

 **Metro** | *Agenda*

Meeting: Metro Council Work Session
Date: Tuesday, January 5, 2016
Time: 2:00 p.m.
Place: Metro Regional Center, Council Chamber

CALL TO ORDER AND ROLL CALL

- | | | |
|----------------|----------------------------------------------------------------------------------|-------------------------------------------------------|
| 2:00 PM | 1. CHIEF OPERATING OFFICER COMMUNICATION | |
| 2:10 PM | 2. TRANSIT ORIENTED DEVELOPMENT PROGRAM:
UPDATE AND WORK PLAN CHANGES | Megan Gibb, Metro
Jonathan Williams, Metro |
| 2:55 PM | 3. EQUITABLE HOUSING INITIATIVE UPDATE | Emily Lieb, Metro
Elissa Gertler, Metro |
| 3:40 PM | 4. COUNCILOR LIAISON UPDATES AND COUNCIL
COMMUNICATION | |

ADJOURN

AN EXECUTIVE SESSION WILL BE HELD IMMEDIATELY FOLLOWING THE PUBLIC MEETING PURSUANT TO ORS 192.660(2)(e), TO CONDUCT DELIBERATIONS WITH PERSONS DESIGNATED TO NEGOTIATE REAL PROPERTY TRANSACTIONS.

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលំអររើសអើងសូមចូលទស្សនាការប្រកាស www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការការបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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Agenda Item No. 2.0

**TRANSIT ORIENTED DEVELOPMENT PROGRAM:
UPDATE AND WORK PLAN CHANGES**

Metro Council Work Session
Tuesday, January 5, 2016
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: January 5, 2015

LENGTH: 40 minutes

PRESENTATION TITLE: Transit Oriented Development Program- Update and Work Plan Changes

DEPARTMENT: Planning and Development

PRESENTER(S): Megan Gibb megan.gibb@oregonmetro.gov x 1753

Jonathan Williams jonathan.williams@oregonmetro.gov x1931

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: Brief Council on current Transit Oriented Development (“TOD”) Program activities and updated Strategic Plan Map reflecting new high frequency transit routes and changing market conditions. Share and discuss proposed Work Plan changes to support the TOD program’s commitment to promoting income diversity in neighborhoods
- Outcome: Metro Council briefed on current TOD program activities. Staff receives Council direction on proposed Work Plan changes.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

The Metro TOD program promotes opportunities for people to live, work, and shop in neighborhoods served by high frequency and high capacity transit. Since its inception, the TOD program has supported the construction of 3,296 housing units, of which 729 have been set aside for households earning less than 60% of area median income. The program has also supported construction of 399,769 square feet of office, retail, and other commercial space. The 2015 TOD Program Annual Report provides a summary of the program’s activities and is attached as **Exhibit A**.

The program achieves these outcomes in two basic ways: by acquiring land for development with a focus on building strong communities and transit ridership, and by providing incentives to private developers to overcome the cost obstacles to higher density development and transit oriented design.

Projects may be eligible for support based on the lesser of 1) the value of increased transit ridership generated on the site, 2) the incremental per unit or per square foot costs incurred to achieve higher density, and 3) the demonstrated financial need for subsidy in order for the project to move forward as proposed.

The TOD program’s investments are guided by a program Strategic Plan, completed in 2011. The strategic plan provides a geographic, economic, community, and transportation framework that focuses our investments in eligible areas grouped into three categories:

- The **Infill and Enhance** designation reflects the areas with the strongest real estate markets and most walkable urban form . Projects in these areas must meet not only meet the basic program requirements of generating higher transit ridership compared to a base case but must also satisfy an additional goal of providing a model for future TOD development, bringing needed services to the area, or providing workforce or affordable housing.

- The **Catalyze and Connect** designation applies to areas with average walkability and real estate markets where higher density development forms are feasible with modest levels of public support. In these areas, the TOD program can play a meaningful role in encouraging developers to transition from lower density and auto oriented development forms to buildings with higher density and stronger pedestrian orientation.
- The **Plan and Partner** designation applies to areas with comparably weak markets and/or limited walkability. In these areas urban style buildings are often not feasible either because rents do not support the construction cost or the surrounding urban fabric does not adequately support pedestrian activity. In these areas, the TOD program typically supports projects when it is able to partner with a local jurisdiction to improve walkability or provide additional financial support to a project.

The 2011 map showing these categories is attached as **Exhibit B1**.

Since the last systematic update to the TOD Strategic plan map in 2011, high frequency transit has expanded, the Orange Line has opened, and real estate market conditions have strengthened, particularly in north and northeast Portland and on Portland's east side, between Cesar Chavez Avenue and Interstate 205. Some bus route segments and Station Areas in these areas have been upgraded from Plan and Partner to Catalyze and Connect or from Catalyze and Connect to Infill and Enhance. An updated strategic plan map, reflecting these changes is attached as **Exhibit B2**.

With rising rents and home prices in many neighborhoods, the TOD program has reviewed its policies surrounding Housing Choice—the program's goals addressing income diversity and equity. The 2012 Strategic Plan calls for the TOD program to promote income diversity in neighborhoods. Market forces, however, often work against this goal. Specifically, land affordable to low income housing developers is frequently located in areas with high concentrations of poverty, while high land prices make it difficult to acquire affordable housing sites in neighborhoods with higher incomes and/or desired amenities.

To promote the goal of income diversity and equity, staff is proposing two key changes to how the program evaluates cost premiums and transit ridership for TOD projects with a regulated affordable housing component.

First, with regard to the evaluation of transit ridership, staff proposes changes utilizing a new analysis of Metro Travel Behavior Survey data that demonstrates that lower income households living with ½ mile of a MAX station generate 18% more transit trips than the average household living in these areas, and that lower income households living within ¼ mile of frequent service bus lines generate 45% more transit trips than higher income households living in similar areas. This change will potentially allow affordable housing projects to qualify for increased funding—particularly in areas where zoning limitations constrain project density.

Second, with regard to evaluation of cost premiums, staff proposes considering rents in the neighborhood where a project is proposed. In areas where the proposed restricted rents are below the market rent and, as a result, the supported value for the land is lower for the proposed affordable housing use it than it would be for a market rate project, staff would consider the foregone land value associated with the affordability restriction as a cost burden for the purpose of evaluating a project's funding eligibility. This change would allow the program to provide enhanced support to affordable housing projects in higher cost areas, and potentially encourage developers of affordable housing to pursue land in higher cost and gentrifying neighborhoods where accessibility and economic opportunity appear higher. The language associated with these proposed changes is attached as **Exhibit C**.

QUESTIONS FOR COUNCIL CONSIDERATION

- Does Council support the goal of increasing support for affordable housing within the TOD program?
- Does the council have additional guidance or direction on the proposed strategic plan changes?

PACKET MATERIALS

- Would legislation be required for Council action Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today?
 - PowerPoint presentation
 - 2011 Strategic Plan Map
 - Updated Strategic Plan Map
 - Proposed Work Plan Changes

2015

Annual Report
July 2014 – June 2015

Transit-Oriented Development Program



Rendering of HUB 9

The year in review

With demand for housing outstripping supply, Metro's Transit Oriented Development (TOD) Program had a busy year supporting opportunities to live and work in transit served neighborhoods. Four projects opened, three projects started construction, and three more received funding approval.

A highlight was the opening of The Rose, a four-story apartment complex in Portland's Gateway neighborhood. Through a combination of TOD funding, Portland Development Commission funding for new streets, and support from the city's Multiple Unit Tax Exemption program, the developer was able to set aside 36 of the 90 units for households earning 60 percent or less of area median income.

A second milestone occurred in December 2014 with the TOD program's acquisition of the Furniture Store property at 82nd Avenue and Division Street in Portland to create transit served affordable housing. Located in the heart of the Jade District, the site will be served by the future Powell-Division bus rapid transit service. A developer for the property will be selected in early 2016.

This fiscal year featured the opening of four innovative projects:

- The Rose, a four-story mixed income apartment project in Portland's Gateway neighborhood. The project includes 36 regulated affordable units among its 90 residential units.
- The Radiator, a five-story development with 29,300 square feet of offices and 2,900 square feet of retail. To minimize its environmental footprint, The Radiator features an innovative timber construction technique and uses waste heat from the neighboring New Seasons market to power its heat and cooling systems.

- Hub 9, a six-story development with 124 residential units, 1,483 square feet of office space, and 8,403 square feet of retail space. Hub 9 is located immediately adjacent to Hillsboro's Orenco MAX Station.
- Moreland Station, a four-story development with 68 residential units in southwest Portland. Residents will be able to walk to the new MAX Orange Line service.

Three projects under construction:

- Northwood, a 57-unit project steps from the Kenton Yellow Line MAX station.
- Block 75, a 10-story, mixed-use project with 75 residential units, 31,000 square feet of office space, and 8,300 square feet of retail at the intersection of Martin Luther King Boulevard and Burnside Avenue.
- Clay Creative, a five-story creative office space at the edge of Portland's Inner East Side.

The seven TOD projects completed or under construction represent approximately \$120 million in direct investment and 422 full time equivalent construction jobs.

FY 2014-15

Projects opened

- Moreland Station
Portland
- The Rose
Portland
- The Radiator
Portland
- Hub 9
Hillsboro

Under construction

- Northwood
Portland
- Block 75
Portland
- Clay Creative
Portland

Projects approved

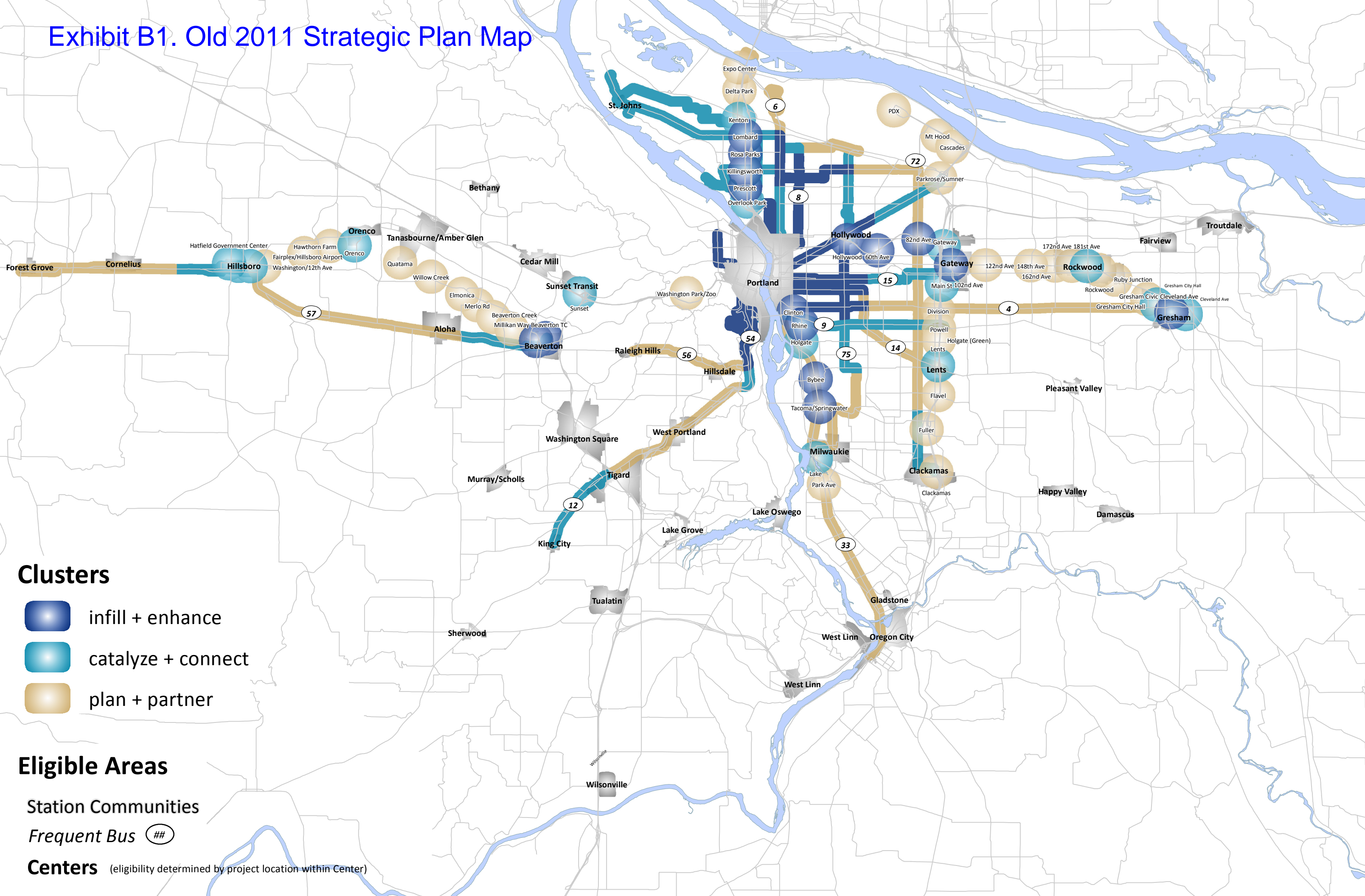
- The Signal
Beaverton
- First and Lombard
Beaverton
- Concordia
Portland
- Southeast 82nd Avenue and Division Street land acquisition (the Furniture Store)
Portland

MAKING A
GREAT
PLACE



oregonmetro.gov

Exhibit B1. Old 2011 Strategic Plan Map



Clusters

- infill + enhance
- catalyze + connect
- plan + partner

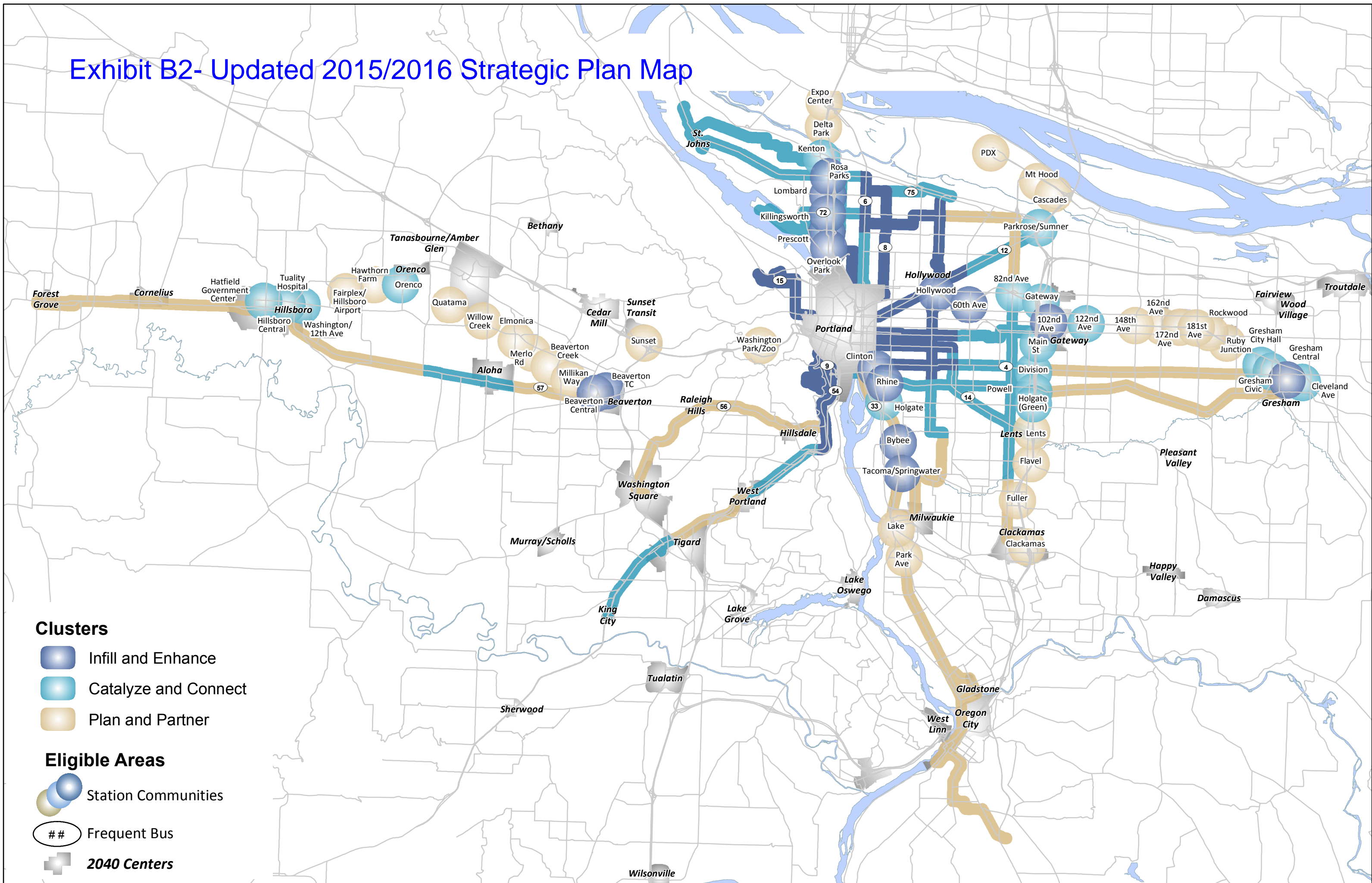
Eligible Areas

Station Communities

Frequent Bus ##

Centers (eligibility determined by project location within Center)

Exhibit B2- Updated 2015/2016 Strategic Plan Map



Clusters

- Infill and Enhance
- Catalyze and Connect
- Plan and Partner

Eligible Areas

- Station Communities
- Frequent Bus
- 2040 Centers

EXHIBIT C- Proposed Work Plan Changes

TOD staff proposes the following **Work Plan Changes** relating to Section 5.2A TOD Project Investment Criteria- Threshold Requirements. Proposed additions are shown in **red bold**.

5.2 TOD PROJECT INVESTMENT CRITERIA

A. THRESHOLD REQUIREMENTS

TOD Project investments must meet every threshold requirement, as set forth below, to be eligible for funding consideration.

1. *Site control*
 - a. *The applicant shall be a public entity or a willing and capable developer with site control or the ability to establish site control; AND*
 - b. *The TOD development shall be privately owned and operated.*
2. *Connection to transit*
 - a. *Station communities - Properties must have a functional pedestrian connection between the site and existing or planned rail stations, generally less than ½ mile; OR*
 - b. *Frequent bus and streetcar - Properties must have a functional pedestrian connection between the site and the transit corridor, generally less than ¼ mile; OR*
 - c. *Urban centers - Properties must be within the boundary of an urban center, have a functional pedestrian connection to the main street or commercial core, and be within an eligible TOD typology place type as set forth in section 5.1*
3. *Eligible TOD typology areas*
 - a. *Catalytic project investments and site improvements are eligible in “Catalyze and Connect” areas and may be considered conditionally in “Plan and Partner” areas, in accordance with section 5.1; OR*
 - b. *Catalytic Plus project investments are eligible in “Infill and Enhance” and “Catalyze and Connect” areas and may be considered conditionally in “Plan and Partner” areas, in accordance with section 5.1; OR*
 - c. *Housing Choice project investments may be considered conditionally in “Infill and Enhance”, “Catalyze and connect” and “Plan and Partner” areas, in accordance with section 5.1.*
4. *Transportation and environmental benefits*
 - a. *The project development program will generate additional transit trips as a result of more intensive use of the site **or a regulated affordable tenancy** compared to what would occur without public participation in the proposed project; AND*
 - b. *The project development program is expected to reduce regional VMT compared to what would occur without public participation in the proposed project; AND*
 - c. *The site plan and building design enhance the pedestrian and bicyclist experience, and makes the pedestrian realm more visually attractive, active, vibrant and safe; AND*
 - d. *The development has the lowest reasonable parking ratio.*

5. *Land use efficiency*
 - a. *The development has the highest reasonable floor area ratio; AND*
 - b. *The development has the highest reasonable site coverage ratio.*

6. *Financial need*
 - a. *The project has cost premiums related to higher density, urban infill, or vertically integrated mixed use development, OR the project has **affordability covenants which reduce the project's value compared to a similar unregulated project**; AND*
 - b. *There are not adequate local, state, or federal resources or incentives available to close the financing gap without Metro participation; AND*
 - c. *Metro funding shall not exceed the minimum amount necessary for the project to move forward and be constructed.*

7. *Cost effectiveness*
 - a. *Metro funding will leverage significant private investment; AND*
 - b. *Cost per induced transit rider is reasonable relative to other development project investments; AND*
 - c. *Metro's program, legal and other administrative costs are reasonably proportionate to the TOD Program development investment in the project; AND*
 - d. *Upon stabilization, the project is expected to be financially feasible and successful in the market.*

Agenda Item No. 3.0

EQUITABLE HOUSING INITIATIVE UPDATE

Metro Council Work Session
Tuesday, January 5, 2016
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: January 5, 2016

LENGTH: 45 minutes

PRESENTATION TITLE: Equitable Housing Initiative Update

DEPARTMENT: Planning & Development

PRESENTER(S): Emily Lieb, Emily.Lieb@oregonmetro.gov, 503-797-1921
Elissa Gertler, Elissa.Gertler@oregonmetro.gov, 503-797-1752

WORK SESSION PURPOSE & DESIRED OUTCOMES

- **Purpose:** To provide an update on the Equitable Housing Initiative, including research and engagement completed and recommendations regarding (1) regional framework for equitable housing implementation and (2) specific program recommendations for Metro to support regional implementation efforts
- **Outcome:** Metro Councilors have a shared understanding of the proposed regional framework and next steps for the Equitable Housing Initiative; Council provides direction based on current staff proposal.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

Background

The Equitable Housing Initiative is being led by Metro's Development Center and is the result of a FY2014-2015 Council budget amendment of \$200,000 to identify and pursue opportunities for Metro and local government partners to build stronger partnerships with affordable housing developers, funders, and community-based organizations to support policies and programs that promote equitable housing.

For the purpose of the initiative, the following working definition of equitable housing is being used: *diverse, quality, physically accessible affordable housing choices with access to opportunities, services, and amenities*. This definition is intended to encompass a wide range of homeownership and rental choices, including options affordable to people and families with low and moderate incomes, accessible to all ages and abilities, and convenient to jobs, services, and amenities, including transit, schools, childcare, healthy food, and parks.

Since a work plan update was presented to the Council on April 14, 2015, the Equitable Housing Initiative team has researched strategies from our region and around the country; engaged experts and stakeholders in discussions of barriers and solutions; and developed a strategic framework for creating and preserving housing affordability and housing choice. This work was conducted in partnership with Oregon Opportunity Network and with guidance from a technical work group including two Metro councilors and ten working professionals with diverse expertise on housing issues.

Findings from this process have informed the creation of a strategic framework that offers guidance for how the region can move forward together to address the housing needs and income levels of current and future residents. This framework is summarized in the Draft Summary included in the

work session packet, and will be supplemented with a longer background report, to be published in January.

The strategic framework consists of four elements, representing four prongs of a balanced approach to equitable housing:

- *Strategy 1: Increase and diversify market-rate housing:* Eliminate regulatory barriers and create incentives for diverse market-rate housing.
- *Strategy 2: Leverage growth for affordability:* Offer incentives to encourage private developers to contribute to affordable housing.
- *Strategy 3: Maximize and optimize resources:* Increase flexible funding and pursue coordinated investment strategies to expand the region's supply of regulated affordable housing.
- *Strategy 4: Mitigate displacement and stabilize communities:* Pursue community-informed strategies to mitigate displacement; ensure safe and healthy rental housing; and bridge the homeownership gap for lower-income groups, including communities of color.

The strategic framework recognizes that it will require actions of many public and private partners to accomplish the various elements in multiple ways throughout the region. It also recognizes that Metro must clearly articulate its own role and actions in relationship to those of our partners. Accordingly, the following recommendations propose a range of programmatic and policy actions for Metro to play over the next several years to leverage our resources to achieve the region's goals.

Policy Actions:

- Convene an Equitable Housing Leadership Summit on February 1, 2016, to build a shared understanding of challenges and opportunities, and to discuss next steps and actions for moving the four strategies forward.
- Advocate for state legislative changes to ensure that local jurisdictions have access to a range of tools to address equitable housing needs in their communities.

Programmatic Actions:

- Develop and launch a technical assistance program to support local implementation of equitable housing tools and strategies.
- Develop an equitable housing research agenda, including exploring potential for a housing + transportation cost calculator tool.
- Conduct feasibility analysis, explore partnerships, and identify resources for innovative tools and collaborative approaches.

These findings and the strategic framework will be shared with participants at the Equitable Housing Leadership Summit on February 1, 2016. Feedback from participants at that event will also inform the next steps of the Equitable Housing Initiative.

Policy actions and programmatic actions require alignment and prioritization of Metro resources in order to leverage them for maximum results. There is a significant role for the Council to play in terms of further policy leadership around shared regional legislative and funding goals. Further discussion about the level of commitment needed is an important next step, especially as the upcoming Summit is an opportunity for the Metro Council to communicate with our stakeholders. Programmatic recommendations will also require further discussion about leveraging current and proposed resources in Planning and Development and in Research Center to accomplish these goals.

Framing the Work Session Discussion

The work session will include a presentation of key findings and recommendations, including the strategic framework as well as specific recommendations regarding how Metro can support the strategies and tools to improve housing affordability and choice. Staff will also discuss plans for the Equitable Housing Leadership Summit, scheduled for February 1, 2016.

Connection to Metro Priorities

The Equitable Housing Initiative is being led by the Development Center as part of Metro's efforts to support Oregon's statewide Planning Goal 10 and Title 7 of the Urban Growth Management Functional Plan, which require local jurisdictions to actively plan for a mix of housing types to meet the needs of households of all income levels. New federal housing guidelines also require all communities that receive HUD funding to demonstrate that their investments in affordable housing development don't contribute to concentrations of poverty.

The Initiative starts from an assumption that a regulatory approach is not the most appropriate approach to achieve positive impacts in the near term. Instead, the Initiative provides dedicated staff to support implementation of equitable housing strategies through technical assistance, partnership development, research/data, and federal and state advocacy. The Initiative builds on the work of Metro's Housing Choice Task Force (2005-2006) and also works in coordination with the following Metro efforts: Equity Strategy, Regional Infrastructure Supporting our Economy (RISE), Transit Oriented Development (TOD), Investment Areas, Urban Growth Management, and the Community Planning and Development Grants (CPDG) program.

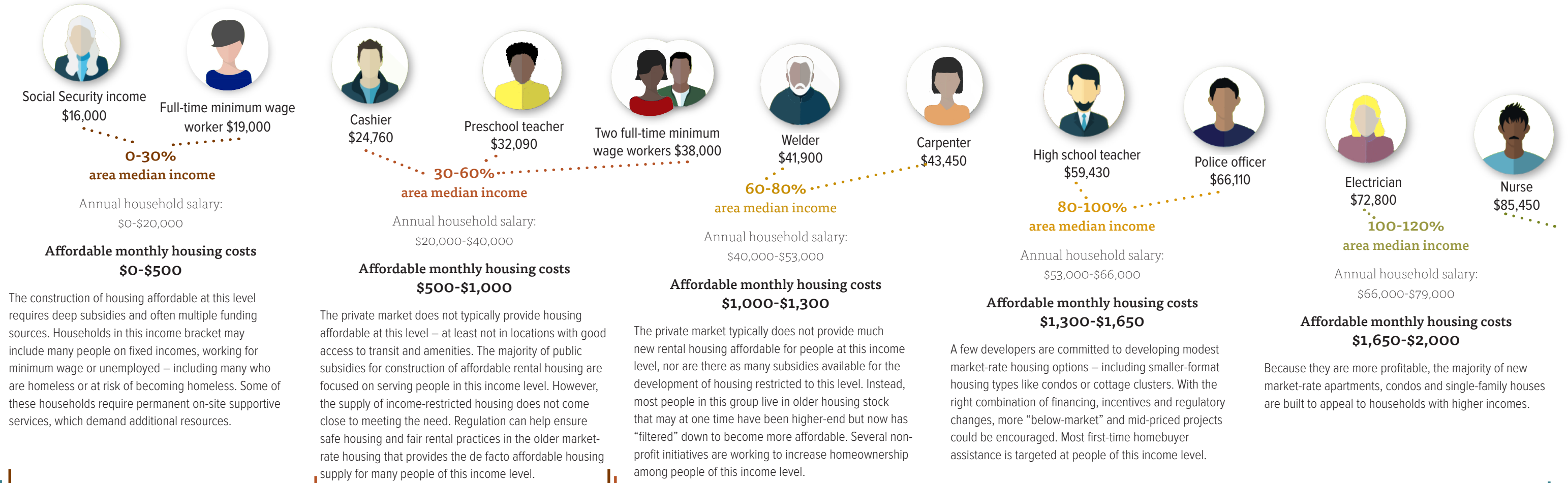
QUESTIONS FOR COUNCIL CONSIDERATION

- Does the Council have questions about the findings from the first phase of the Initiative?
- Does the Council have questions about the upcoming Summit?
- Does the Council have feedback on proposed next steps for the program?
- How would the Council like to be engaged in the next steps?

PACKET MATERIALS

- Would legislation be required for Council action Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today? Draft Summary

CONNECTING STRATEGY TO THE NEEDS OF RESIDENTS



Maximize and optimize resources

Increase adaptable funding and pursue coordinated investment strategies to expand the region’s supply of regulated affordable housing with tools such as:

- tax increment financing
- revolving loan funds
- acquisition/rehabilitation
- donation of public surplus land
- housing trust funds
- real estate investment trusts.

Leverage growth for affordability

Offer incentives to encourage private developers to include some income-restricted units in market-rate projects, or to pay into a fund for affordable housing with tools such as:

- tax exemptions
- density bonuses
- fast-tracked permitting
- linkage fees.

Mitigate displacement and stabilize communities

Pursue community-informed strategies to mitigate displacement, ensure safe and healthy rental housing, and bridge the homeownership gap for lower-income groups with tools such as:

- anti-displacement and safety for renters:
 - landlord licensing and code enforcement
 - rental rehabilitation grants
 - tenant protections (e.g., notifications for no-cause evictions or rent increases)
 - short-term rent or utility assistance
- anti-displacement for owners:
 - foreclosure prevention
 - weatherization assistance
- tools for increasing homeownership:
 - limited equity cooperatives
 - community land trusts
 - shared appreciation mortgages.

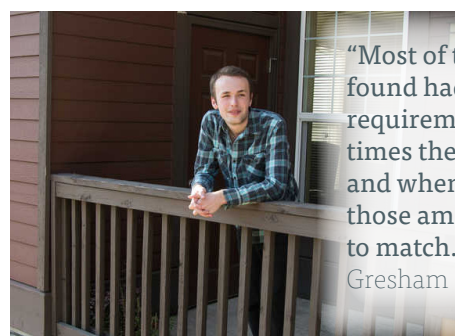
Increase and diversify market-rate housing

Eliminate regulatory barriers and create incentives for diverse market-rate housing with tools such as:

- zoning/building code changes
- fast-tracked permitting
- innovative financing
- fee waivers
- reduced parking requirements
- vertical housing tax credits
- transit-oriented development grants.

Target housing types include:

- transit-oriented development
- “missing middle” housing (townhomes, duplexes, fourplexes)
- accessory dwelling units
- cottage clusters.



“Most of the places we found had tenant income requirements of 3.5 to four times the amount of the rent, and when you’re a student those amounts are impossible to match.” – Jacob Mosiman, Gresham

“When I close my eyes for the last time, that house will be left to my son and my daughter-in-law and my grandbabies.” –Victoria Davis, Southeast Portland



“I thought about [moving] a little while ago but the rents are getting too high.” –Silvia Rodrigues, downtown Beaverton



Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Metro Council President
Tom Hughes

Metro Council
Shirley Craddick, District 1
Carlotta Collette, District 2
Craig Dirksen, District 3
Kathryn Harrington, District 4
Sam Chase, District 5
Bob Stacey, District 6

Auditor
Brian Evans

Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232-2736

Metro's role and next steps for 2016

Metro is uniquely positioned to support the strategies and tools outlined in the full report by providing technical assistance, bringing partners together to build innovative solutions, and developing research and data to support informed policy and investment decisions. In addition, Metro can continue to participate in state and federal policy discussions to ensure that local jurisdictions have access to a range of tools and resources to meet their housing needs.

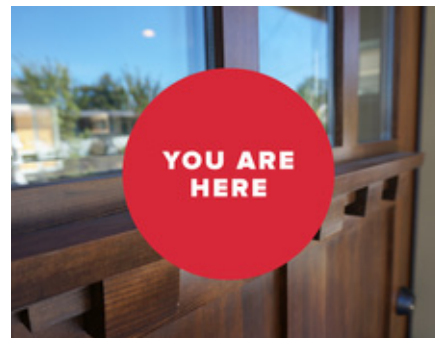
Proposed next steps for Metro's Equitable Housing Initiative to support the strategies and tools to improve housing affordability and choice include:

- Develop and launch a technical assistance program to support local implementation of tools identified in this report.
- Convene a leadership summit on Feb. 1, 2016, to build a shared understanding of challenges and opportunities, and to discuss next steps and actions for moving the four strategies forward
- Advocate for state legislative changes to ensure that local jurisdictions have access to a range of tools to address equitable housing needs in their communities.
- Develop a research agenda to support regional equitable housing efforts, including exploring potential for a housing + transportation cost calculator tool.
- Conduct feasibility analysis, explore partnerships, and identify resources for collaborative, innovative tools and regional-scale approaches.

Contact

Emily Lieb, project manager | 503-797-1921 | emily.lieb@oregonmetro.gov

For more information on the Equitable Housing Initiative, visit oregonmetro.gov/equitablehousing.



Regional Snapshots

Stories and stats of a changing region.
oregonmetro.gov/snapshot



"We loved our old neighborhood [in Southwest Portland] so we started looking there. Then we realized we couldn't afford anything we wanted, so we started looking at Tigard. But we didn't really like the houses we looked at because they were either tiny lots or in neighborhoods we weren't excited about. So we looked in Beaverton and the Bull Mountain area, too." – Brian McCauley, Tualatin



Equitable Housing Initiative 2015-16

Promoting equitable housing means ensuring **diverse, quality, physically accessible affordable housing choices with access to opportunities, services and amenities.**

Housing affordability and housing choice

Residents from Portland to Wilsonville and Oregon City to Forest Grove are faced with the challenges of housing affordability and choice. Both nationally and in our region, rents and house prices are rising faster than incomes, increasingly limiting lower-income households – disproportionately people of color – to housing in areas with lower access to opportunities and higher concentrations of poverty. Even households with moderate incomes are finding themselves priced out of neighborhoods where they work or go to school.

Metro's Equitable Housing Initiative has developed a framework – summarized on the next pages – for how the region can move forward together to ensure housing options that meet the needs and income levels of our current and future residents.

Building a framework

For the purpose of the initiative, Metro is using the following working definition of equitable housing: diverse, quality, physically accessible, affordable housing choices with access to opportunities, services and amenities. This broad definition encompasses a range of homeownership and rental choices, including options for people with low and moderate incomes, accessible across all ages and abilities, and convenient to everyday needs like transit, schools, childcare, healthy food and parks.

Through 2015, Metro researched strategies from our region and around the country, engaging experts and stakeholders to develop the framework. This work was conducted in partnership with Oregon Opportunity Network, with guidance from a technical work group that includes two Metro councilors and 10 working professionals with diverse expertise on housing issues.

The resulting framework offers four prongs of a balanced approach to improve housing affordability and choice.

Regional cooperation

Challenges in the environment, transportation system and job and housing markets do not stop at city limits or county lines. To create true housing affordability and choice as we continue to grow and add residents, we need to work together to share knowledge, commit to shared solutions and take advantage of efficiencies that come with shared action. Private lenders, foundations, developers, non-profits and governments all need to come to the table.

There is no silver bullet solution to meeting our region's housing affordability challenge. A range of innovative approaches and broad collaboration across public, private and nonprofit sectors are needed to ensure that people and families of many incomes can afford to live in places and homes that fit their needs and budgets.