor**

Agency	Regulated units
Cascadia Behavioral Healthcare Inc.	16
Central City Concern	19
Community Partners for Affordable housing	50
Home Forward	131
Northwest Housing Alternatives	55



The three Home Forward properties have a combined waiting list of 586 households for the 104 units owned by Home Forward, which demonstrates the strong need for more affordable housing options in the corridor.

**Table 16: Summary of waiting list for Home Forward properties in the Southwest Corridor**

<b>Property</b>	<b>Number of Households</b>	<b>Number of Household Members</b>
Hillsdale Terrace	208	834
Slavin Court	180	746
Ruth Haefner Plaza	363	996
<b>Total</b>	<b>751</b>	<b>2576</b>
Total with duplicates removed (households on more than one list)	586	1342

### **Housing Authority of Washington County (HAWC) & other regulated affordable housing in Washington County**

The Housing Authority of Washington County’s (HAWC) owns 172 properties, only 10 properties are located in the corridor. Of the 7,197 regulated affordable housing units, or 250 properties in Washington County, HAWC owns 1,568 units or 172 properties. Within the Southwest Corridor, HAWC owns 220 units, of a total of 1571 regulated affordable housing units within the corridor. The higher land values in the corridor have limited the opportunities to develop affordable housing.

### **Other regulated affordable housing providers**

Other regulated affordable housing is provided by non-profit or for-profit affordable housing developers, including the Community Partners for Affordable Housing, Guardian Affordable Housing Development LLC, GSL Properties, Logos Associates Limited Partnership, Columbia Development Services Inc., Luke-Dorf Inc., Alliance Property Management, and Bowen Real Estate Group. Section 8 rental assistances also provide affordable housing options.

There are a total of 1,571 regulated affordable housing units in the Southwest Corridor in Washington County. This represents 22 percent of the total 7,197 Washington County units. The majority of those Southwest Corridor units (80 percent) lie within Tigard and Tualatin.

Durham hosts an additional 13 percent of the units and Sherwood hosts six percent of the regulated affordable housing units in the Southwest Corridor in Washington County.

**Figure 33: Inventory of properties in Southwest Corridor in Washington County<sup>27</sup>**

<b>City</b>	<b>Regulated affordable housing units</b>	<b>Percent of regulated affordable housing units</b>
Tigard	661	42%
Tualatin	604	38%
Durham	210	13%
Sherwood	96	6%
<b>Total</b>	<b>1571</b>	

Of the total 1,571 regulated affordable housing units in the Southwest Corridor in Washington County, just 14 percent are owned and operated by the housing authority, Housing Authority of Washington County. Non-profit affordable housing providers, such as Community Partners for Affordable Housing, and for-profit affordable housing developers own and operate 86 percent of units.

**Table 17: Inventory of properties in Southwest Corridor by agency in Washington County<sup>28</sup>**

<b>Agency</b>	<b>Regulated affordable housing units</b>	<b>Percent of regulated affordable housing units</b>
Alliance Property Management	172	11%
Bowen Real Estate Group	23	1%
Columbia Development Services Inc.	119	8%
Community Partners for Affordable Housing	142	9%
GSL Properties	604	38%
Guardian Affordable Housing Development LLC	64	4%
Housing Authority of Washington County	220	14%
Logos Associates Limited Partnership	210	13%
Luke-Dorf Inc.	17	1%
<b>Total</b>	<b>1571</b>	

The following map illustrates the density of subsidized regulated affordable housing units within the Southwest Corridor.

<sup>27</sup> MetroDB-SW-Corridor, Washington County Housing Authority, 7/1/2010.

<sup>28</sup> MetroDB-SW-Corridor, Washington County Housing Authority, 7/1/2010.



## Subsidized rental assistances in the Southwest Corridor

The waiting lists for all rental assistances in Washington County and Portland are closed to new participants. In the Southwest Corridor, the most rental assistance recipients live in Tigard, Portland, and in Tualatin.

**Table 18: Summary of subsidized rental assistance households of the Southwest Corridor by City**

City	Number of rental assistance households	Percent of rental assistance households
Portland	220	29%
Tigard	345	45%
King City	18	2%
Durham	38	5%
Tualatin	116	15%
Sherwood	25	3%

\*Does not include City of Portland rental assistance information.

Source: 2010 Metro Affordable Housing Inventory.

Home Forward has 8,510 families in its housing rental assistance system. Of those, 220 families live in Southwest Portland portion of the Southwest Corridor outside of downtown Portland. The rental assistance is not linked to particular housing projects and allows the recipient to choose the housing location and type. However, some families chose to use tenant-based vouchers to rent in regulated housing projects.

**Table 19: Summary of subsidized rental assistance households in Southwest Portland portion of the Southwest Corridor**

	Number of rental assistance families	Percentage of the City's total rental assistance households
Southwest Corridor in Portland	879	10%
Southwest Corridor in Portland (not including downtown Portland and Lair Hill)	220	3%

29

The Housing Authority of Washington County (HAWC) has 2,668 people in its housing rental assistance system. The rental assistance is not linked to particular housing projects and allows the recipient to choose the housing location and type. Of the recipients of rental assistance, 13 percent live in Tigard, four percent live in Tualatin, one percent live in King City, one percent live in Sherwood, and one percent lives in Durham. Of the recipients of

<sup>29</sup> Section 8, tenant and project based voucher holders from 1/1/2001 to 1/1/2011 by zip code. Home Forward, October 2011.

rental assistance, just 20 percent live in the Southwest Corridor, indicating a lack of willingness by landlords to accept rental assistances in this area.

**Table 20: Summary of subsidized rental assistance households by city in Washington County**

City	Percentage of the county's total Rental assistance households.	Number of rental assistances
Tigard	13%	345
Tualatin	4%	116
Sherwood	1%	25
King City	1%	18
Durham	1%	38
All county		2668

Households with subsidized rental assistances in the Southwest Corridor in Washington County receive on average \$528 in rent and utility payment assistance. The average median income of those recipients is \$10,900.

**Table 21: Summary of subsidized rental assistance households by city in Washington County as of April 5, 2010**

City	Number of rental assistance households:	Average monthly housing and utility assistance payments paid per family	Median annual income of rental assistance households in this area:
Tigard	345	\$ 504	\$ 9,936
Tualatin	116	\$ 538	\$ 10,292
Sherwood	25	\$ 559	\$ 12,372
King City	18	\$ 428	\$ 12,756
Durham	38	\$ 611	\$ 9,142
All county	2668	\$ 546	\$ 10,296

Of the rental assistance recipients in the Southwest Corridor in Washington County, 80 percent live in low-rise building, 9 percent live in single-family buildings, and 10 percent live in townhouses, row houses, or semi-detached houses like duplexes. No rental assistance recipients live in high-rise buildings in this corridor in Washington County.

**Table 22: Summary of subsidized rental assistance by housing type in Washington County**

City	High-rise:	Low-rise:	Manufactured home:	Row house/ townhouse:	Semi-detached (duplex):	Single family:
Tigard	0%	78%	0%	5%	8%	9%
Tualatin	0%	84%	0%	5%	7%	4%
Sherwood	0%	44%	4%	12%	16%	24%
King City	0%	94%	0%	0%	0%	6%
Durham	0%	100%	0%	0%	0%	0%
All county	1%	63%	0%	8%	12%	15%

The average building, in which rental assistance recipients live in the Southwest Corridor in Washington County, was built in 1987.

**Table 23: Summary of subsidized rental assistance housing stock age in Washington county as of April 5, 2010**

<b>City</b>	<b>Median year unit built:</b>
Tigard	1978
Tualatin	2000
Sherwood	1994
King City	1967
Durham	1994
All county	1987

## Challenges

These housing agencies face several large challenges, namely:<sup>30</sup>

- The price of the land, topography, transportation and the lack of funding sources for rehabilitation of buildings hinder acquisitions in this corridor. It is difficult to identify under-developed or vacant parcels with appropriate zoning and to solicit private land donations.
- It is difficult to identify surplus or unneeded public lands. Many of the surplus public lands were not originally identified for their re-use potential. Surplus land includes construction staging areas, street or utility rights of way, excess school district parcels, water towers, etc. Many have odd shapes and/or small lots or are otherwise are not ideal for residential construction.
- Land use processes do not always include density bonuses, accessory dwelling units or flexibility in parking standard for housing for seniors or affordable housing.
- The price of land is high in this area, making investment in affordable housing difficult.
- Washington County Housing Authority has no funds to invest in new developments until debt service is paid off in 2015.
- The Southwest Corridor is a geography of opportunity. According to Washington County Housing Authority and Housing Authority of Portland waitlists for affordable housing, the Southwest Corridor has high demand for more affordable housing.
- Tools that the housing authorities like to use are tax exemptions by the cities and vertical housing tax credit (State of Oregon), but these are not uniformly available in the Southwest Corridor.
- The housing authorities would like to be able to afford properties along transit lines, but they need to buy the property in advance of the opening of the transit line to be

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<sup>30</sup> Meeting: Metro, Portland Housing Authority and the Washington County Housing Authority, July 1, 2010.

able to afford it. For example, when the Fuller Road station opened on the green line, the land became too expensive to build affordable housing on it.

- Lack of education about fair housing for landlords.

## TOOLS FOR ADVANCING AFFORDABLE HOUSING

Tools to help affordable housing development include:

- **Tax credits** Federal tax credits are available through the state: 9 percent credits are limited and awarded competitively, and 4 percent credits are also available. An eligible developer is awarded the credit, forms a limited partnership with an investor who purchases the credit. Properties with tax-credit financing must remain affordable for a minimum of 15 years.
- **Property tax exemption or abatement** Local jurisdictions may offer property tax exemptions to affordable housing developers and/or operators under several Oregon statutes. The housing provider's expenses are reduced, allowing them to charge lower rents to clients and/or provide other supportive services.

Requirements, length of exemption or abatement, etc, vary by program. Portland offers several programs. In Washington County, some developments have tax exemptions--the Housing Authority is exempt from property taxes, and some other developments that are targeted at elderly residents, farmworkers, or connected to clinic facilities have tax exemptions. Tigard is the only Washington County jurisdiction that offers a local exemption for affordable properties owned by non-profit housing providers rather than a specialized exemption.

- **Land donation** Property may be donated or sold at below-market rates to affordable housing developers, reducing or eliminating acquisition cost. Generally by government agencies, but there is no reason a private landowner cannot do so.
- **Reduced development fees/permitting fees/systems development charges** Local governments can reduce or waive fees or charges to reduce the cost of developing affordable housing.
- **Revolving loan funds, housing trust funds or other reduced-rate loans** Non-profits and/or government agencies can loan funds for land acquisition or development at below-market rates for affordable housing development.
- **Grants or endowments available from federal, state, and local sources for affordable housing** These awards are not in sufficient amounts to provide adequate affordable housing.<sup>31</sup>

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<sup>31</sup> Meeting: Metro, Portland Housing Authority and the Washington County Housing Authority, 7/1/10.



**Table 24: Existing incentives by City**

Type of Incentive	Portland	Tigard	Tualatin	King City	Sherwood	Lake Oswego	Beaverton	Durham
Vertical Housing Development Zone								
Transit-Oriented Development Tax Exemption	x							
Urban Renewal Improvement Districts	x	x			x	x		
Enterprise Zone								
Streamlined Permit Process								
Parking Exemptions or Active Programs	x							
Impact-Based SDCs			x					

Some of the jurisdictions have a form of affordable housing incentives, but the size and scope varies. Tigard has a fee waiver program for affordable housing development. Beaverton has a loan and grant programs for emergency repairs and accessibility modifications, to loans for energy efficiency upgrades and comprehensive housing rehabilitation. Portland has numerous incentives for developers and non-profits. Lake Oswego has an Affordable Housing Task Force Report, and offers TIF for affordable housing units in downtown.

## KEY FINDINGS

The population in the Southwest Corridor increased at a higher rate than the rest of the region (12.5 percent) between the years 2000 and 2009. Over the last 20 years, populations in poverty and non-white populations have shifted from the central city to suburbs, including Tigard and Tualatin in the Southwest Corridor. However, the Southwest Corridor overall has less than the regional average of non-white population and population in poverty and a higher than regional average of seniors.

### Needs

Higher land values in the corridor have limited the opportunities to develop affordable housing. Overall, residents of the corridor spent 41 to 54 percent on housing and transportation costs. The northern portion of the corridor has higher housing costs and lower transportation costs. The southern portion of the corridor has lower housing costs and higher transportation costs. For the three facilities it owns in the corridor, the Housing Authority of Portland has 1,342 people on the waiting list. The Southwest Corridor is home to 22 percent of the total subsidized, regulated affordable housing units available in Washington County. Of the Washington County rental assistances, 20 percent are used in this corridor, with the majority used in Tigard and Tualatin. The median income of rental assistance recipients was \$10,300 with \$528 in rental assistance.

### Opportunities

This corridor offers high level of services and low level of affordable housing. It contains a variety of livable and high opportunity neighborhoods that include numerous educational facilities, employment, community assets, and transportation facilities. Many areas of the corridor have more jobs than housing, offering an opportunity to increase housing and a more balanced community.

A variety of tools for advancing affordable housing are available, but not all of the jurisdictions within the corridor have implemented policies to take advantage of these tools.

The cost of land rises quickly during the time after a transit alignment is chosen until when the transit line is built and operational. By creating a strategy for acquiring land for affordable housing early in the transportation planning process, less expensive affordable housing lands might be acquired along new transit or transportation facilities.