



600 NE Grand Ave.
Portland, OR 97232-2736

Metro Policy Advisory Committee (MPAC)

agenda

Wednesday, October 25, 2017

5:00 PM

Metro Regional Center, Council chamber

1. Call To Order, Introductions, Chair Communications (5:00 PM)

2. Citizen Communications (5:10 PM)

3. Council Update (5:15 PM)

4. MPAC Member Communication (5:20 PM)

5. Consent Agenda (5:25 PM)

MTAC Nominations

[COM](#)

[17-0065](#)

Attachments: [Memo: MTAC Nominations](#)

Consideration of October 11, 2017 Minutes

[17-4915](#)

Attachments: [October 11, 2017 Minutes](#)

6. Information/Discussion Items

Regional Transportation Technology Strategy (5:30 PM)

[COM](#)

[17-0063](#)

Presenter(s): Eliot Rose, Metro

Attachments: [MPAC Worksheet](#)

[PowerPoint](#)

Housing Trends and Policies Around the Region:

[COM](#)

Wilsonville and Beaverton (6:00 PM)

[17-0064](#)

Presenter(s): Chris Neamtzu, City of Wilsonville

Anna Slatinsky and Cadence Petros, City of Beaverton

Attachments: [MPAC Worksheet](#)

8. Adjourn (7:00 PM)

Upcoming MPAC Meetings:

- *Wednesday, November 8, 2017*
 - *Wednesday, December 13, 2017*
 - *Wednesday, January 10, 2018*
-

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

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2017/2018 MPAC Work Program

As of 10/18/17

*Items in italics are tentative; **bold** denotes required items*

<p><u>Wednesday, October 11, 2017</u></p> <ul style="list-style-type: none"> • Expectations for cities proposing residential urban growth boundary expansions – Recommendation (Ted Reid, Metro; 30 min) • Housing Trends and Policies Around the Region: Milwaukie and Clackamas County (2/4) – Information/Discussion (Alma Flores, City of Milwaukie & TBD, Clackamas County; 60 min) 	<p><u>Wednesday, October 25, 2017</u></p> <ul style="list-style-type: none"> • Regional Transportation Technology Strategy (Eliot Rose, Metro; 40 min) • Housing Trends and Policies Around the Region: Wilsonville and Beaverton (3/4) – Information/Discussion (Chris Neamtzu, City of Wilsonville/Anna Slatinsky and Cadence Petros, City of Beaverton; 60 min)
<p><u>Wednesday, November 8, 2017</u></p> <ul style="list-style-type: none"> • Greater Portland Pulse Housing Data Hub (Liza Morehead and Sheila Martin, PSU Institute of Portland Metropolitan Studies; 45 min) • Metro’s Housing Data Resources (Jeff Frkonja; 30 min) • City of Portland/PCRI Pathway 1000 Initiative Project Update – Information/Discussion (TBD; 45 min) <p><u>November 14 – 17: Association of Oregon Counties Annual Conference, Eugene, OR</u></p>	<p><u>Wednesday, November 22, 2017 – cancelled</u></p>
<p><u>Wednesday, December 13, 2017</u></p> <ul style="list-style-type: none"> • 2018 RTP: Project Update – Information/Discussion (Kim Ellis, Metro; 15 min) • <i>Anti-Displacement Strategies: Panel Discussion (multiple; 60 min)</i> • <i>MPAC in 2018</i> 	<p><u>Wednesday, December 27, 2017 – cancelled</u></p>

<p><u>Wednesday, January 10, 2018</u></p>	<p><u>Wednesday, January 24, 2018</u></p> <ul style="list-style-type: none"> • 2018 RTP Engagement and Regional Leadership Forum #4 – Information/Discussion (Cliff Higgins, Metro; 15 min) • Draft RTP Findings and Policy Update – Information/Discussion (Kim Ellis, Metro; 25 min)
<p><u>Wednesday, February 14, 2018</u></p>	<p><u>Wednesday, February 28, 2018</u></p> <ul style="list-style-type: none"> • Draft RTP Policies – Information/Discussion (Kim Ellis, Metro; 25 min) • Draft RTX Policies and Strategies – Information/Discussion (Eliot Rose, Metro; 20 min)
<p><u>Wednesday, March 14, 2018</u></p> <ul style="list-style-type: none"> • Draft Freight Strategy – Information/Discussion (Tim Collins, Metro; 20 min) • Draft Safety Strategy – Information/Discussion (Lake McTighe, Metro; 20 min) 	<p><u>Wednesday, March 28, 2018</u></p>
<p><u>Wednesday, April 11, 2018</u></p>	<p><u>Wednesday, April 25, 2018</u></p>
<p><u>Wednesday, May 9, 2018</u></p>	<p><u>Wednesday, May 23, 2018</u></p> <ul style="list-style-type: none"> • Draft RTX – Information/Discussion (Eliot Rose, Metro; 20 min)

Upcoming events:

- February 2018: RTP Regional Leadership Forum #4 (Finalizing Our Shared Plan for the Region)

Parking lot:


- Presentation on health & land use featuring local projects from around the region
- Greater Portland, Inc. update
- “Unsettling Profiles” presentation by Coalition of Communities of Color
- System development charges (SDCs)
- City of Portland inclusionary housing
- Economic Value Atlas
- Transportation Resiliency
- Self-driving cars
- Ridership Analysis (TriMet)

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: October 12, 2017
To: MPAC
From: Tom Kloster, Acting MTAC Chair 
Subject: MTAC Nominations for MPAC Consideration

We received nominations for the Commercial/Industrial and Washington County: Other Seats on MTAC.

NAIOP has nominated Jody Cienfuegos as the alternate for the Commercial/Industrial seat. Dr. Gerard Mildner is the primary member.

The City of Sherwood has nominated Erika Palmer for the Washington County: Other Cities seat.

Please consider these nominations for MTAC membership. Per MPAC's bylaws, MPAC may approve or reject any nomination submitted.

If you have any questions or comments, please do not hesitate to contact me.

Thank you.



METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes

October 11th, 2017

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Emerald Bogue
Steve Callaway
Sam Chase
Carlotta Collette
Betty Dominguez
Amanda Fritz
Mark Gamba (*Chair*)
Jeff Gudman
Kathryn Harrington
Jerry Hinton
Gordon Hovies
Nathan Phelan
Craig Prosser
Peter Truax
Martha Schrader

ALTERNATES PRESENT

Gretchen Buehner
Carrie McLaren

MEMBERS EXCUSED

Betty Dominguez
Andy Duyck
Larry Morgan

AFFILIATION

Port of Portland
City of Hillsboro, Largest City in Washington County
Metro Council
Metro Council
Citizens of Washington County
City of Portland
City of Milwaukie, Other Cities in Clackamas County
City of Lake Oswego, Largest City in Clackamas County
Metro Council
City of Gresham
Tualatin Fire and Rescue, Special Districts in Washington County
Special Districts in Multnomah County
TriMet
City of Forest Grove, Other Cities in Washington County
Clackamas County
City of King City, Other Cities in Washington County
Oregon Department of Land Conservation and Development

AFFILIATION

Citizens of Clackamas County
Washington County
City of Troutdale, Other Cities in Multnomah County

OTHERS PRESENT: Adam Barber, Zoe Monahan, Ken Gibson, Jennifer Donnelly, Peggy Sheehan, Mary McNelly

STAFF: Ted Reid, Emily Lieb, Ramona Perrault, Nellie Papsdorf, Miranda Mishan, Elissa Gertler, Roger Alfred, Ernest Hayes

1. CALL TO ORDER, SELF INTRODUCTIONS, CHAIR COMMUNICATIONS

MPAC Chair Mark Gamba called the meeting to order at 5:10 pm. He announced that the committee would hear action items before information/discussion items.

Chair Gamba reminded members about the 2017 Build Small Summit in November at Portland State University. He noted that discounted registration was available to Metro jurisdictional staff and elected officials.

2. CITIZEN COMMUNICATIONS

There was none.

3. COUNCIL UPDATE

Councilor Kathryn Harrington discussed updates listed on Metro's October Hotsheet. She highlighted the Let's Talk Trash leadership forum and extended an invitation to committee members. Councilor Harrington reminded committee members of the Salmon Homecoming event coming up at Oxbow Park.

4. MPAC MEMBER COMMUNICATION

Mr. Craig Prosser reminded MPAC members that TriMet was conducting a study on ridership. He provided an update on the study's findings so far.

5. CONSENT AGENDA

- **Consideration of September 27, 2017 Minutes**

MOTION: Mayor Jeff Gudman moved and Ms. Gretchen Buehner seconded to adopt the consent agenda.

ACTION: With all in favor, the motion passed.

6. ACTION ITEMS

6.1 Expectations for Cities Proposing Residential Urban Growth Boundary Expansions

Metro's Planning Director Ms. Elissa Gertler explained that there had been a lot of work on the part of MTAC to bring this information to the table. She introduced Mr. Ted Reid from Metro's Planning and Development Department and Mr. Roger Alfred, from the Office of Metro Attorney.

Key elements of the presentation included:

Mr. Reid provided background and recounted past direction on the Metro Urban Growth Boundary code. He highlighted the main goal of the item, which was to have an outcomes based approach grounded in an agreement on urban and rural reserves Mr. Reid added that they would give thought to the expansions before they happened.

Mr. Reid discussed the two categories for expansions created by the UGB Expansion Readiness Taskforce. He explained that the taskforce recommendations went to the council and were accepted. Mr. Reid noted that feedback had been received from two local jurisdictions, and that staff from Metro and those jurisdictions had been working together to address concerns.

Mr. Alfred provided details of the amendments to the Metro code and how they would apply in practice. He explained that some of the changes made to the amendments were made after letters from local jurisdictions were sent.

Mr. Alfred recounted that other changes had happened since the last MPAC meeting. He highlighted the legislative criteria for the Metro code and explained how these amendments adhered to the legislative criteria.

Member discussion included:

- Councilor Harrington asked for clarity of phrasing on a change on page five of the list of amendments. Mr. Reid explained that MTAC recommended that there should be administrative guidance to clarify some of the less clear points. He explained that her question would be explained by this guidance. Councilor Harrington recommended just making the language more clear. Mr. Alfred commented that he thought it worked better as it was.
- Ms. Carrie MacLaren reminded the presenters to make the same changes in the mid-cycle amendments. Mayor Callaway explained that in the mid-cycle it would be good to reflect on what went well and what didn't. Ms. MacLaren agreed with Mayor Callaway. She expressed her endorsement of the recommendation.
- Ms. Buehner commented that most jurisdictions do master planning about every five years and noted that it was important to avoid forcing a jurisdictions decision making just because of timing.

MOTION: Commissioner Amanda Fritz moved and Ms. Beuhner seconded to add the words "and distribution" in section 1428.b.1 and section 1425.b.1 after the word "forecast".

ACTION: With all in favor, the motion passed.

MOTION: Commissioner Fritz moved and Ms. Buehner seconded to forward a recommendation to the Metro Council on the proposed sections.

ACTION: With all in favor, the motion passed.

7. INFORMATION/DISCUSSION ITEMS

7.1 Housing Trends and Policies around the Region: Milwaukie and Clackamas County

Chair Gamba reminded members that this presentation was a part of an ongoing dialogue requested by MPAC to report on how the region was growing. He introduced Ms. Alma Flores from the City of Milwaukie and Mr. Vahid Brown from Clackamas County.

Key elements of the presentation included:

Ms. Flores provided geographic context for Milwaukie and explained that there hadn't been a huge amount of growth in Milwaukie until recently. She noted that it was in a strategic location.

Ms. Flores discussed some of the demographics of the city, including home prices, median family income and job rates. She discussed some of the zoning, and used an image to contextualize the impact of zoning in Milwaukie. Ms. Flores explained Milwaukie's regulatory processes and noted some of the areas that lacked. She suggested that these processes may be the reason that growth has lacked in the city.

Ms. Flores emphasized the lack of financial incentives. She recounted that 43% of households spent more than 30% of income on rent, and 22% spent more than 50% of income on rent. Ms. Flores emphasized that the goal was to level the playing field in the city and not simply cater to higher income people. Ms. Flores shared the city had a deficit of 900 affordable rental units, and that while this was a significant deficit of affordable units, there was a surplus of units overall.

Ms. Flores acknowledged that residential construction had been slow over the years, but with the installation of the light rail station, development was increasing. She provided some examples of development happening in the city.

Ms. Flores recounted housing affordability actions in Milwaukie since 2015. She described them as attempts to be proactive instead of reactive. Ms. Flores noted that the city was looking at a CET to fund affordable housing and potentially looking to wave SDC's for ADU's and other affordable developments.

Ms. Flores discussed the four themes of a "quadruple bottom line" lens to apply to planning. She highlighted housing needs in Milwaukie and projected future needs. Ms. Flores explained the comparison of need and supply and recounted plans for addressing the needs.

Mr. Vahid Brown discussed some of the general housing statistics in Clackamas County. He emphasized that there was a significant deficit in affordable housing, and that these units did not exist in the county.

Mr. Brown announced that the county was taking a lead on a county wide housing assessment, and he described the strategy for assessment being used as a "housing continuum". He highlighted the project of transitional shelter communities and noted that \$300,000 had been set aside for village development on county owned land geared towards houseless veterans. Mr. Brown described the perspective and steps that went into this project, as well as the project's goals.

Mr. Brown described the housing authority development objectives, and recounted the six objectives and how they factored into Clackamas County's housing goals. He highlighted some of the county's new developments and investments in housing.

Mr. Brown spoke to regional strategies for addressing the housing crisis, and explained that they had been looking at regional models around the state.

Member discussion included:

- Mayor Pete Truax asked for clarification on the difference between houselessness and homelessness. Mr. Brown suggested that homeless had a stigma attached, while houselessness focused the problem on housing. Mayor Truax noted that it was important to remember that even if someone had a house to stay in they could still be homeless.

- Ms. MacLaren expressed her thanks for the presentations and added that it was great to hear what was happening in the region to address housing needs.
- Mayor Truax asked if there could be a discussion at MPAC about the importance of water conservation and availability, and recommended that Metro have a seat at the table in such conversations because of the role of Metro in water conservation. Ms. Buehner expressed agreement with Mayor Truax's concerns.

ADJOURN

MPAC Chair Gamba adjourned the meeting at 6:58 pm.

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "Miranda Mishan", with a horizontal line extending to the right.

Miranda Mishan
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF OCTOBER 11, 2017

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
3.1	Handout	10/1/2017	Metro October Hotsheet	101117m-01
6.1	PowerPoint	10/11/17	Milwaukie Housing Update Presentation	101117m-02
6.1	PowerPoint	10/11/17	Clackamas County Housing Update Presentation	101117m-03
7.1	Letter	10/11/17	Washington County Letter of Support	101117m-04
7.1	Letter	10/11/17	City of Beaverton Letter of Support	101117m-05

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: October 25, 2017
To: Metro Policy Advisory Committee (MPAC) and interested parties
From: Eliot Rose, Senior Technology Strategist
Subject: Metro's Emerging Technologies Strategy

PURPOSE

This memo and the accompanying presentation provides an update on the goals, content, and process for Metro's Emerging Technologies strategy and how it relates to the RTP.

ACTION REQUESTED

The purpose of this presentation is to introduce Metro's Emerging Technologies strategy overall, and specifically how it relates to the RTP, to the Metro Policy Advisory Committee and receive initial feedback from MPAC members. The attached matrix will be used during the presentation and identifies the potential impact that emerging technologies may have on our ability to meet existing RTP goals.

Initial assessment of how emerging technologies stand to affect current RTP goals

Goal	Key technologies	Promise	Peril
Goal 1: Foster Vibrant Communities and Efficient Urban Form	<ul style="list-style-type: none"> • AVs/CVs • Shared mobility 	<ul style="list-style-type: none"> • AVs minimize space needed for parking 	<ul style="list-style-type: none"> • People move further from centers as driving becomes more convenient • AVs turn local streets into mini-highways bisecting communities
Goal 2: Sustain Economic Competitiveness and Prosperity	<ul style="list-style-type: none"> • All 	<ul style="list-style-type: none"> • Make travel throughout the region more reliable and efficient • Innovative approaches attract new companies and investment 	<ul style="list-style-type: none"> • Automation will likely eliminate jobs in the transportation sector • By making driving more convenient, AVs could increase demand and congestion • Many other regions are competing as technology innovators
Goal 3: Expand Transportation Choices	<ul style="list-style-type: none"> • Shared mobility • AVs/CVs 	<ul style="list-style-type: none"> • New shared mobility services (bike share, scooter share) provide a greater variety of travel options • Autonomous vehicle technologies create opportunities to expand transit and shared mobility service 	<ul style="list-style-type: none"> • Shared mobility, especially ridesharing, competes with transit rather than supporting it • Innovation focuses on improving vehicle travel, undermining other modes
Goal 4: Emphasize Effective and Efficient Management of the Transportation System	<ul style="list-style-type: none"> • ITS • Travel info AVs 	<ul style="list-style-type: none"> • New data and systems make management easier and more effective • AVs manage themselves 	<ul style="list-style-type: none"> • As negative impacts of driving are reduced, some people are willing/able to spend longer time periods in their car, leading to increased demand. These residents can work while the AV drives, but others whose work requires them to be physically present face escalating unproductive commute time • State, regional, and local governments could be pre-empted from managing some aspects of AV travel
Goal 5: Enhance Safety and Security	<ul style="list-style-type: none"> • AVs/CVs • ITS • Travel info 	<ul style="list-style-type: none"> • AVs operate more safely than human-operated cars, reducing collisions • Better data is available on how people respond to emergencies, and better systems are available to coordinate responses 	<ul style="list-style-type: none"> • People may not feel safe walking/biking next to high-speed traffic
Goal 6: Promote Environmental Stewardship	<ul style="list-style-type: none"> • EVs • AVs/CVs • Shared mobility • ITS 	<ul style="list-style-type: none"> • EVs will continue to mature, and vehicles will produce fewer emissions per mile • ITS strategies help vehicles operate more efficiently • Shared mobility has the potential to reduce vehicle trips 	<ul style="list-style-type: none"> • Total miles driven are likely to increase due to AVs, which means that the region may see an increase in total emissions even as cars become cleaner • AV-induced sprawl could increase development pressure on farmlands and natural areas •

Goal	Key technologies	Promise	Peril
Goal 7: Enhance Human Health	<ul style="list-style-type: none"> • EVs • AVs/CVs • Shared mobility • ITS 	<ul style="list-style-type: none"> • AVs could support walkable communities by reducing land required for parking • Bike share promotes active transportation • Cars are likely to become cleaner • ITS strategies help vehicles operate more efficiently 	<ul style="list-style-type: none"> • AVs could make communities less walkable if ped facilities are not improved • Total miles driven are likely to increase due to AVs, which means that the region may see an increase in total emissions even as cars become cleaner • AV-induced sprawl could increase development pressure on farmlands and natural areas
Goal 8: Demonstrate Leadership on Reducing Greenhouse Gas Emissions	<ul style="list-style-type: none"> • EVs • AVs/CVs • Shared mobility • ITS 	<ul style="list-style-type: none"> • EVs will continue to mature, and vehicles will produce fewer emissions per mile • ITS strategies help vehicles operate more efficiently • Shared mobility has the potential to reduce vehicle trips 	<ul style="list-style-type: none"> • Total miles driven are likely to increase due to AVs, which means that the region may see an increase in total emissions even as cars become cleaner
Goal 9: Ensure Equity	<ul style="list-style-type: none"> • All 	<ul style="list-style-type: none"> • Shared mobility has the potential to reduce household transportation costs, particularly if it enables households to shed a vehicle • Some technologies may make it easier and cheaper to provide access to currently underserved areas 	<ul style="list-style-type: none"> • Users of EVs, shared mobility, and data tools are wealthier and whiter than average • Access to new technologies often depends smart phones and bank accounts, which low-income people are less likely to have • Private shared mobility services usually focus on serving compact communities where housing is more expensive, not HMCs • Few shared mobility services offer accommodations for people with disabilities
Goal 10: Ensure Fiscal Stewardship	<ul style="list-style-type: none"> • All 	<ul style="list-style-type: none"> • Improved data can support better performance-based decision-making 	<ul style="list-style-type: none"> • Uncertainty about the future of transportation makes it challenging to make fiscally responsible decisions • AVs, EVs and shared mobility have the potential to undermine key sources of transportation revenue
Goal 11: Deliver Accountability	<ul style="list-style-type: none"> • All 	<ul style="list-style-type: none"> • Technologies generate data that can be used to manage the transportation system • New tools create opportunities for more meaningful and widespread public involvement 	<ul style="list-style-type: none"> • Private companies have so far been reluctant to share the data that public agencies would need to hold them accountable • Jurisdictions often struggle to manage their systems to obtain the data they need, and ensure that it is compatible with existing data sources

MPAC Worksheet

Agenda Item Title: Housing trends and policies around the region: Wilsonville and Beaverton

Presenter: Chris Neamtzu, City of Wilsonville

Anna Slatinsky and Cadence Petros, City of Beaverton

Contact for this worksheet/presentation: Ted Reid, ted.reid@oregonmetro.gov

Purpose/Objective

Provide MPAC with an opportunity to hear about and discuss housing trends, policies, challenges, and opportunities around the region.

Action Requested/Outcome

No action required. This agenda item is part of a series to provide MPAC with additional background on housing-related topics. The intent is to inform MPAC's discussion of projects such as the 2018 urban growth management decision, the Equitable Housing Initiative, the 2018 update of the Regional Transportation Plan, and the Southwest Corridor Equitable Development Strategy.

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

When the Metro Council made an urban growth management decision in November 2015, the Council directed staff to provide ongoing opportunities for dialogue about development and growth trends. The [Regional Snapshots](#) program provides ongoing reporting as well as occasional speaker events. A forthcoming fall 2017 Regional Snapshot will be about housing. Over the coming weeks, MPAC will also have opportunities to hear about and discuss housing trends in several communities, including (tentative).

September 27: Portland and Hillsboro

October 11: Milwaukie and Clackamas County

October 25: Wilsonville and Beaverton

Early 2018: Tigard

What packet material do you plan to include?

None

Materials following this page were distributed at the meeting.



Metro

Metro's strategy for emerging technologies in the RTP and beyond: an overview

Metro Policy Advisory
Committee, October 25, 2017

Goals of this presentation

- Introduce Metro's approach to the regional technology strategy
- Answer questions and receive feedback

“Emerging technologies”



Automated / connected vehicles (AVs/CVs)



Electric vehicles



Shared mobility (Uber, Lyft, BIKETOWN, Car2Go, ZipCar, Getaround, etc.)



Intelligent transportation systems



Traveler information and payment apps (moovel, Transit App, TriMet OTP)



The large amount of **data** that all of these new technologies generate.

Why are we doing this?

Techno-utopia or...



techno-dystopia?



The future is now, and we need to catch up.



TNCs now carry more people in Portland than taxis do, an estimated 7 million rides in 2017.



Car sharing services are operating over 1,000 vehicles within Portland.



Riders have logged over 300,000 trips on **BIKETOWN** since it was launched.

There are over 100,000 **EVs** in Oregon, with the majority located in the Portland region.



We could be seeing deployment of **AVs** in 1-5 ⁶ years.

New options could bring new benefits and new challenges



- More options, easier carpooling
- Saving money on car ownership
- A safer, more efficient transportation system
- Less air pollution

- Increased vehicle trips and congestion
- More VMT, more sprawl
- Competition with transit
- Communities get left out
- Public agencies have limited oversight and information

Not everyone benefits



Transit costs less than other shared modes, EVs cost more than comparable cars



TNCs could be discriminating against non-white riders



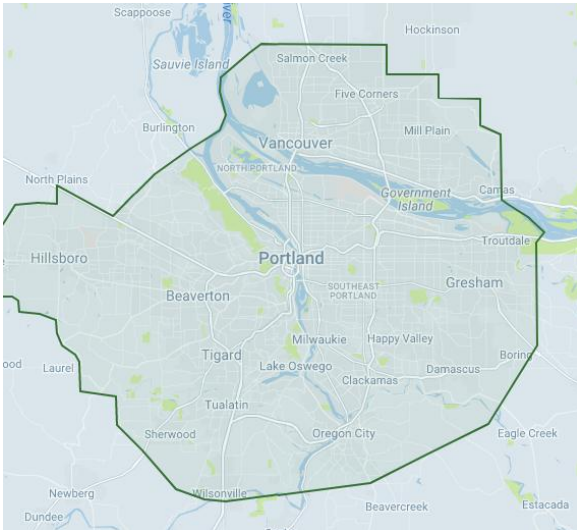
One in three Americans, and half of low-income households, lack a smartphone.



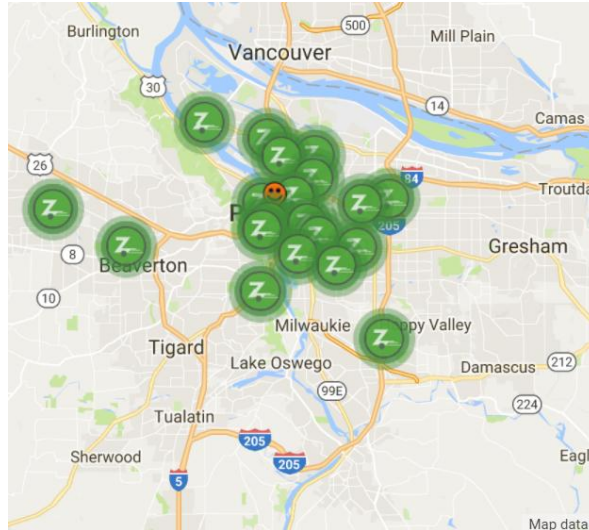
Taxis remain the mode of choice for wheelchair users, in spite of TNCs dominating the market.

Not everywhere benefits

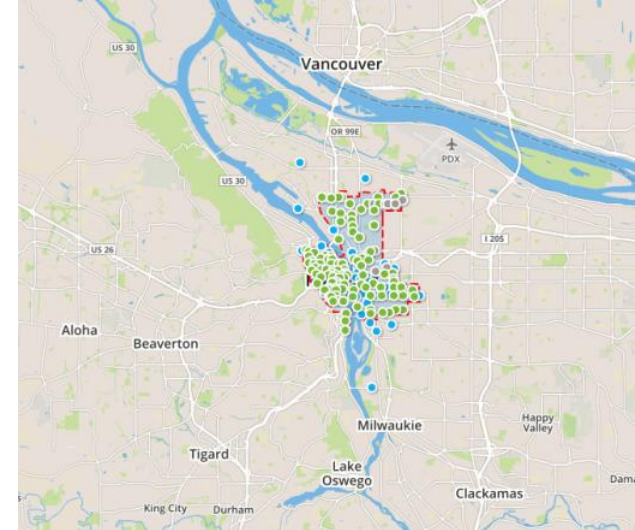
Uber



ZipCar



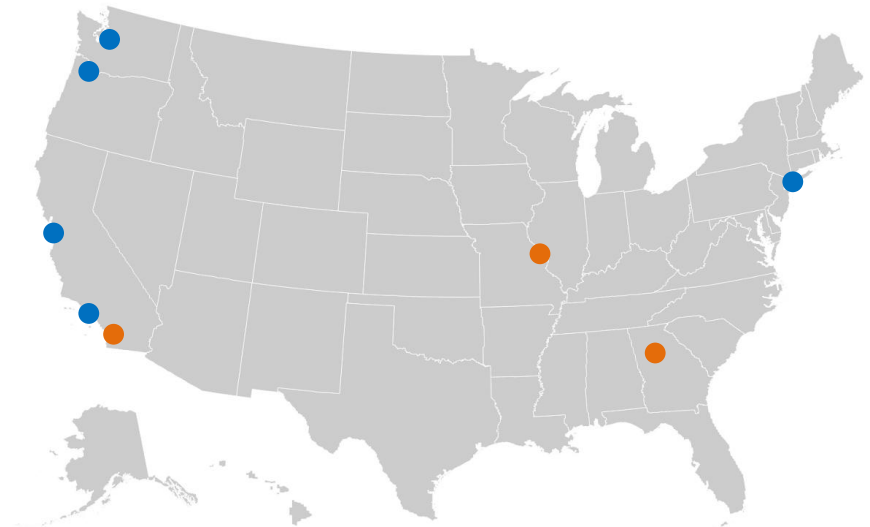
Bike share



**What do we learn from what our
peers and partners are doing?**

What have we done so far?

- Reviewed technology strategies from **cities** and **MPOs** across the U.S.
- Talked with 25 regional stakeholders (public agencies, tech firms, consultants, advocates).
- Collected feedback at RTO and TSMO workshops.



Lesson 1: Values don't change, challenges and tactics do.

Put People and Safety First

The public right-of-way is our most valuable and most flexible public space. Our streets should prioritize access for people, amplifying the role and value of walking, biking, and transit in Seattle. We respect the desire to retain and use privately owned vehicles but will continue to manage the transportation system to move people and goods safely and efficiently. Safety is paramount, no matter how you get around Seattle. Our streets should be comfortable and intuitive for our most vulnerable travelers (people walking and biking). Shared, automated, and other new mobility models should not only advance our Vision Zero safety goals, they should also maintain consumer protections.

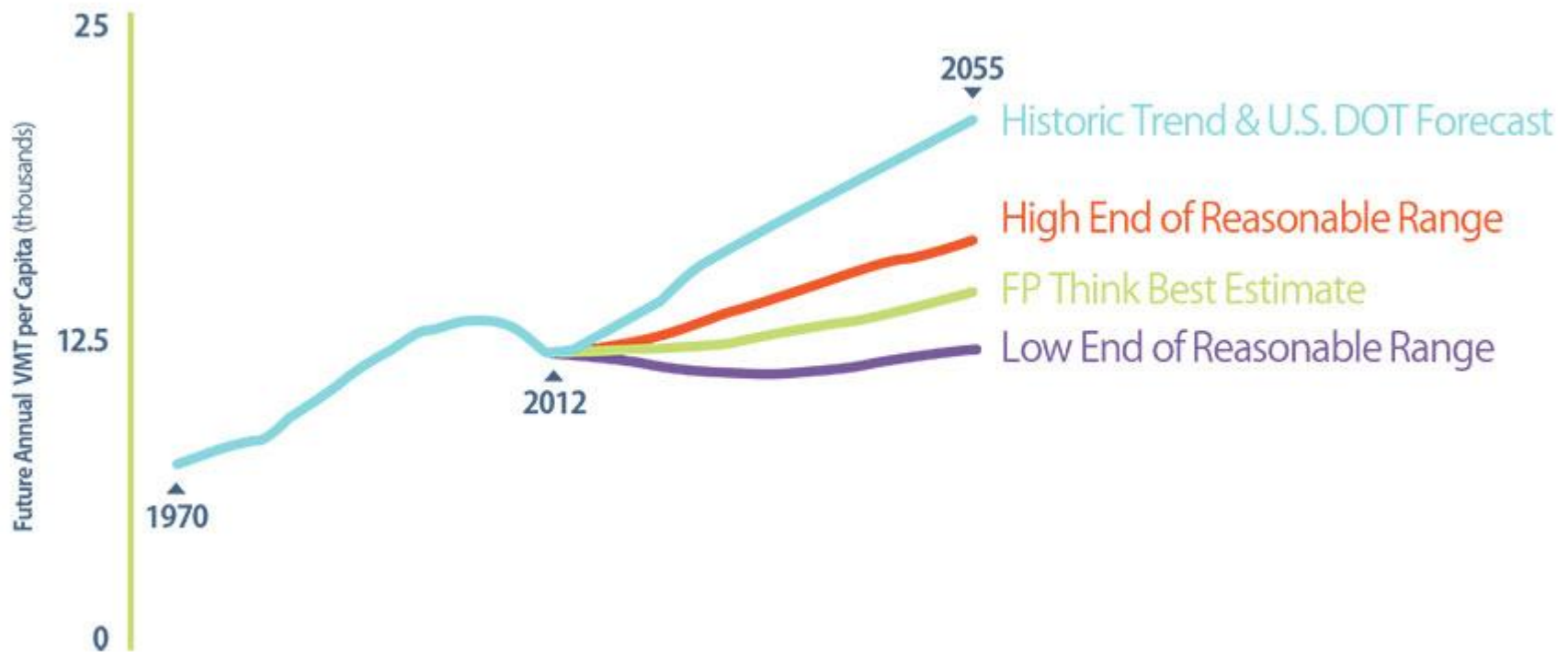
—Seattle New Mobility Playbook

2014 RTP: “Achieve modal targets for increased walking, bicycling, use of transit and shared ride and reduced reliance on the automobile and drive alone trips.”

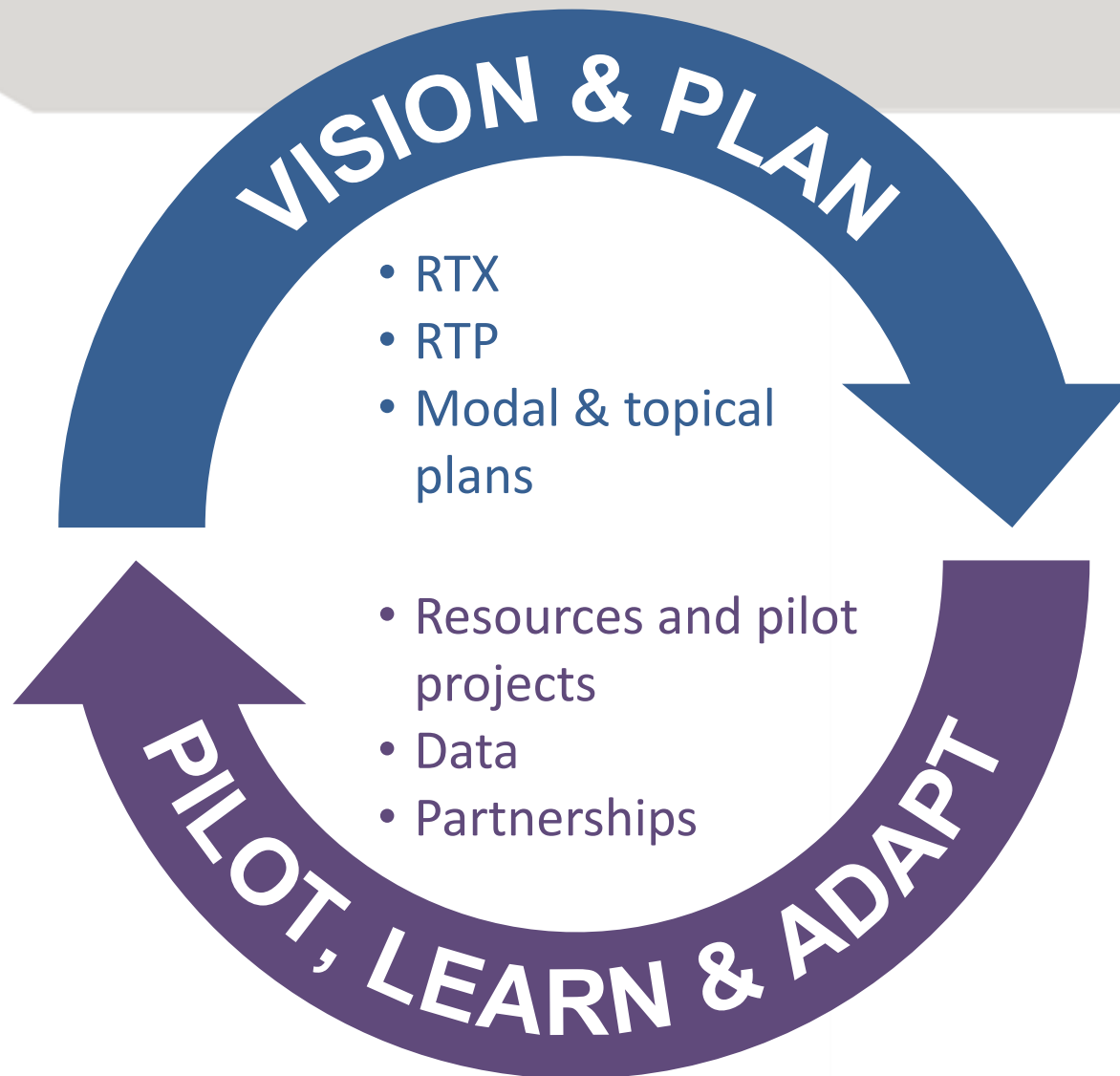
Lesson 2: We need a big-picture look *and* specific next steps.

- Regional plans tend to talk about “technology” in general
- Local plans often focus on specific technologies—shared mobility, data, etc.
- Planners focus more on broad policies
- People that build and operate the transportation system are often focused on a particular technology

Lesson 3: Be honest about what we don't know.



Lesson 4: Set the stage to test, learn and adapt.



RTX: our proposed approach

RTX: What it is

Three components:

- Impact assessment
- Policies and strategies
- Next steps for implementation

As a **standalone document** and **integrated throughout the RTP**



RTX: Challenges

- Varying needs and capacity across the region
- Limited capacity for analysis
- Limited time for engagement
- Need to be creative about implementation



Example: transportation choices

RTP goal	Expand Transportation Choices
Key technologies	Shared mobility, AVs/CVs, traveler information
Promise	Shared mobility increases travel options AVs create opportunities to expand the reach of transit
Peril	New modes compete with transit Innovation focuses on private vehicles
Potential policies	Emerging technologies must support, rather than compete with public transit services, must account for the operational needs of public transit and encourage use of high occupancy modes. (SFCTA)
Potential strategies	Innovate for choice: Prioritize technology pilots and projects that support transit, ridesharing, and bicycling/walking Develop marketplaces: Make it easy for all travelers to seamlessly and competitively compare and book trips

Proposed RTX development process

	Aug. 2017	Sept. 2017	Oct. 2017	Nov. 2017	Dec. 2017	Jan. 2018	Feb. 2018	Mar. 2018	Apr. 2018
Metro Council			Direction on approach			Provide direction on RTX draft			
Technical committees		Feedback on approach				Provide feedback on RTX draft			
Policy committees			Feedback on approach					Feedback on RTX draft	
Stakeholder meetings	Develop approach, scope, policies, and actions								
Presentations to collaboratives				Feedback on draft policies					
Outreach events					Feedback on draft policies				

Questions and feedback

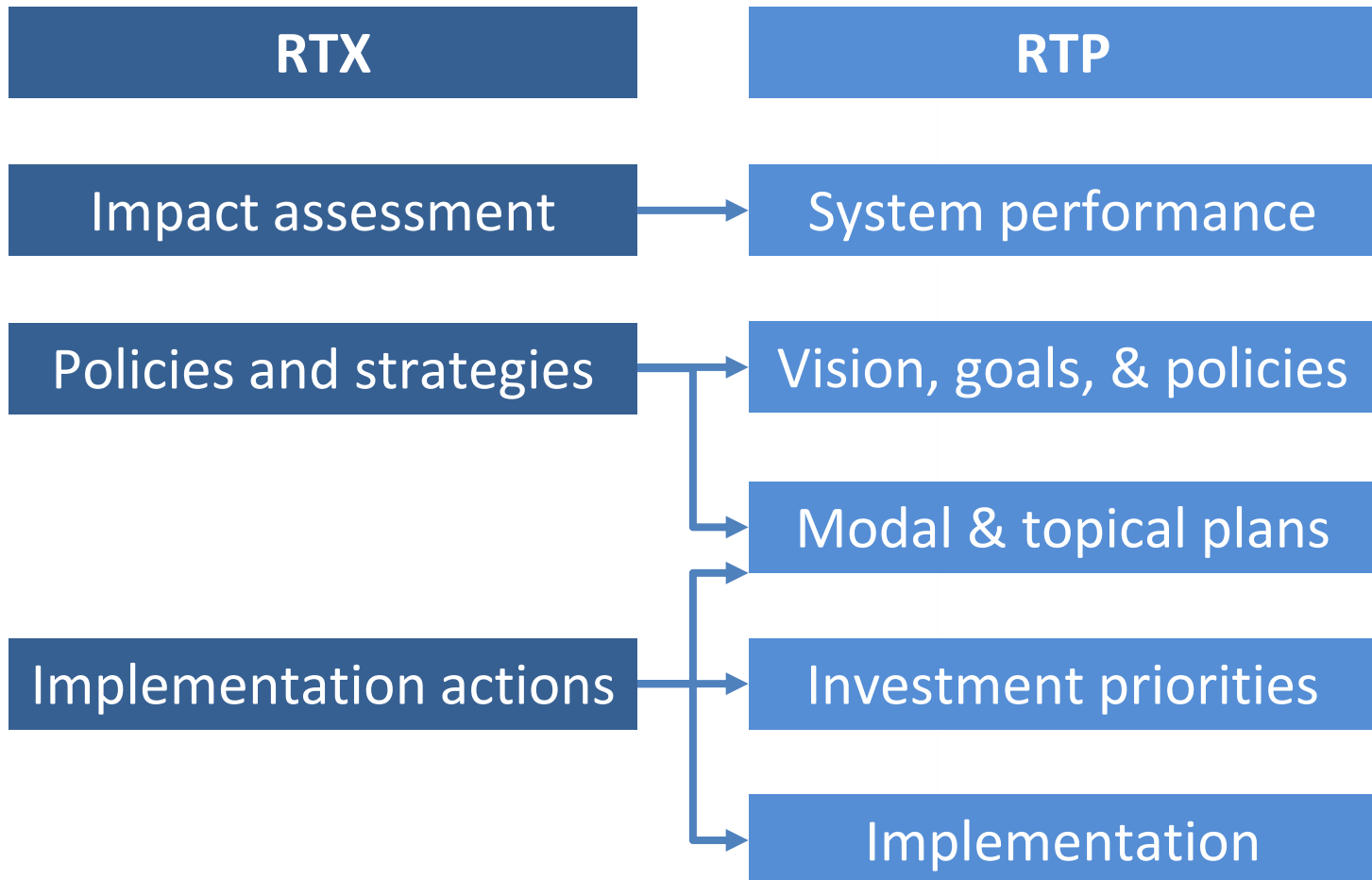
Eliot Rose

Senior Technology Strategist

eliot.rose@oregonmetro.gov

503.797.1825

How does it all fit into the RTP?



Potential implementation actions (next 2 years)

Potential actions	Data resources	Partnerships	Funding resources
Regional approach to transportation technology firms		✓	
Equity strategy for emerging technologies	✓	✓	
Create programs to fund innovation / pilot projects		✓	✓
Develop a regional data management plan	✓	✓	

Implementation needs to have a strong focus on equity

- It's where we see the most pressing challenges.
- We have a sense of the barriers that marginalized communities face, but we don't really know what they need.
- It's key to making technology work for many of our other goals (transportation choices, climate, environment, compact development)



Housing in the City of Wilsonville

October 25, 2017
MPAC Meeting

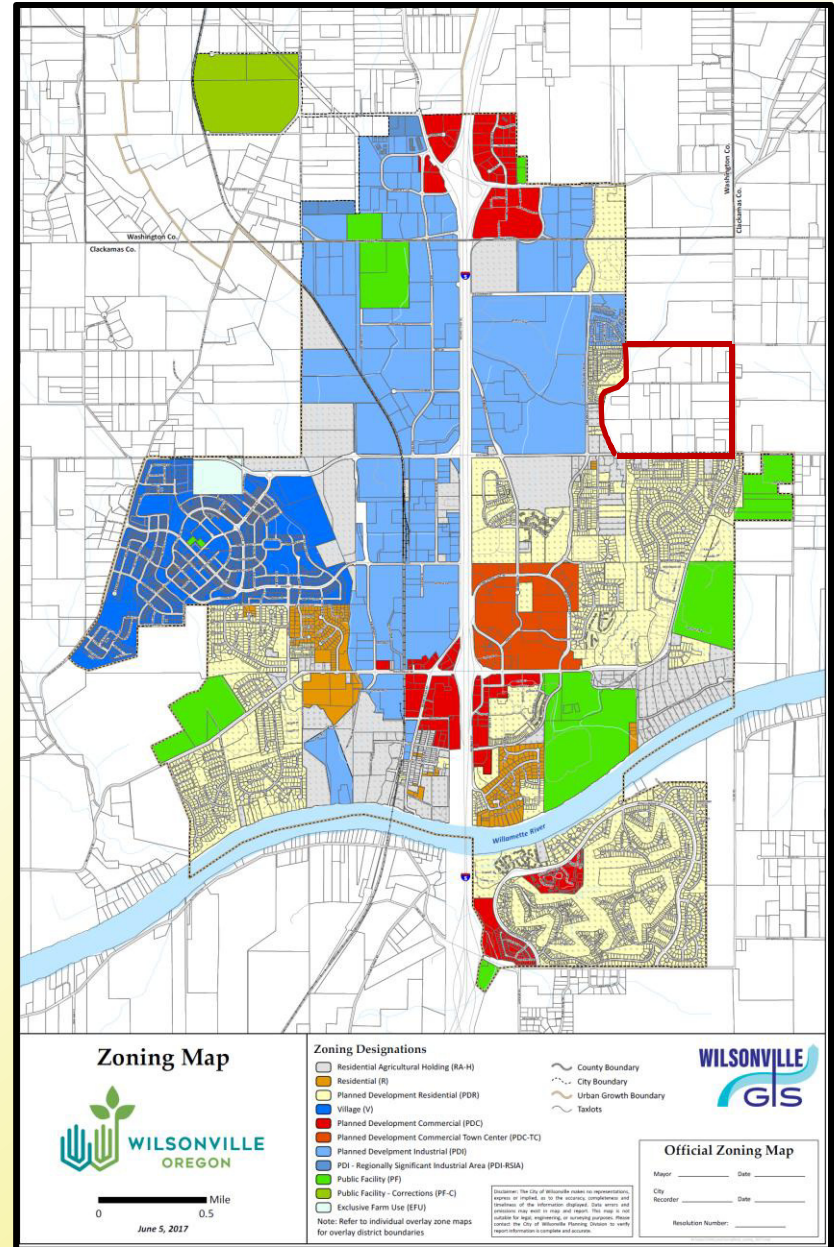
Mayor Tim Knapp
Chris Neamtzu, AICP
Planning Director



2016 Population: 23,740

Number of companies: >800

Number of jobs: >20,000

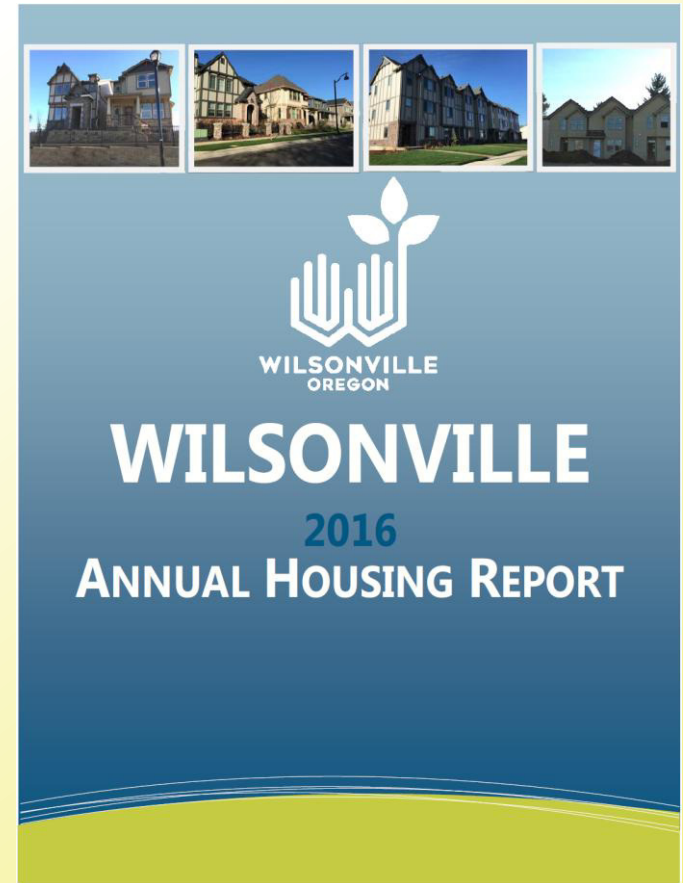




Annual Housing Report

Builds upon the 2014 Statewide
Planning Goal 10 Housing Needs
Analysis

- tracks permits and entitlements
- recent record breaking numbers
- share of buildable lands
- shift in housing prices and affordability

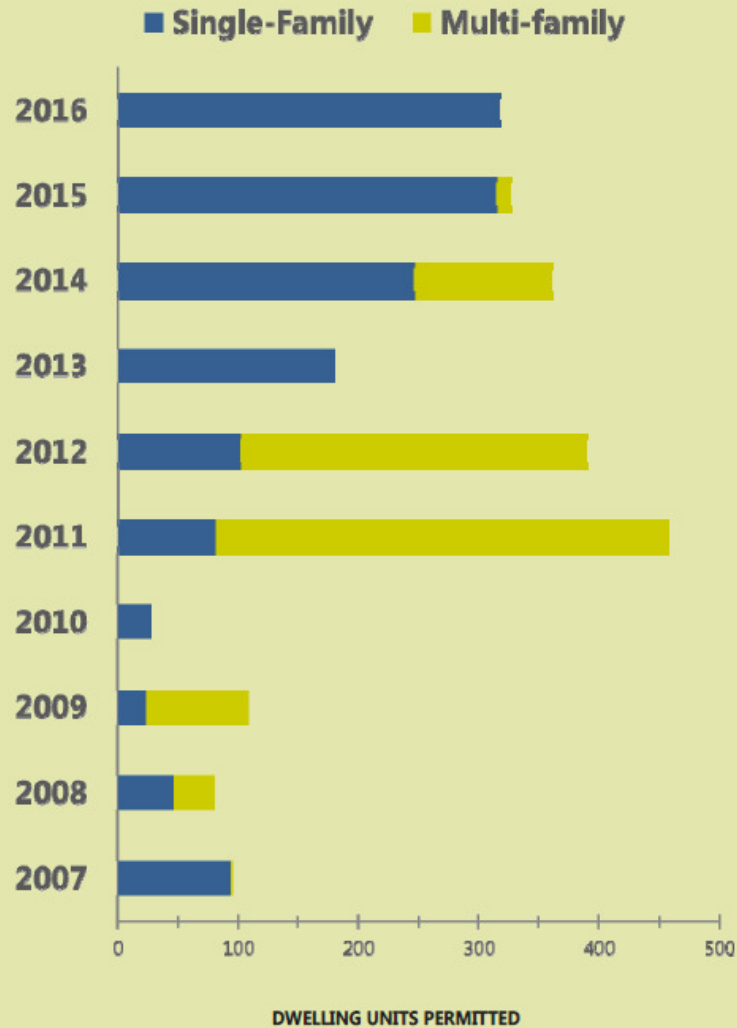




"I believe that our community benefits when we are better able to accommodate a range of housing options desired by residents at different times of their lives: as singles, couples, families and retirees."

— Mayor Tim Knapp

10-YEAR DEVELOPMENT





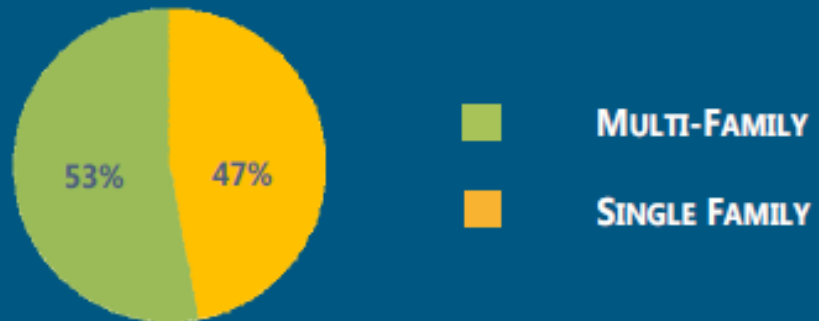
A SNAPSHOT OF 2016

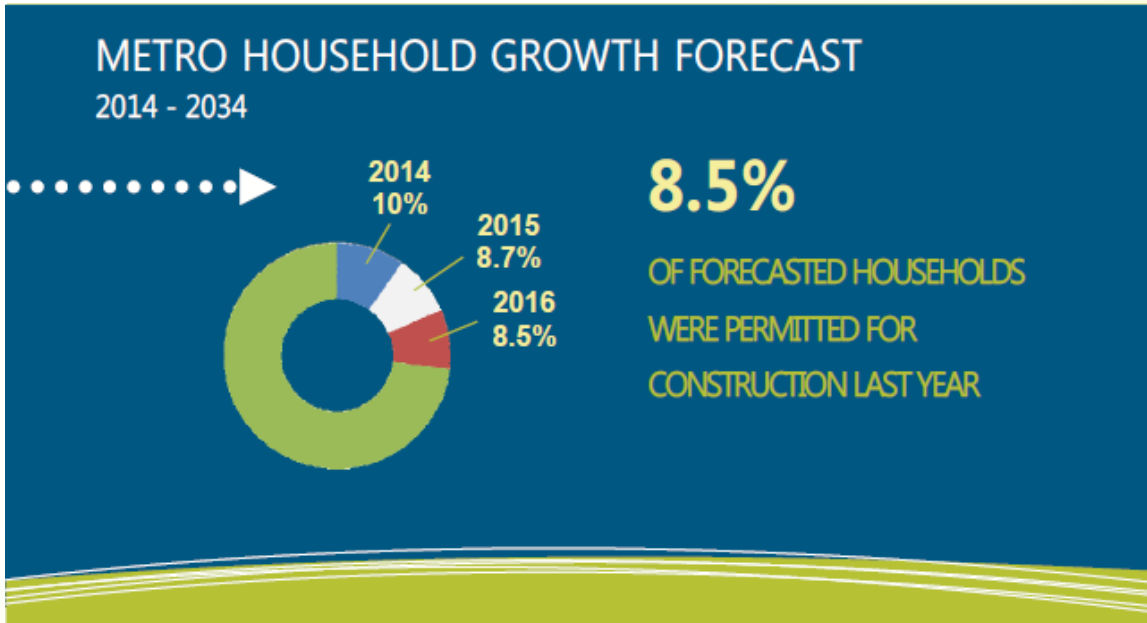
.....▶ **317** HOUSEHOLDS
PERMITTED

317 SINGLE-FAMILY **0** MULTI-FAMILY
100%

\$76,347,022 ◀.....
TOTAL VALUE OF CONSTRUCTION COSTS

CITYWIDE HOUSEHOLD INVENTORY







TRENDS AND TIMELINE

	POPULATION / GROWTH <small>Sources: US Census and PSU (People)</small>		HOUSEHOLD GROWTH (HOMES)		AVERAGE SELLING PRICE OF HOME <small>Source: Zillow.com</small>	
2016	↑ 3.8%	23,740	↑ 3.1%	317	↑ 1.7%	\$391,000
2015	↑ 4.0%	22,870	↑ 3.3%	326	↑ 8.2%	\$384,500
2014	↑ 2.3%	21,980	↑ 3.8%	360	↑ 11%	\$355,400
2013	↑ 4.3%	21,484	↑ 1.9%	180	↑ 8.3%	\$320,000
2012	↑ 5.1%	20,604	↑ 4.3%	389	↑ 0%	\$296,000
2011	↑ 0.3%	19,597	↑ 5.3%	457	↓ -8%	\$296,000
2010	↑ 1.1%	19,540	↑ 0.3%	28	↓ -6%	\$321,000
2009	↑ 1.6%	19,327	↑ 1.3%	108	↓ -9%	\$343,000
2008	↑ 1.6%	19,020	↑ 1.0%	80	↓ -7%	\$379,000
2007	↑ 4.3%	18,725	↑ 1.2%	95	↑ 3%	\$406,000





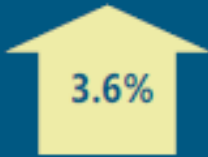
WILSONVILLE
OREGON

\$391,000

=

A MORTGAGE PAYMENT OF **38%**
OF THE AVERAGE FAMILY'S INCOME

AVERAGE SELLING PRICE
SOURCES: ZILLOW.COM, REALTOR.COM



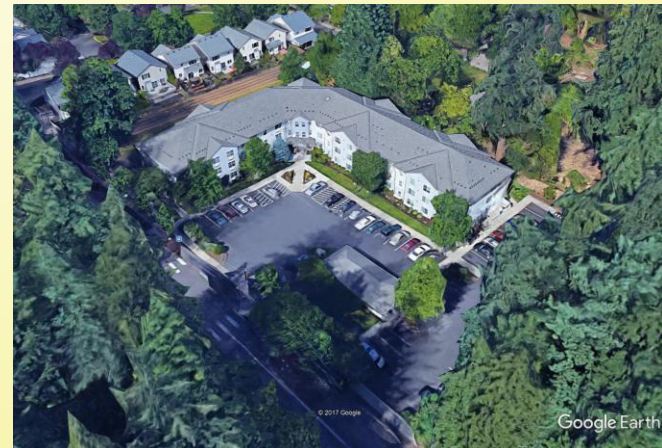
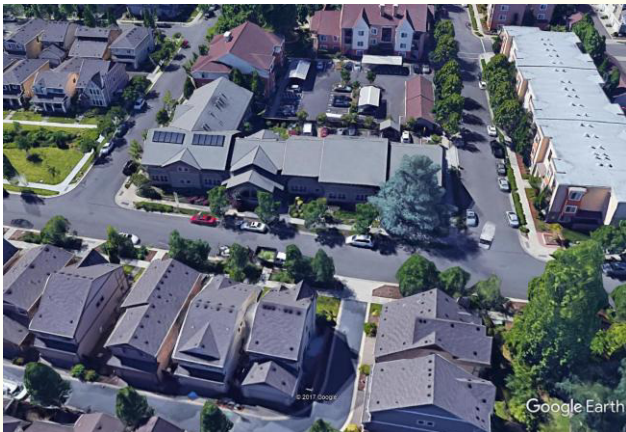
in 2016



Housing Policies

Property tax exemption

- Long-standing policy benefitting affordable housing projects that meet federal guidelines (60% of median or below)
- 5 multi-family properties with a total of 366 dwelling units
- Assessed value of exempt properties >\$20M
- Over \$288,000 in rental savings for tenants/per year
- Total amount of foregone property tax to city is >\$51K/year



Housing Policies

Accessory Dwelling Unit (ADU's) SDC waiver

- In 2010, Council elected to waive all SDC's associated with ADU's
- Policy was intended to encourage the creation of this housing type
- To date, there are 6 ADU's constructed in the City
- None have been constructed in Villebois



Housing Policies

Mobile Home Park Closure Ordinance (2007)

- Requires reimbursement to home owners who are subject to displacement as part of a Mobile Home Park closure
- \$750,000 seeded the compensation fund
- City in partnership with NW Housing Alternatives constructed Creekside Woods (84 senior units)



Housing Policies

Equitable Housing Strategic Plan

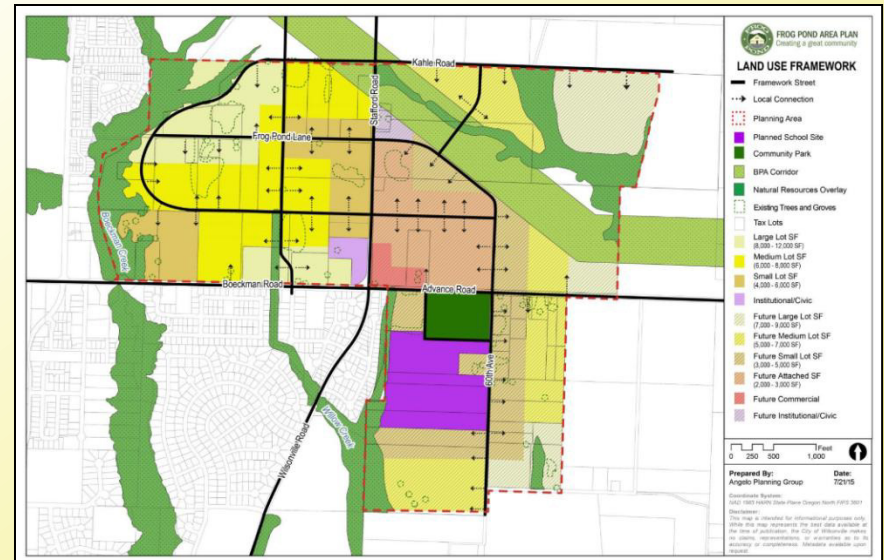
- Assess affordability of housing market and city demographics
- Determine gaps in housing supply vs. need
- Adopt / implement programs and policies to address gap



Frog Pond

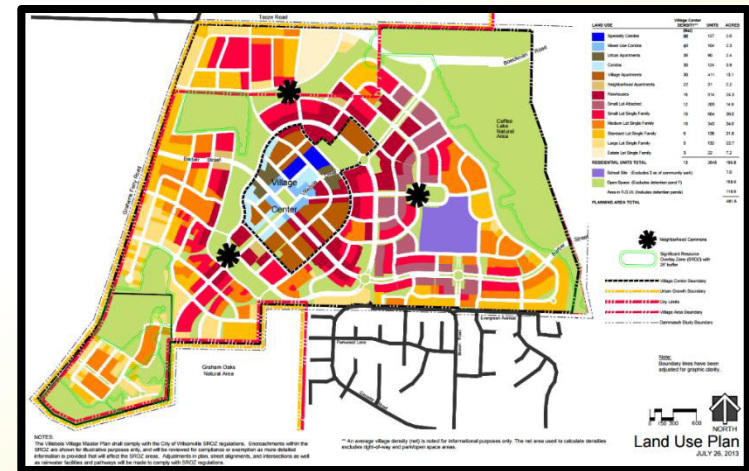
Infrastructure Supplemental Fee

- Concept plan adopted in November, 2015
- Master Plan for the West Neighborhood adopted in July, 2017
- Infrastructure Funding Plan adopted in August, 2017
- Fee covers public construction of Boeckman and Stafford Roads, sewer, water and neighborhood park
- \$15,814/door supplemental fee



Villebois

- 500 acres
- Significant public-private partnership
- \$70M in off-site infrastructure, \$70M in on-site improvements
- 2,600 homes at buildout
- Mental health housing
- Over 70% complete
- 95% of entitlements granted
- Diverse housing types at a variety of price points



Villebois



Villebois



8-Plex



8-Plex



Detached row homes



Modern detached rows



4-Plex





WILSONVILLE
OREGON

3-unit condominium



Vertical mixed use



Multi-family



Duplex





Duplex

Carriage Homes



Single-family



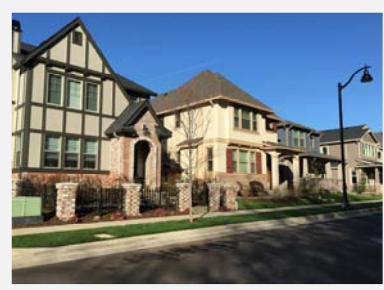
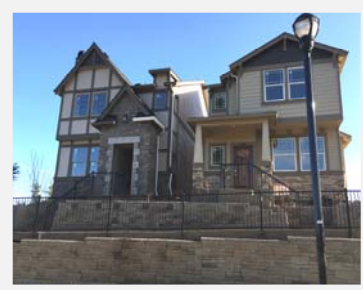
Single-family



Questions?

Mayor Tim Knapp
Chris Neamtzu, Planning Director





WILSONVILLE
OREGON

WILSONVILLE

2016

ANNUAL HOUSING REPORT

ORIGINAL PUBLICATION: MARCH 2017

The City of Wilsonville Building Permit Database was the primary source for the data and information presented in this report.

Staff of the City of Wilsonville prepared this report, with special acknowledgement to:

CHRIS NEAMTZU, PLANNING DIRECTOR
MIRANDA BATESCHELL, LONG-RANGE PLANNING MANAGER
JENNIFER SCOLA, ASSOCIATE PLANNER
CHARLIE TSO, ASSISTANT PLANNER
TAMI BERGERON, ADMINISTRATIVE ASSISTANT
DAN STARK, GIS MANAGER
BECKY WHITE, PERMIT TECHNICIAN
SUSAN ROTHENBERGER, GIS & MAPPING TECHNICIAN



29799 Town Center Loop East
Wilsonville, OR 97070
503-682-1011 Phone
503-682-1015 Fax Administration
503-682-7075 Fax Community Development
www.ci.wilsonville.or.us

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A SNAPSHOT OF 2016

.....▶ **317** HOUSEHOLDS PERMITTED

317 SINGLE-FAMILY **0** MULTI-FAMILY
100%

\$76,347,022 ◀.....
TOTAL VALUE OF CONSTRUCTION COSTS

CITYWIDE HOUSEHOLD INVENTORY



.....▶ **HOUSEHOLD GROWTH**



8% POPULATION GROWTH (2014-2016)

"When you look at the numbers across the board, with the exception of multi-family housing, all three other categories seemed to nearly peak in 2016, giving us the highest total valuation for one year since incorporation of the city in 1969. While this is an extremely strong picture of growth and cause to celebrate success, we anticipate next year's building activity will cool slightly, bringing a more moderate level of growth."

– NANCY KRAUSHAAR

COMMUNITY DEVELOPMENT DIRECTOR

HOUSING ACTIVITY IN THE

In 2016 the City of Wilsonville continued to experience record-breaking residential development. During the past calendar year, a total of 317 new single-family homes were permitted; conversely, Wilsonville saw no multi-family residential permits issued in 2016. While the overall total of units did not surpass the 2015 total, it did exceed 2015's record single-family count of 312 permits. Additionally, 2016 saw the highest average home selling price since 2007; in 2016 the average home price was \$391,000—4% more than 2015. All together the new residential permits totaled to a construction value of \$76.3 million.

The areas in which housing was developed over the past year are more varied than years past, in that Wilsonville has experienced an increase of infill development (the development of vacant land enclosed by existing construction) as larger subdivisions are beginning to build out. Specifically, there has been an increase in independent developer projects around Canyon Creek Road, as well as Old Town. The strong focus in single-family residential development was anticipated, as 100% of the approved residential plans in 2015 were single-family. Moreover, the 2014 housing study identified a need for more detached-single family housing in the City. The impact of 2016's development has generated an increase in the percentage of single-family residences citywide. Currently, single-family homes represent 47% of the total housing supply, up from 45% in 2015. Looking forward, Wilsonville can anticipate a more balanced development pattern between single-family and multi-family residential, as 48% of the units in approved plans for housing in 2016 were single-family, while 52% were multi-family.

In 2016, the total number of new residential units permitted in Wilsonville is nearly 27% greater than the 10-year average of 244 units per year. This household growth represents an increase of 3.1% in 2016, following a growth rate of 3.3% in 2015. This growth pattern has slightly decreased a 10-year average household growth rate to 2.5% from 2.8% in both 2015 and 2014. Overall, Wilsonville's 2.5% average household growth rate continues to remain significantly above the 1.8% household growth assumed by the regional forecast.



158 HOMES

WERE APPROVED BY THE DEVELOPMENT REVIEW BOARD IN 2016
CONSTRUCTION ANTICIPATED 2017-2019

76 SINGLE-FAMILY

48%

82 MULTI-FAMILY

52%

CITY OF WILSONVILLE

Major residential construction continues to surge due to the improvements to the economy post-recession, as well as sustained migration to Oregon and the Portland Metropolitan region. Wilsonville maintains a growing economy, a large employment base, and high-quality of life that draws many households each year. The majority of new homes continue to be in Villebois by homebuilders such as Legend Homes, Polygon Northwest, and Lennar. Other areas in the City, such as Canyon Creek Road, Charbonneau, and Ash Meadows, have also seen an increase of development, contributing to the infill development Wilsonville has seen in 2016.

Wilsonville's residential growth has also resulted in home prices gaining in value; the average sale price rose 3.6% since 2015 from \$377,000 to \$391,000. This percentage increase has thus put Wilsonville's average home sale price about 18% above the affordability target¹ for the average Wilsonville family². Currently, approximately 27% of homeowners in Wilsonville spend over 30% of their income on housing, while approximately 42% of renters spend over 30% of their income on housing (American Community Survey 2011-2015). With a continued increase in home values, the City's commitment to providing a range of housing options remains critical to housing affordability.

While housing plan approvals in 2016 indicate a slowdown in residential growth, development overall is anticipated to remain strong and offer more diverse housing options in the coming year. In total, 158 new residential unit approvals were seen during the 2016 calendar year, 76 of which will be single-family and 82 will be multi-family. The projects include the development of Charbonneau's driving range and a mix of condominiums and detached single-family throughout Villebois. Details on 2016's approved plans and issued residential permits are included in the following pages.

¹ Housing affordability is commonly defined as 33% or less of household income being spent on rent or mortgage expenses. Mortgage calculation assumes 20% down payment and 30-year term at a fixed rate of 3.8%. A mortgage payment of \$1,565 meets the affordability index and represents a home sale price of \$317,000.

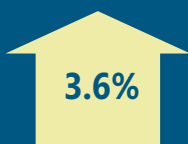
² Based on the median household income reported by the 2015 U.S. Census: \$56,516.

\$391,000

AVERAGE SELLING PRICE
SOURCES: ZILLOW.COM, REALTOR.COM

=

A MORTGAGE PAYMENT OF **38%**
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in 2016

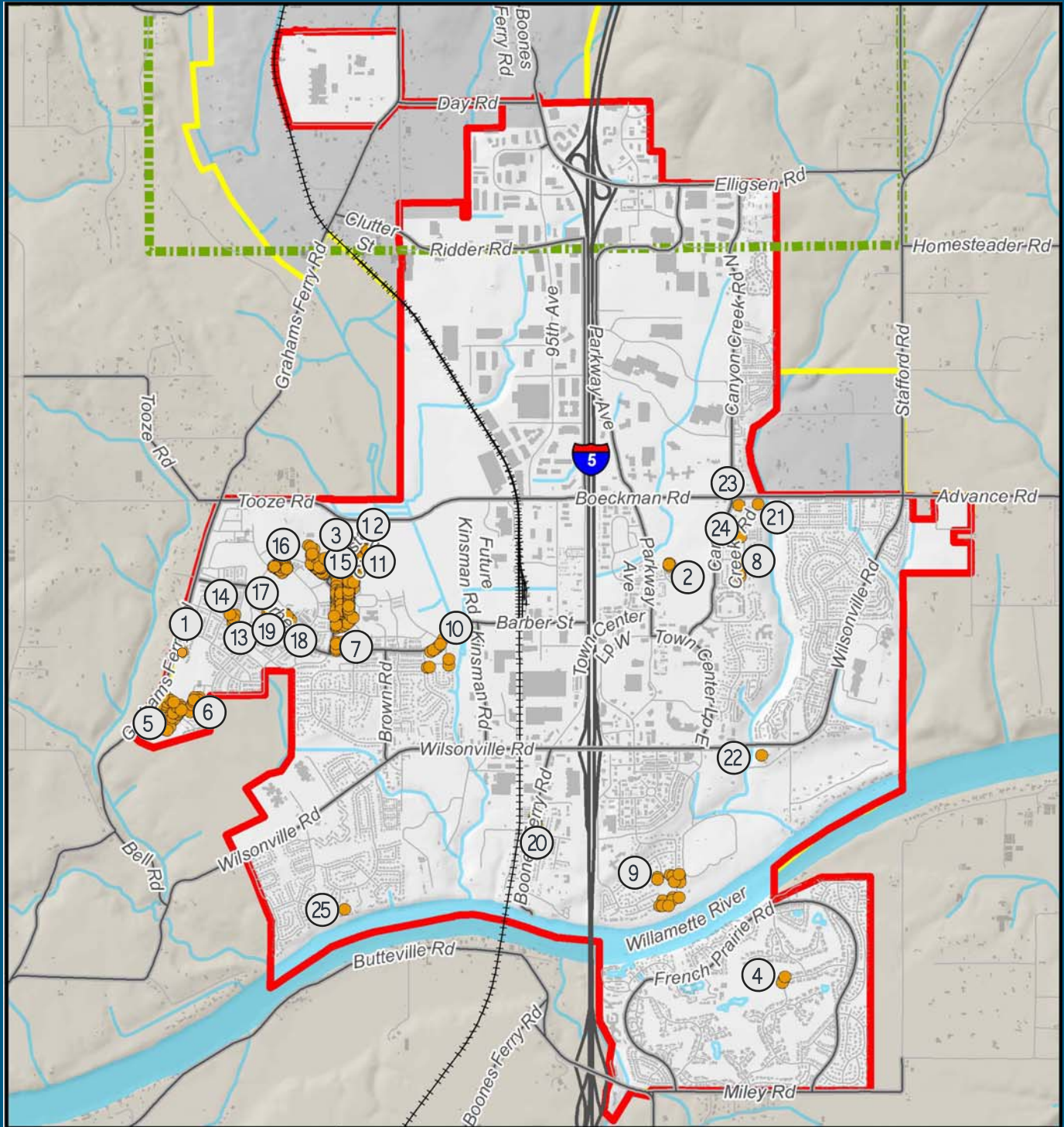


RESIDENTIAL PERMITS ISSUED



“Wilsonville continues to be a very popular place to live, work and play. In 2016 homebuilders applied for a record-setting 317 building permits for new single-family dwellings. When coupled with numerous commercial projects and tenant improvement permits, the City saw the highest level permit activity in over 10 years with a total project value of over \$143 Million. It’s exciting to be a positive part of our growing community by making sure homes and businesses are built safe, and as we work to fulfill the planned vision set by community members.”

*— Dan Carlson
Wilsonville Building Official*



The City of Wilsonville, Oregon
Clackamas and Washington Counties

2016 Approved Building Permits

- City Limits
- UGB
- County Boundary

- | | | |
|-------------------------|--|--|
| ① ARBOR VILLEBOIS #4 | ⑫ TONQUIN MEADOWS 3 | ⑳ INDEPENDENT DEVELOPMENT—CANYON CREEK (2) |
| ② ASH MEADOWS | ⑬ TONQUIN WOODS | ㉑ INDEPENDENT DEVELOPMENT—CANYON CREEK (3) |
| ③ BROOKSIDE TERRACE | ⑭ TONQUIN WOODS 2 | ㉒ INDEPENDENT DEVELOPMENT—MOREY COURT |
| ④ CHARBONNEAU 9 | ⑮ TONQUIN WOODS 4 | |
| ⑤ GRANDE POINTE | ⑯ TONQUIN WOODS 8 | |
| ⑥ GRANDE POINTE #2 | ⑰ CARVALHO | |
| ⑦ LEGEND AT VILLEBOIS | ⑱ VILLEBOIS VILLAGE CENTER 4 | |
| ⑧ REN. — CANYON CREEK | ㉓ VILLEBOIS VILLAGE CENTER 5 | |
| ⑨ RENAISSANCE BOAT CLUB | ㉔ INDEPENDENT DEVELOPMENT—OLD TOWN | |
| ⑩ RETHERFORD MEADOWS | ㉕ INDEPENDENT DEVELOPMENT—CANYON CREEK | |
| ⑪ TONQUIN MEADOWS | ㉖ INDEPENDENT DEVELOPMENT—SCHROEDER | |

0 Miles 0.5

1

ISSUED BUILDING PERMITS

ARBOR VILLEBOIS 4



aerial photo dated Summer 2016

APPROVED: SUMMER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 1 OF 172

LOT SIZE: 7,500 SF (AVG 7,500 SF)

NET ACRES FOR HOUSING: 0.17

NET DENSITY: 5.81 UNITS PER ACRE

CONSTRUCTION BY: LENNAR NW INC.

CONSTRUCTION VALUE: \$313,158

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS SOUTH

ZONING: VILLAGE



PHOTO TAKEN MARCH 2017

2

ISSUED BUILDING PERMITS

ASH MEADOWS



aerial photo dated Summer 2016

APPROVED: SUMMER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 4 OF 81

LOT SIZE: 1,267 SF (AVG 1,267 SF)

NET ACRES FOR HOUSING: 0.12

NET DENSITY: 34.38 UNITS PER ACRE

CONSTRUCTION BY: BC CUSTOM CONSTRUCTION

CONSTRUCTION VALUE: \$595,078

HOUSING TYPE: SINGLE FAMILY

LOCATION: ASH MEADOWS, SOUTH OF MAXINE LANE

ZONING: PDR-5



PHOTO TAKEN MARCH 2017

3

ISSUED BUILDING PERMITS

BROOKSIDE TERRACE



aerial photo dated Summer 2016

APPROVED: SUMMER—FALL 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 37 OF 50

LOT SIZE: 767—2,395 SF (AVG 1,135 SF)

NET ACRES FOR HOUSING: 0.96

NET DENSITY: 38.38 UNITS PER ACRE

CONSTRUCTION BY: POLYGON

CONSTRUCTION VALUE: \$6,343,132

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS CENTRAL

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: FALL 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 3 OF 3

LOT SIZE: 6,200—10,850 (AVG 8,267 SF)

NET ACRES FOR HOUSING: 0.57

NET DENSITY: 5.27 UNITS PER ACRE

CONSTRUCTION BY: PAHLISCH HOMES INC

CONSTRUCTION VALUE: \$778,426

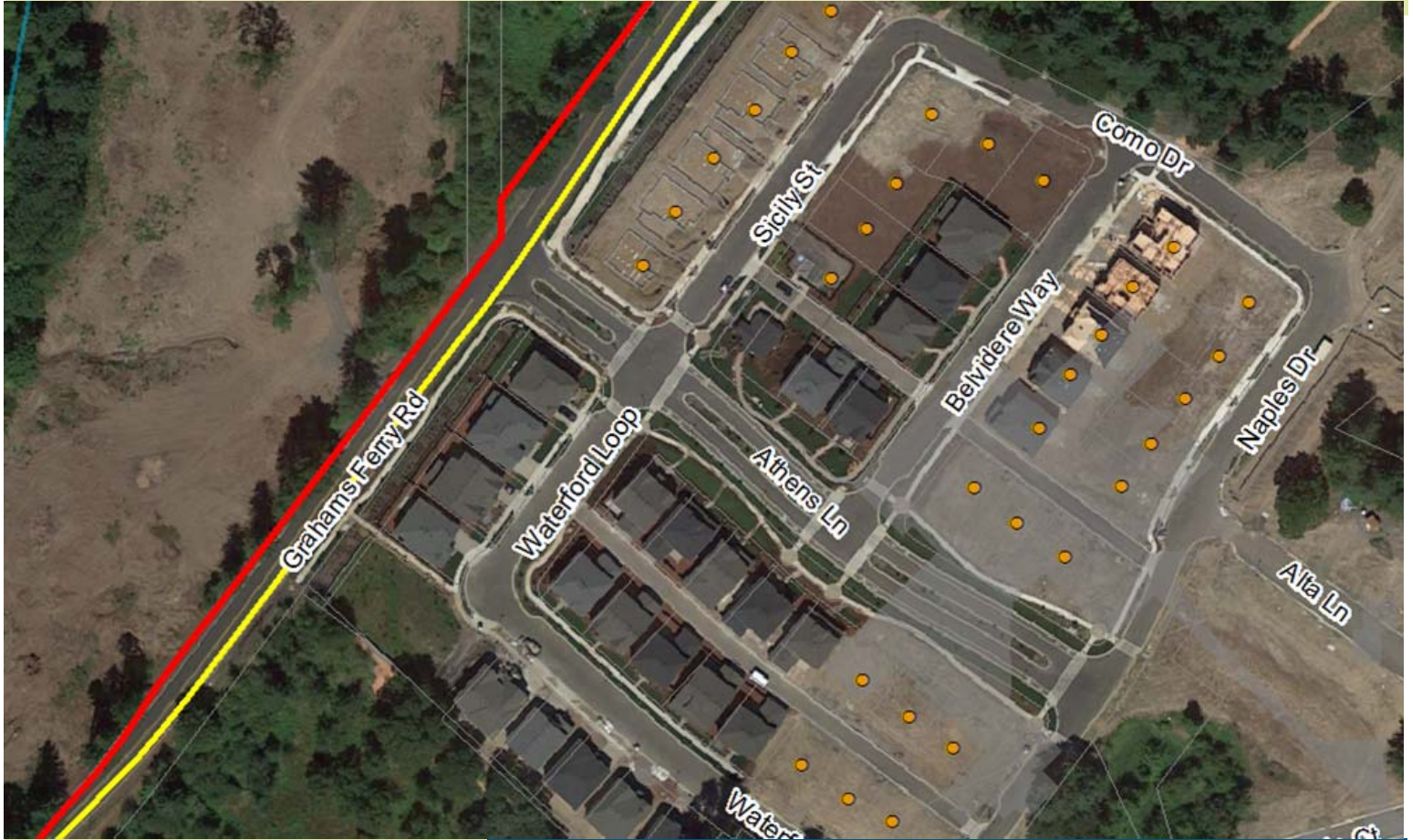
HOUSING TYPE: SINGLE FAMILY

LOCATION: CHARBONNEAU

ZONING: PDR-3



PHOTOS TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: SPRING—SUMMER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 31 OF 56

LOT SIZE: 3,639—5,971 SF (AVG 4,664 SF)

NET ACRES FOR HOUSING: 3.32

NET DENSITY: 9.64 PER ACRE

CONSTRUCTION BY: POLYGON

CONSTRUCTION VALUE: \$11,341,768

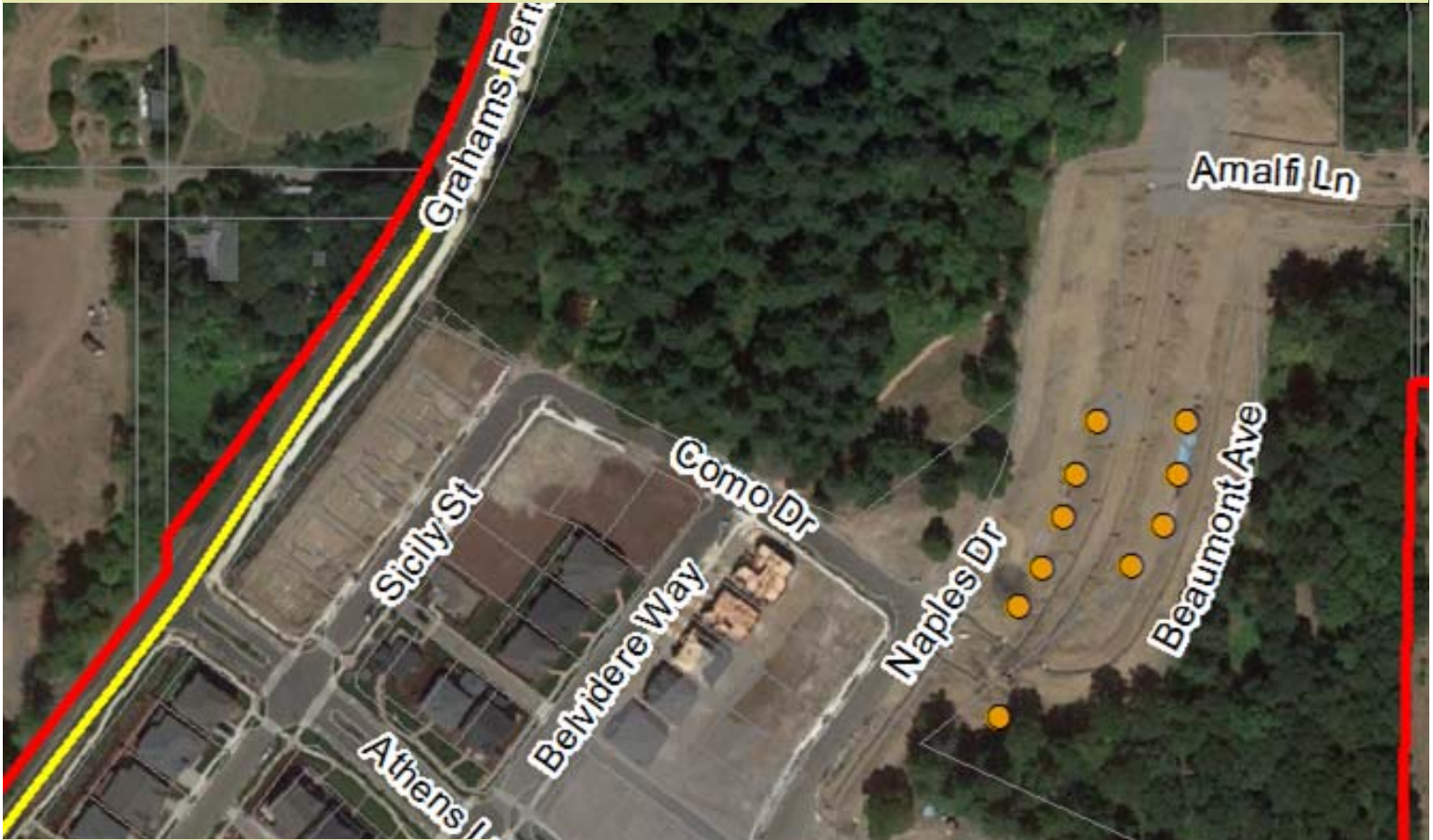
HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS SOUTH

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: FALL 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 10 OF 44

LOT SIZE: 3,750—4,587 SF (AVG 4,030 SF)

NET ACRES FOR HOUSING: 0.93

NET DENSITY: 10.81 UNITS PER ACRE

CONSTRUCTION BY: POLYGON

CONSTRUCTION VALUE: \$2,872,992

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS SOUTH

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017

7

ISSUED BUILDING PERMITS

LEGEND AT VILLEBOIS



aerial photo dated Summer 2016

APPROVED: WINTER-SPRING 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 10 OF 88

LOT SIZE: 3,423—4,054 SF (AVG 4,058 SF)

NET ACRES FOR HOUSING: 0.84

NET DENSITY: 11.93 UNITS PER ACRE

CONSTRUCTION BY: LEGEND HOMES

CONSTRUCTION VALUE: \$3,070,919

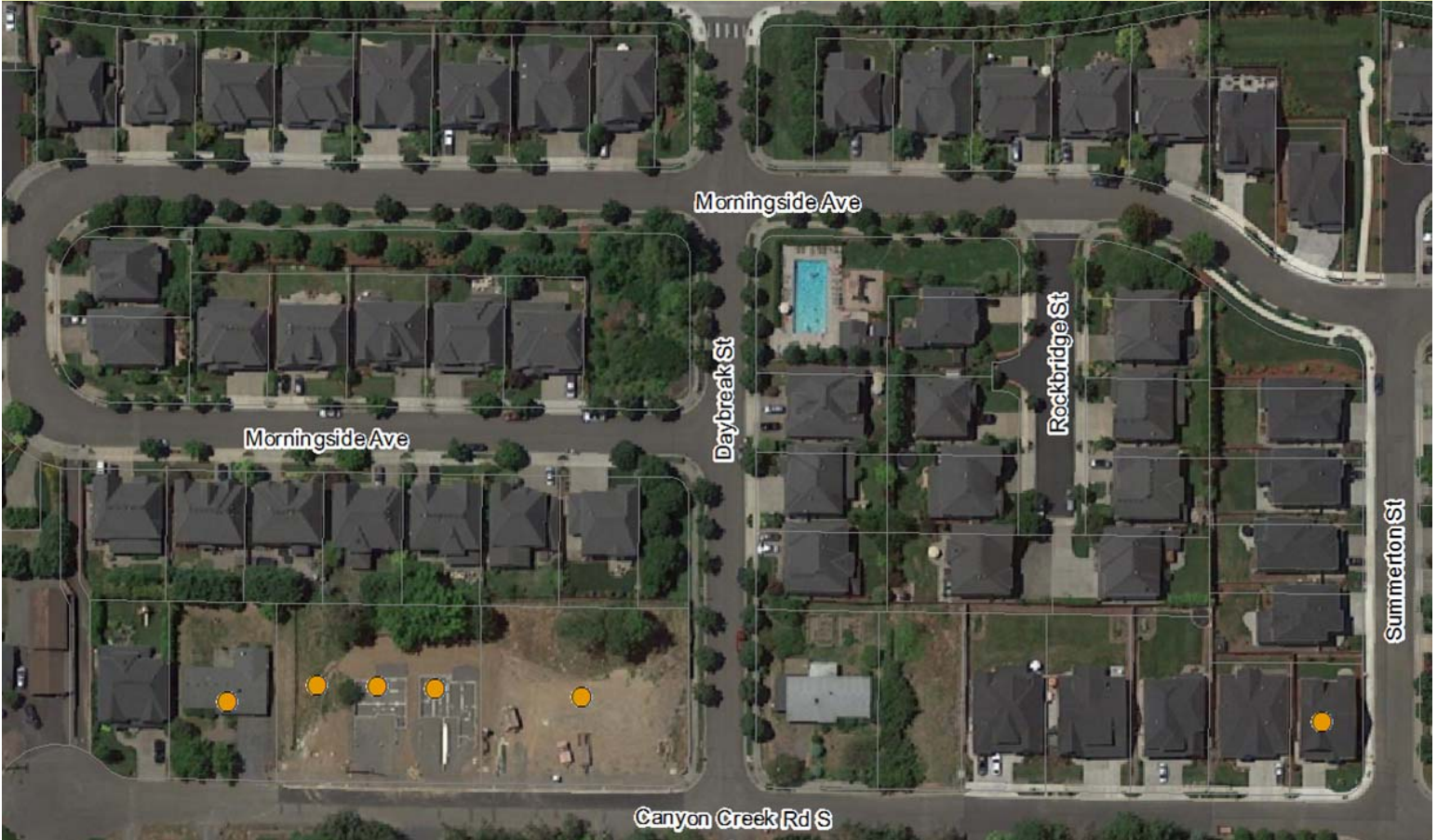
HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS EAST

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: FALL—WINTER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 6 OF 6

LOT SIZE: 5,470—10,890 SF (AVG 7,228 SF)

NET ACRES FOR HOUSING: 1.00

NET DENSITY: 6.03 UNITS PER ACRE

CONSTRUCTION BY: RENAISSANCE HOMES

CONSTRUCTION VALUE: \$2,231,819

HOUSING TYPE: SINGLE FAMILY

LOCATION: SOUTH OF DAYBREAK ST, ALONG CANYON CREEK ROAD SOUTH

ZONING: PDR-3



PHOTO TAKEN MARCH 2017

RENAISSANCE BOAT CLUB



aerial photo dated Summer 2016

APPROVED: SPRING—SUMMER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 16 OF 33

LOT SIZE: 5,000— 6,634 SF (AVG 5,893 SF)

NET ACRES FOR HOUSING: 2.16

NET DENSITY: 7.39 UNITS PER ACRE

CONSTRUCTION BY: RENAISSANCE CUSTOM HOMES

CONSTRUCTION VALUE: \$6,387,485

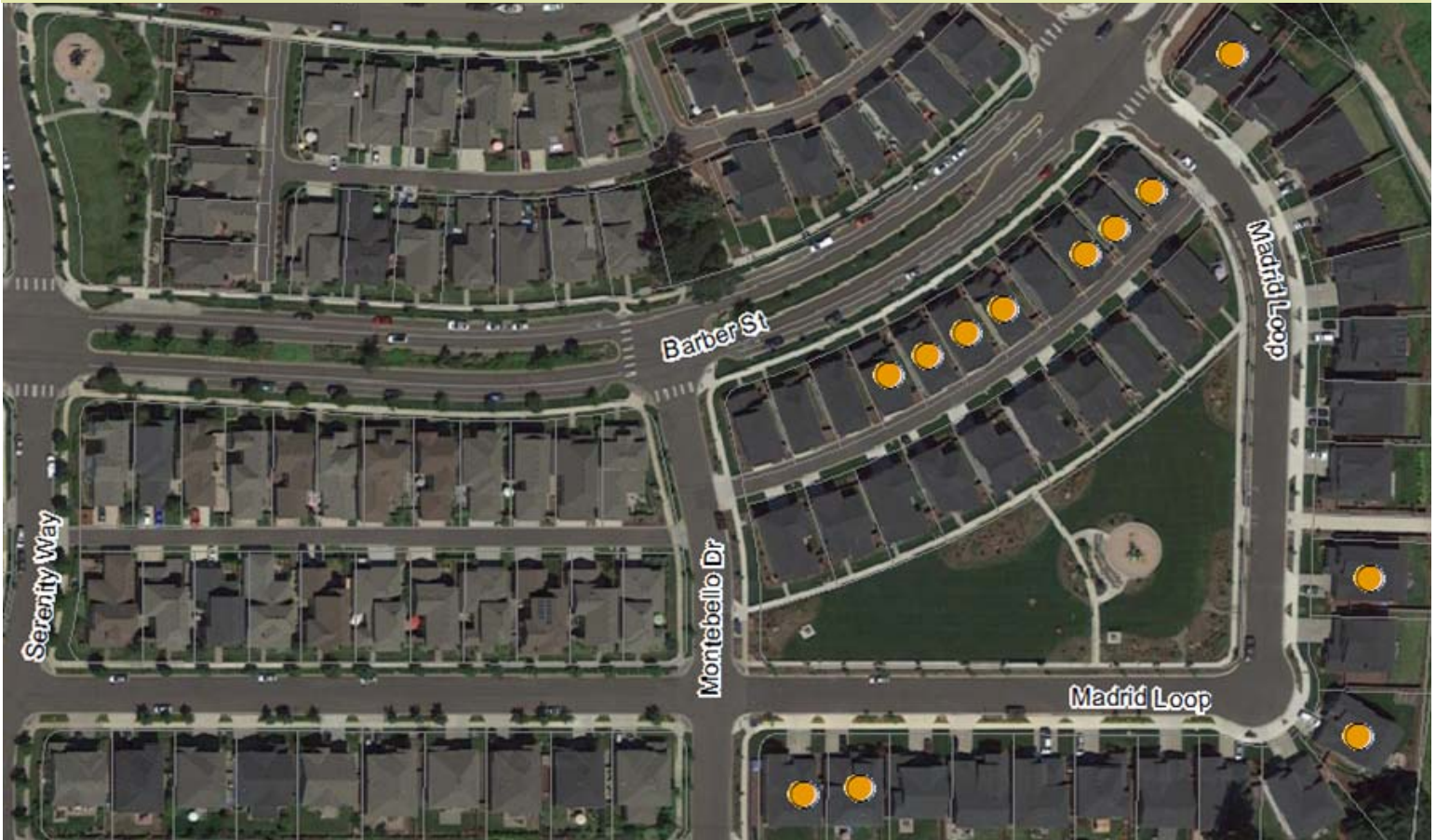
HOUSING TYPE: SINGLE FAMILY

LOCATION: WEST OF MEMORIAL PARK, ON THE RIVER

ZONING: PDR-4



PHOTOS TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: SPRING 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 12 OF 88

LOT SIZE: 2,590—8,765 SF (AVG 4,263 SF)

NET ACRES FOR HOUSING: 1.17

NET DENSITY: 10.22 UNITS PER ACRE

CONSTRUCTION BY: LENNAR NW

CONSTRUCTION VALUE: \$3,054,249

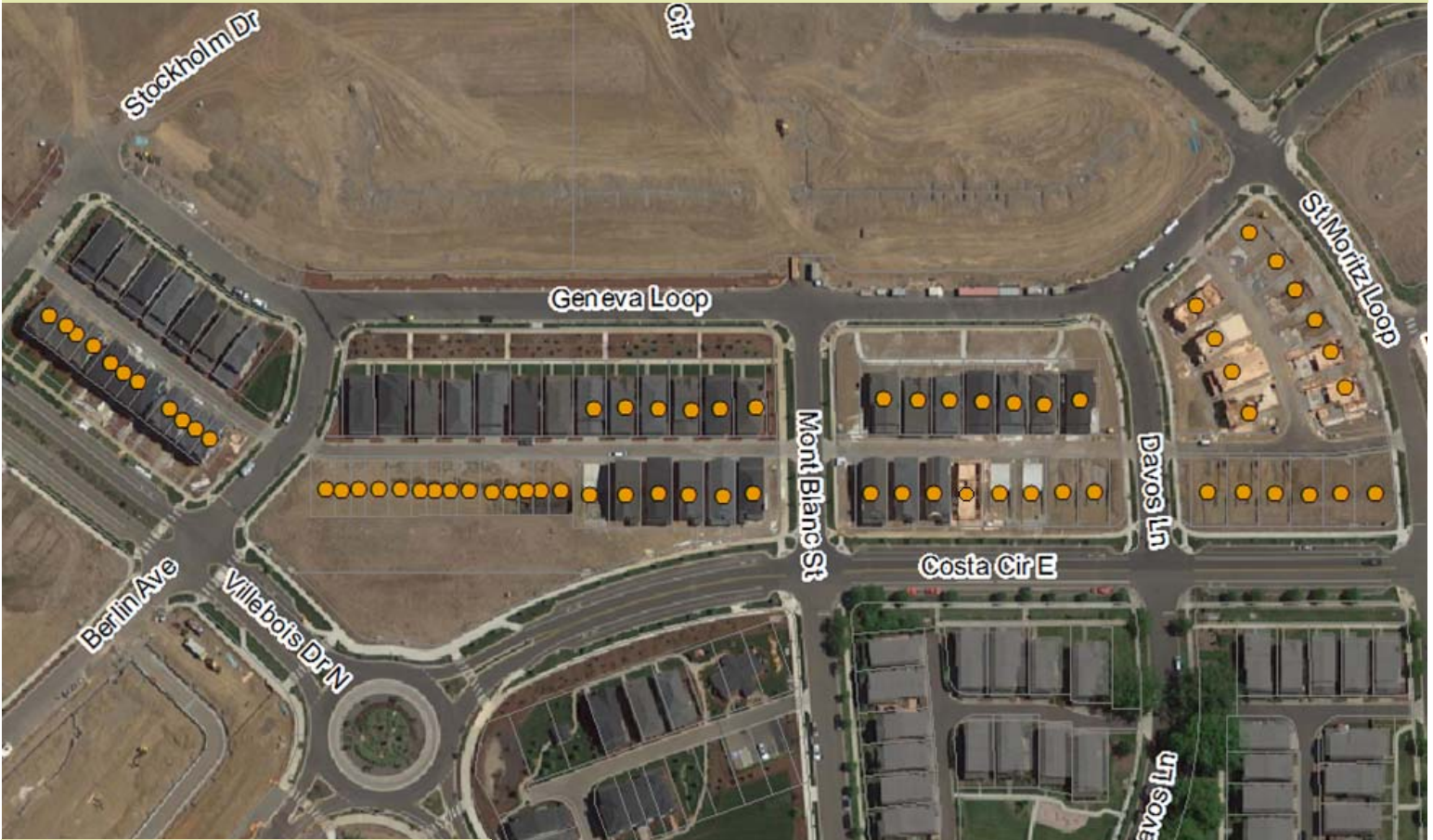
HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS EAST

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: SPRING-SUMMER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 68 OF 205 (PHASE I)

LOT SIZE: 920— 3,354 SF (AVG 2,042 SF)

NET ACRES FOR HOUSING: 3.19

NET DENSITY: 21.33 UNITS PER ACRE

CONSTRUCTION BY: POLYGON

CONSTRUCTION VALUE: \$14,733,708

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS EAST

ZONING: VILLAGE



PHOTO TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: WINTER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 55 OF 98

LOT SIZE: 2,190—3,365 SF (AVG 2,427 SF)

NET ACRES FOR HOUSING: 3.06

NET DENSITY: 17.95 UNITS PER ACRE

CONSTRUCTION BY: POLYGON

CONSTRUCTION VALUE: \$11,201,192

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS EAST

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: WINTER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 4 OF 27

LOT SIZE: 1,950—2,944 SF (AVG 2,412 SF)

NET ACRES FOR HOUSING: 0.22

NET DENSITY: 18.06 UNITS PER ACRE

CONSTRUCTION BY: POLYGON

CONSTRUCTION VALUE: \$749,122

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS SOUTH

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: WINTER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 1 OF 27

LOT SIZE: 2,299 SF

NET ACRES FOR HOUSING: 0.05

NET DENSITY: 18.95 UNITS PER ACRE

CONSTRUCTION BY: POLYGON

CONSTRUCTION VALUE: \$175,243

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS SOUTH

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017

15

ISSUED BUILDING PERMITS

TONQUIN WOODS 4



aerial photo dated Summer 2016

APPROVED: WINTER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 5 OF 87

LOT SIZE: 2,333— 2,819 SF (AVG 2,503 SF)

NET ACRES FOR HOUSING: 0.29

NET DENSITY: 17.40 UNITS PER ACRE

CONSTRUCTION BY: POLYGON

CONSTRUCTION VALUE: \$1,324,103

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS NORTH

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: SPRING 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 31 OF 31

LOT SIZE: 767— 1,801 SF (AVG 1,096 SF)

NET ACRES FOR HOUSING: 0.78

NET DENSITY: 39.75 UNITS PER ACRE

CONSTRUCTION BY: POLYGON

CONSTRUCTION VALUE: \$5,617,896

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS CENTRAL

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: WINTER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 1 OF 3

LOT SIZE: 3,342 SF

NET ACRES FOR HOUSING: 0.08

NET DENSITY: 13.03 UNITS PER ACRE

CONSTRUCTION BY: PNW LAND DEVELOPMENT

CONSTRUCTION VALUE: \$83,984

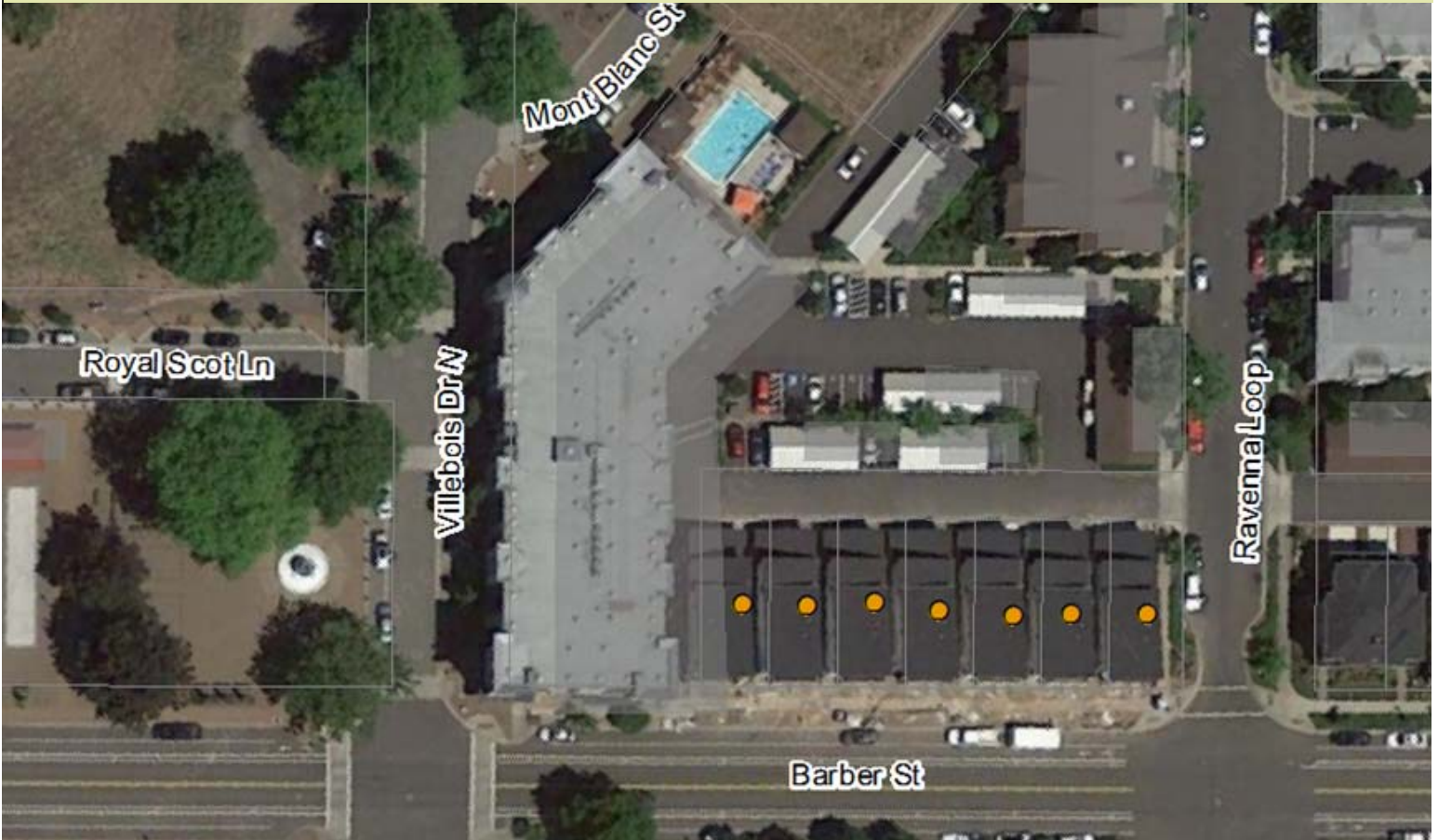
HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS CENTRAL

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: WINTER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 7 OF 7

LOT SIZE: 1,974— 2,140 SF (AVG 2,002 SF)

NET ACRES FOR HOUSING: 0.32

NET DENSITY: 21.76 UNITS PER ACRE

CONSTRUCTION BY: JT ROTH CONSTRUCTION

CONSTRUCTION VALUE: \$2,095,281

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS CENTRAL

ZONING: VILLAGE



PHOTOS TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: SUMMER 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 4 OF 11

LOT SIZE: 1,974— 2,763 SF (AVG 2,356 SF)

NET ACRES FOR HOUSING: 0.22

NET DENSITY: 18.49 UNITS PER ACRE

CONSTRUCTION BY: JT ROTH CONSTRUCTION

CONSTRUCTION VALUE: \$1,182,174

HOUSING TYPE: SINGLE FAMILY

LOCATION: VILLEBOIS CENTRAL

ZONING: VILLEBOIS



PHOTOS TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: SPRING 2016

SITE CHARACTERISTICS

NUMBER OF HOMES: 4 TOTAL (2 SINGLE FAM. / 2 ADUs)

LOT SIZE: 5,113 SF

NET ACRES FOR HOUSING: 0.20

NET DENSITY: 20 UNITS PER ACRE

CONSTRUCTION BY: INDEPENDENT BUILDER

CONSTRUCTION VALUE: \$705,917

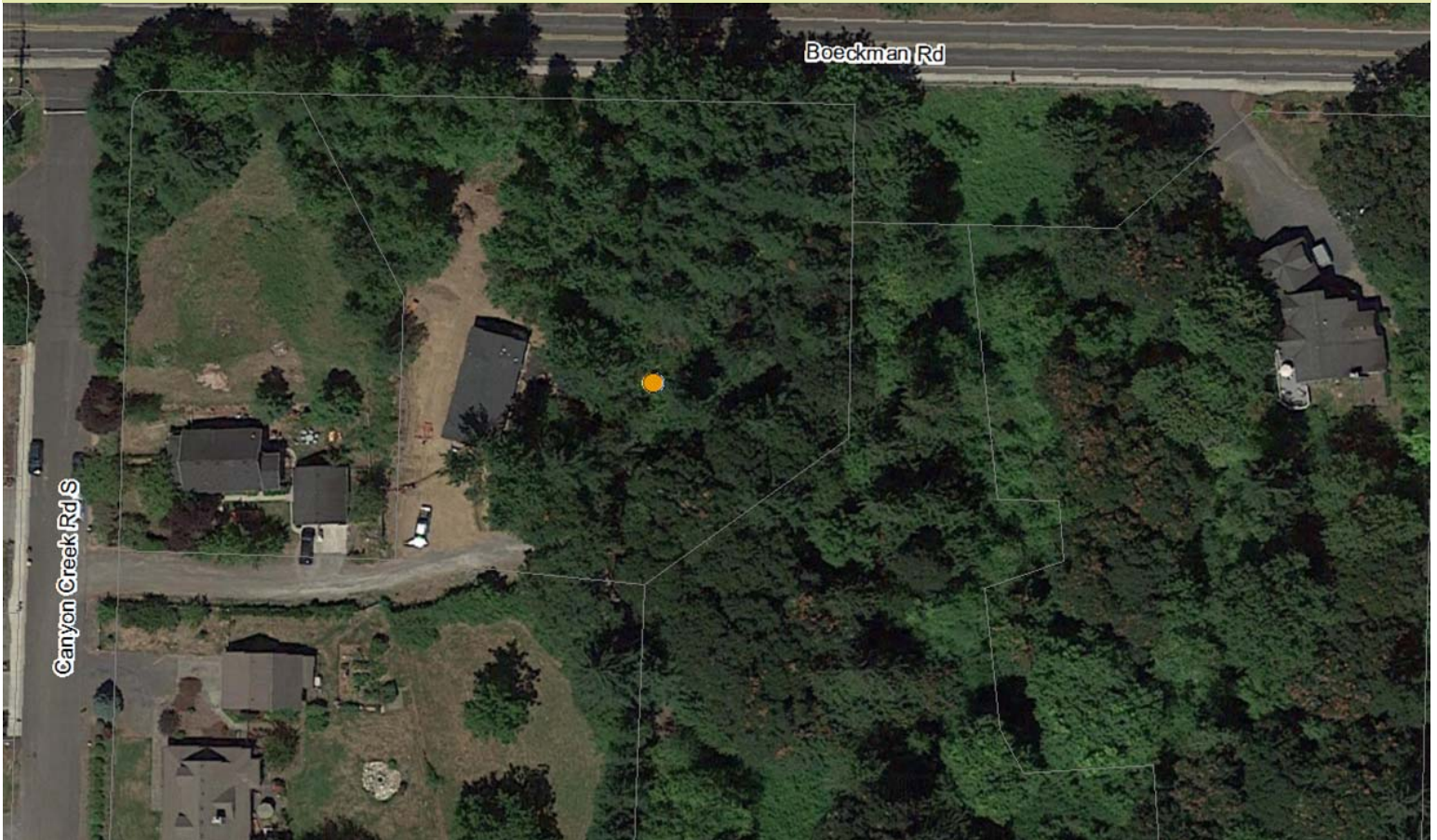
HOUSING TYPE: SINGLE FAMILY / ACCESSORY DWELLINGS

LOCATION: OLD TOWN

ZONING: RA-H



PHOTO TAKEN MARCH 2017



aerial photo dated Summer 2016

APPROVED: SUMMER 2016



PHOTO TAKEN MARCH 2017

SITE CHARACTERISTICS

NUMBER OF HOMES: 1 OF 1

LOT SIZE: 54,014 SF

NET ACRES FOR HOUSING: 1.24

NET DENSITY: 0.81 UNITS PER ACRE

CONSTRUCTION BY: INDEPENDENT BUILDER

CONSTRUCTION VALUE: NOT SUBMITTED

STATE LAW DOES NOT REQUIRE MANUFACTURED HOMES TO SUBMIT VALUE

HOUSING TYPE: SINGLE FAMILY

LOCATION: CANYON CREEK ROAD SOUTH

ZONING: RA-H



aerial photo dated Summer 2016

APPROVED: SUMMER 2016



PHOTO TAKEN MARCH 2017

SITE CHARACTERISTICS

NUMBER OF HOMES: 1 OF 1

LOT SIZE: 31,363 SF

NET ACRES FOR HOUSING: 0.72

NET DENSITY: 1.39 UNITS PER ACRE

CONSTRUCTION BY: INDEPENDENT BUILDER

CONSTRUCTION VALUE: \$610,226

HOUSING TYPE: SINGLE FAMILY

LOCATION: SCHROEDER WAY

ZONING: RA-H



aerial photo dated Summer 2016

APPROVED: SUMMER 2016



PHOTO TAKEN MARCH 2017

SITE CHARACTERISTICS

NUMBER OF HOMES: 1 OF 1

LOT SIZE: 9,900

NET ACRES FOR HOUSING: 0.23

NET DENSITY: 4.40 UNITS PER ACRE

CONSTRUCTION BY: INDEPENDENT BUILDER

CONSTRUCTION VALUE: \$233,999.96

HOUSING TYPE: SINGLE FAMILY

LOCATION: CANYON CREEK ROAD S

ZONING: RESIDENTIAL



aerial photo dated Summer 2016

APPROVED: SPRING 2016



PHOTO TAKEN MARCH 2017

SITE CHARACTERISTICS

NUMBER OF HOMES: 1 OF 1

LOT SIZE: 7,841 SF (AVG 7,841 SF)

NET ACRES FOR HOUSING: 0.18

NET DENSITY: 5.56 UNITS PER ACRE

CONSTRUCTION BY: INDEPENDENT BUILDER

CONSTRUCTION VALUE: \$362,830

HOUSING TYPE: SINGLE FAMILY

LOCATION: CANYON CREEK ROAD S

ZONING: RA-H



aerial photo dated Summer 2016

APPROVED: SUMMER 2016



PHOTO TAKEN MARCH 2017

SITE CHARACTERISTICS

NUMBER OF HOMES: 1 OF 1

LOT SIZE: 42,062 SF (AVG 42,062 SF)

NET ACRES FOR HOUSING: 0.97

NET DENSITY: 3.11 UNITS PER ACRE

CONSTRUCTION BY: INDEPENDENT BUILDER

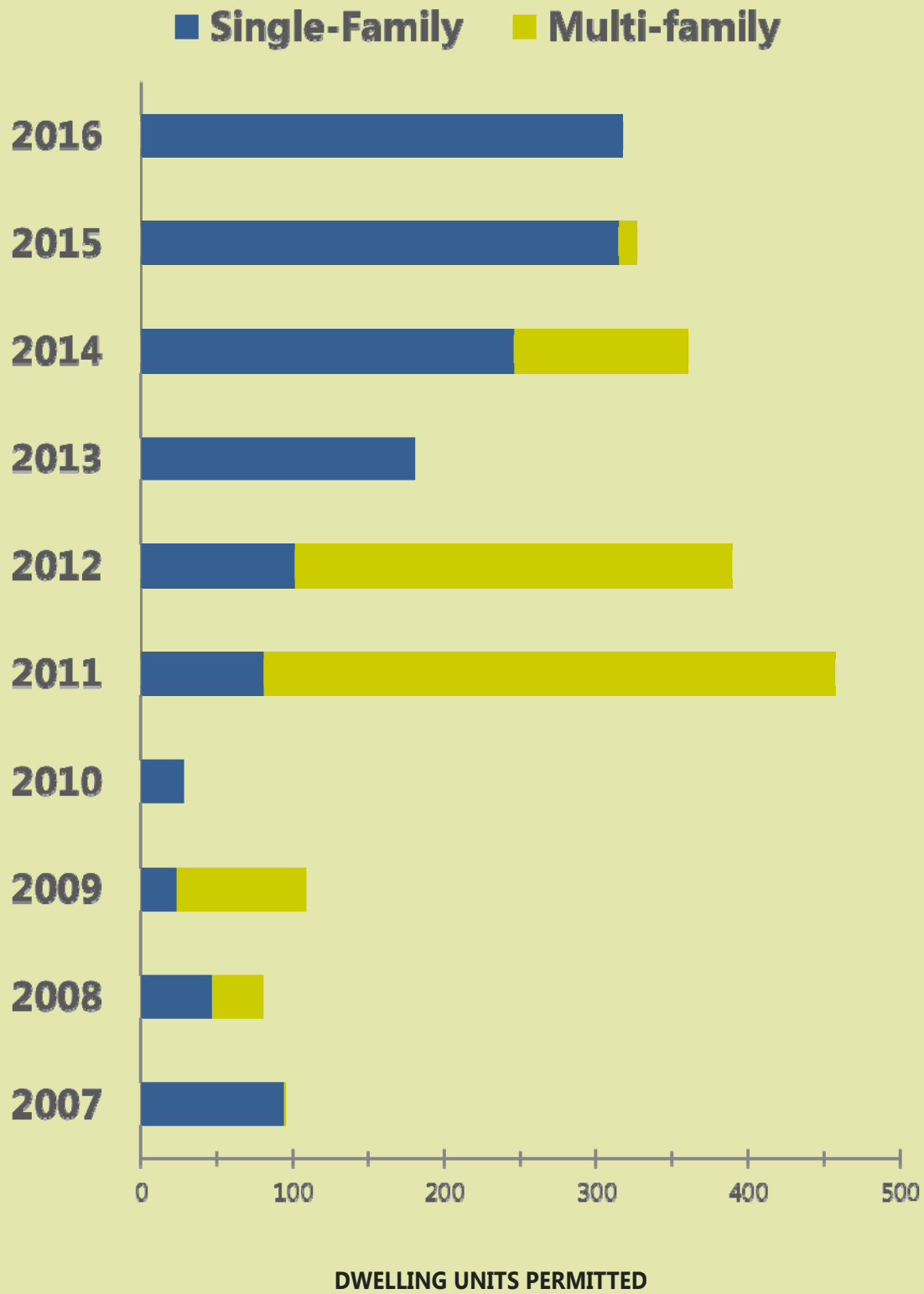
CONSTRUCTION VALUE: \$586,118

HOUSING TYPE: SINGLE FAMILY

LOCATION: MOREY COURT, ADJACENT TO THE RIVER

ZONING: PDR-2

10-YEAR DEVELOPMENT



TRENDS AND TIMELINE

POPULATION / GROWTH
Sources: US Census and PSU (People)

HOUSEHOLD GROWTH (HOMES)

AVERAGE SELLING PRICE OF HOME
Source: Zillow.com

Year	Population Growth (%)	Population	Household Growth (%)	Households	Average Selling Price Change (%)	Average Selling Price
2016	3.8%	23,740	3.1%	317	1.7%	\$391,000
2015	4.0%	22,870	3.3%	326	8.2%	\$384,500
2014	2.3%	21,980	3.8%	360	11%	\$355,400
2013	4.3%	21,484	1.9%	180	8.3%	\$320,000
2012	5.1%	20,604	4.3%	389	0%	\$296,000
2011	0.3%	19,597	5.3%	457	-8%	\$296,000
2010	1.1%	19,540	0.3%	28	-6%	\$321,000
2009	1.6%	19,327	1.3%	108	-9%	\$343,000
2008	1.6%	19,020	1.0%	80	-7%	\$379,000
2007	4.3%	18,725	1.2%	95	3%	\$406,000



RESIDENTIAL PERMITS ISSUED



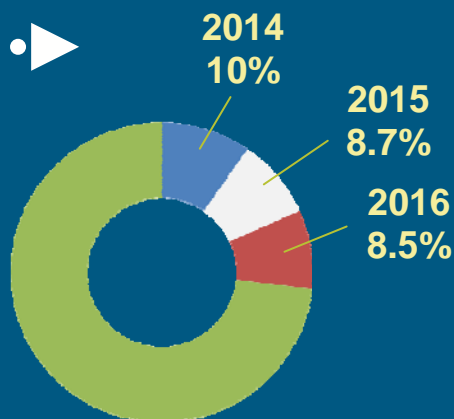
While all housing permits issued this past year were entirely single-family, the development offered a range of lot sizes, from 767 - 54,014 square feet, with homes ranging in size, design, and cost to provide for a variety of rental and ownership opportunities. This development trend was anticipated after a 2014 housing study identified a need for additional single-family detached housing within the city, 100% of all planned residential units approved in 2015 being single-family, and long range plans for single-family residential development.

The 317 residential building permits issued in 2016 represent 8.5% of the 20-year Metro Household Growth Forecast, compared to 8.7% in 2015 and 10% in 2014. Metro's official estimate forecasts Wilsonville will add 3,749 households between 2014 and 2034, which represents an average growth rate of 1.8%.

However, actual construction activity in 2016 displays a substantially higher growth rate of 3.1% - the City's annual growth rate has remained approximately 2.7% for the past ten years. If development continues at this pace, household growth will surpass the regional forecast by 2024, and the City will be looking beyond its current buildable land inventory for residential development.

METRO HOUSEHOLD GROWTH FORECAST

2014 - 2034



8.5%

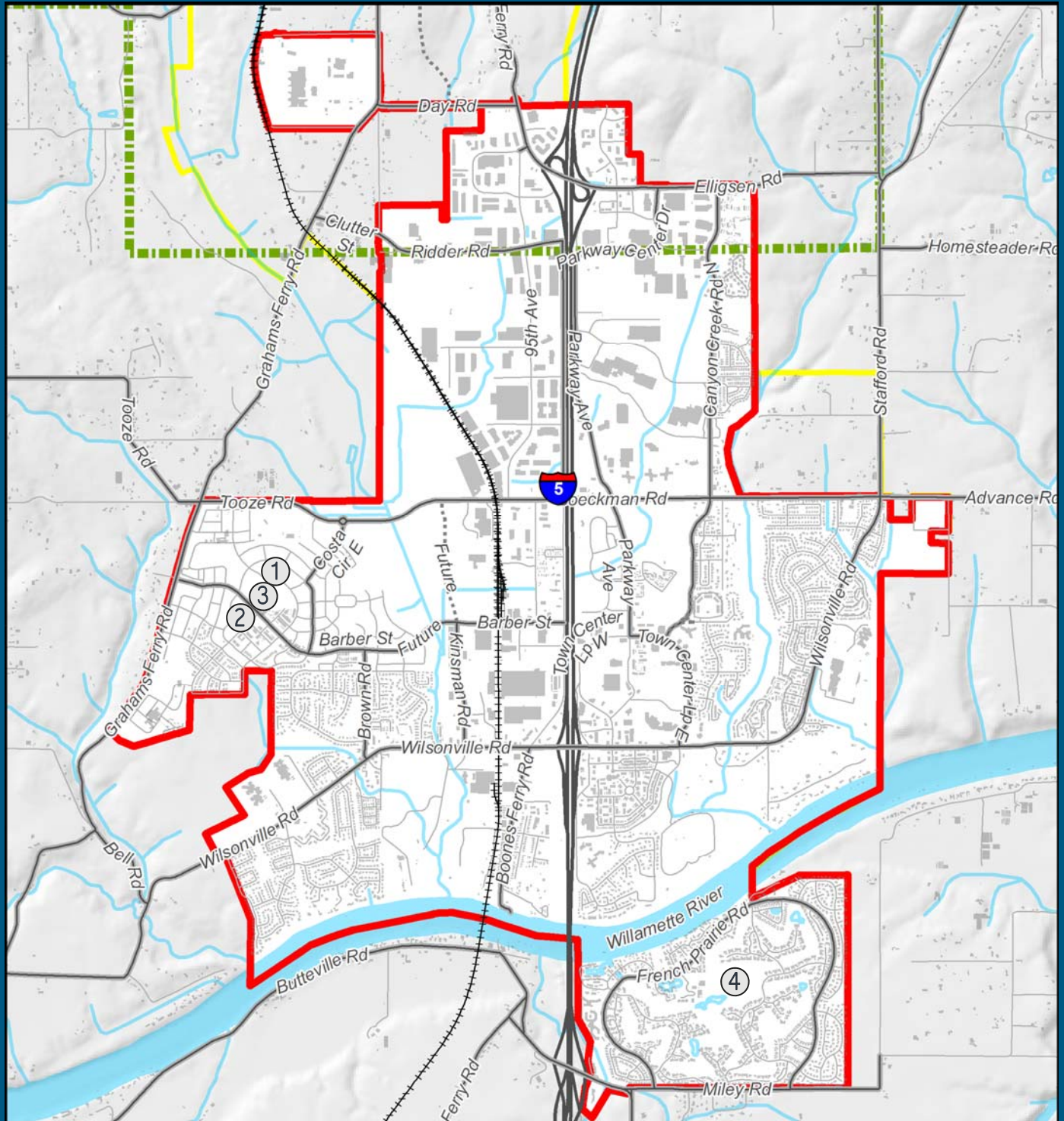
OF FORECASTED HOUSEHOLDS
WERE PERMITTED FOR
CONSTRUCTION LAST YEAR

HOUSING PLANS APPROVED






“It’s exciting to see the long-range plans of the community come alive as housing develops throughout Wilsonville. Particularly Villebois, where the City adopted a Concept Plan in 2003 and now, we see a lively, beautiful neighborhood. For the past several years, we’ve seen record-setting single-family housing development, and we’ve planned for continued single-family housing demand through the Frog Pond Area Plan. In the past year, the City approved plans for a diversity of housing types – row homes, condominiums, and detached single-family homes on varying lot sizes – which will help us to continue to provide a range of housing choices to current and future residents.”

— MIRANDA BATESCHELL, MANAGE OF LONG RANGE PLANNING

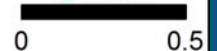


The City of Wilsonville, Oregon
Clackamas and Washington Counties

2016 Approved Housing Plans

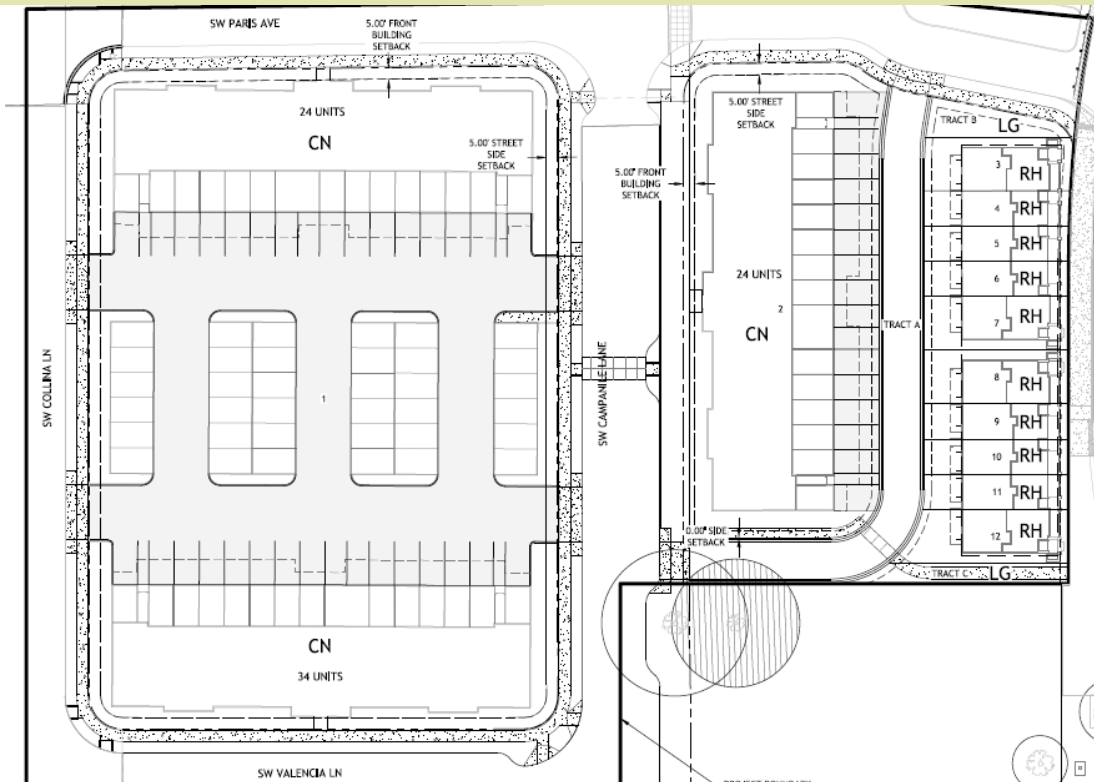
-  City Limits
-  County Boundary
-  UGB

- ① MOUNT BLANC NO. 2
- ② BERKSHIRE DETACHED ROWHOMES
- ③ BERKSHIRE NO. 2
- ④ CHARBONNEAU DRIVING RANGE



1

APPROVED PLAN MONT BLANC NO.2



APPROVED: JULY 25, 2016

LAND DEDICATIONS

HOUSING: 1.75 ACRES (55%)

OPEN SPACE: 0.04 ACRES* (1%)

LANDSCAPING: 0.25 ACRES (8%)

ALLEYS: 0.14 ACRES (4%)

PUBLIC STREETS: 1 ACRES (32%)

HOUSING TYPES:

10 ROWHOMES

82 CONDOMINIUM UNITS

LOCATION: VILLEBOIS CENTRAL

*ADDITIONAL OPEN SPACE PROVIDED OFF-SITE THROUGH CENTRAL VILLEBOIS AREA PLAN

ACRES:
3.2 GROSS

NUMBER OF HOMES:
92

AVERAGE LOT SIZE:
1,189 SF—ROWHOME
1,058 SF—CONDOMINIUM

NET DENSITY:
52 UNITS PER ACRE

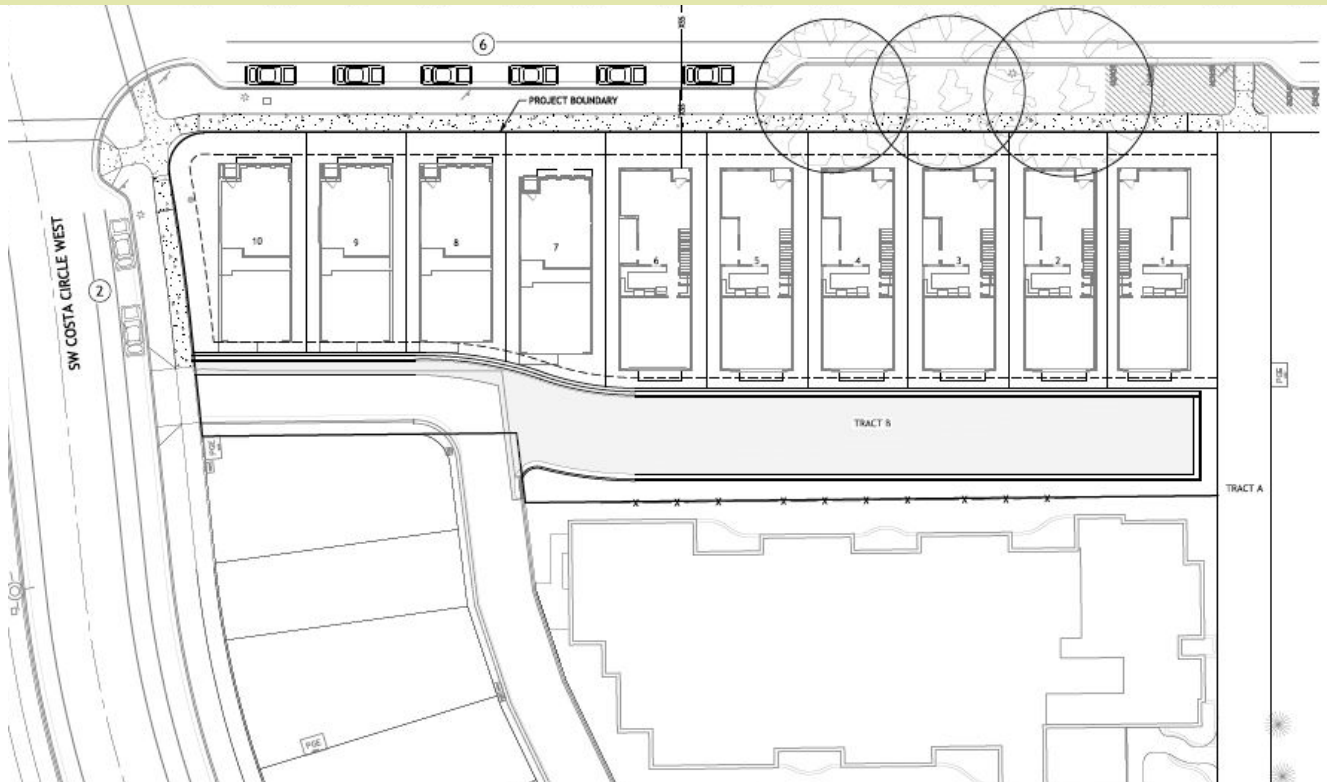
APPLICANT:
POLYGON NORTHWEST



2

APPROVED PLAN

BERKSHIRE DETACHED ROWHOMES



APPROVED: SEPTEMBER 12, 2016

ACRES:
0.74 GROSS

NUMBER OF HOMES:
10

AVERAGE LOT SIZE:
2,057 SF

NET DENSITY:
21 UNITS PER ACRE

APPLICANT:
RCS—VILLEBOIS LLC

LAND DEDICATIONS

HOUSING: 0.47 ACRES (63%)

OPEN SPACE: 0.07 ACRES (10%)

ALLEYS: 0.20 ACRES (27%)

PUBLIC STREETS: 0 ACRES (0%)

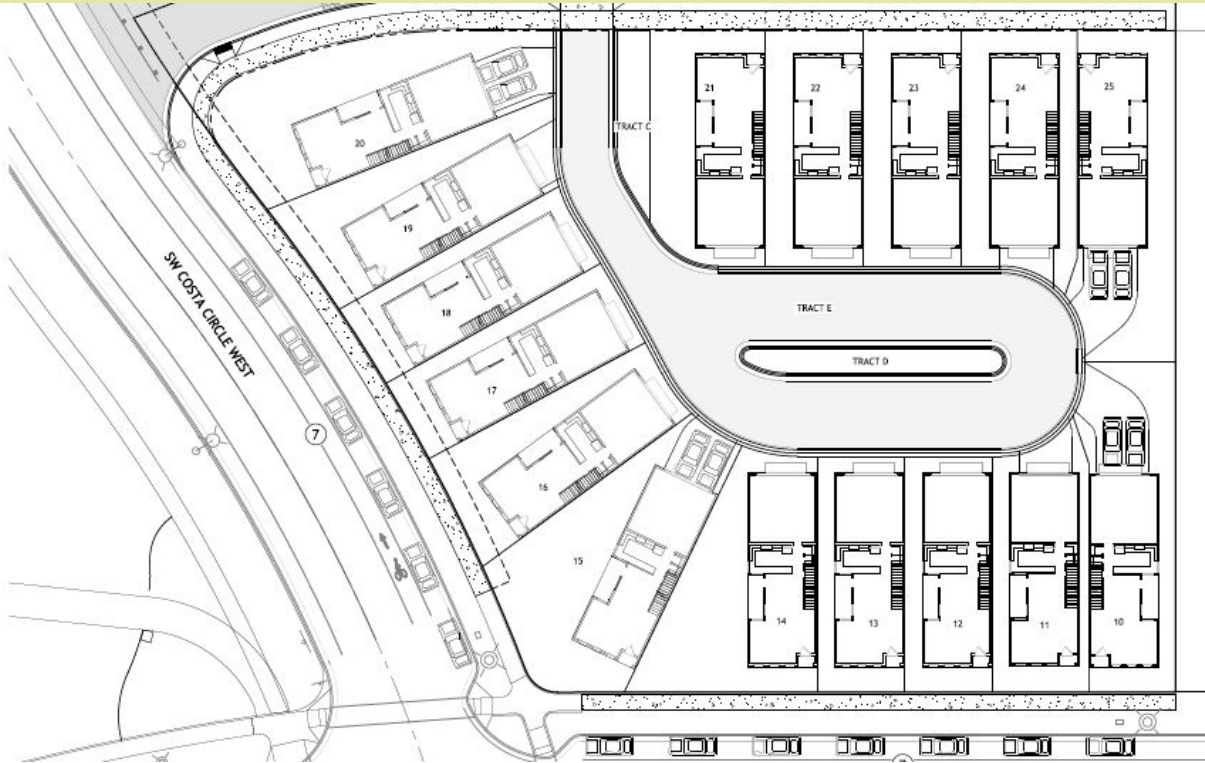
HOUSING TYPES:

10 SINGLE FAMILY HOMES

LOCATION: VILLEBOIS CENTRAL

*ADDITIONAL OPEN SPACE PROVIDED OFF-SITE THROUGH CENTRAL VILLEBOIS AREA PLAN





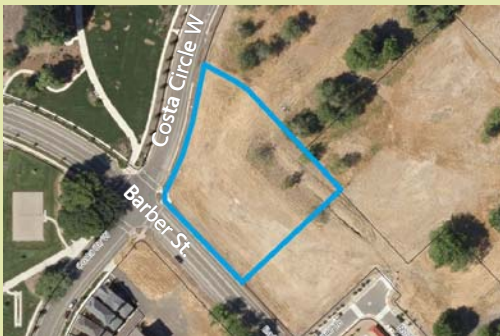
ACRES:
1.29 GROSS

NUMBER OF HOMES:
16

AVERAGE LOT SIZE:
2,422 SF

NET DENSITY:
18 UNITS PER ACRE

APPLICANT:
RCS—VILLEBOIS LLC



APPROVED: SEPTEMBER 16, 2016

LAND DEDICATIONS

HOUSING: 0.89 ACRES (69%)

OPEN SPACE: 0.03 ACRES (2%)

LANDSCAPING: 0 ACRES (0%)

ALLEYS: 0.17 ACRES (13%)

PUBLIC STREETS: 0.20 ACRES (16%)

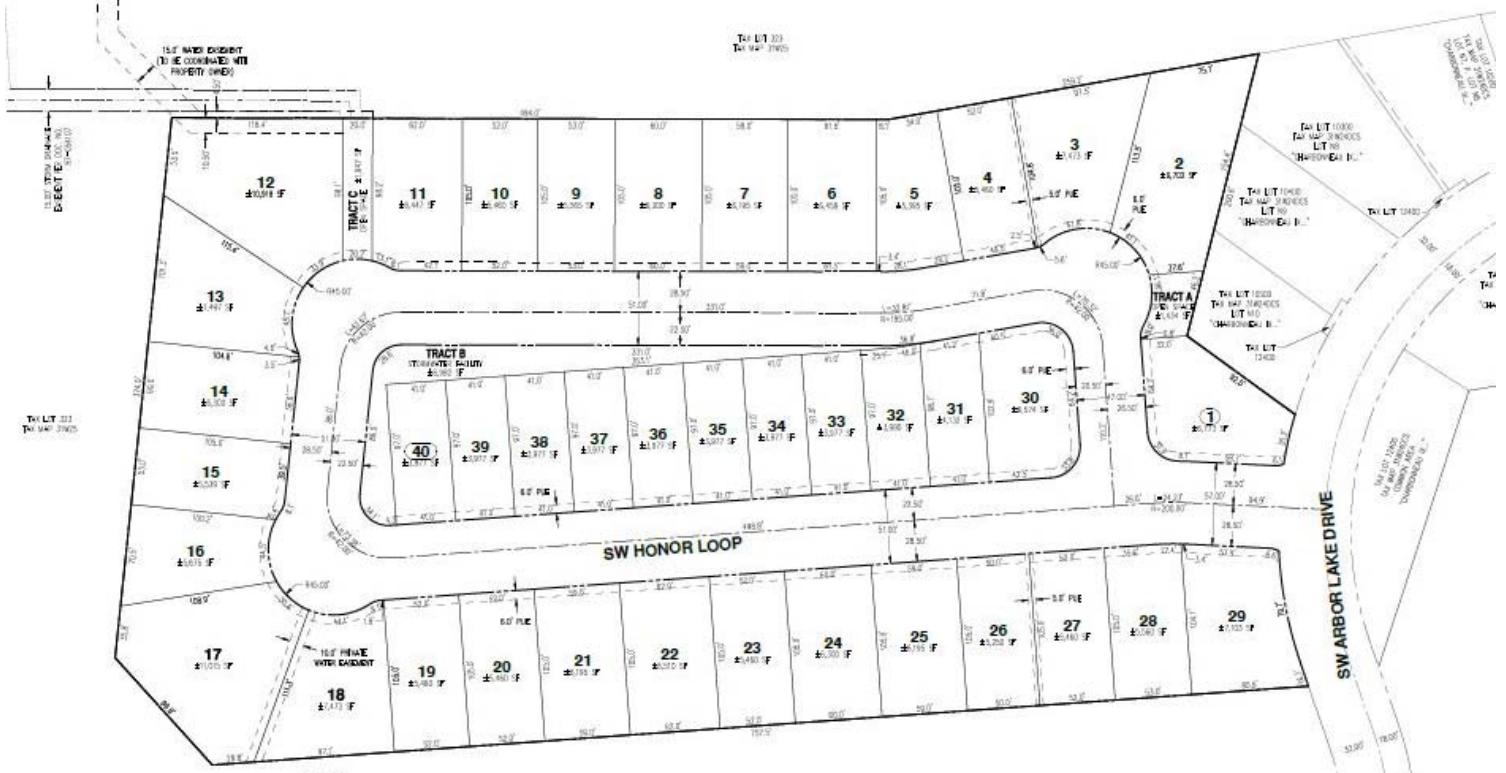
HOUSING TYPES:
16 SINGLE FAMILY HOMES

LOCATION: VILLEBOIS CENTRAL

*ADDITIONAL OPEN SPACE PROVIDED OFF-SITE THROUGH CENTRAL VILLEBOIS AREA PLAN

4

APPROVED PLAN CHARBONNEAU DRIVING RANGE



ACRES:
7.5 GROSS

NUMBER OF HOMES:
40

AVERAGE LOT SIZE:
5,928 SF

NET DENSITY:
7.4 UNITS PER ACRE

APPLICANT:
PAHLISCH HOMES INC.



APPROVED: NOVEMBER 14, 2016

LAND DEDICATIONS

HOUSING: 5.4 ACRES (72%)

OPEN SPACE: 0.24 ACRES (3%)

ALLEYS: 0 ACRES (0%)

PUBLIC STREETS: 1.86 ACRES (25%)

HOUSING TYPES:

40 SINGLE FAMILY HOMES

LOCATION: CHARBONNEAU

LOOKING FORWARD

The City of Wilsonville continues to experience remarkable growth, keeping it among the fastest growing cities in the state of Oregon. Within the past five years alone Wilsonville has seen an increase of nearly 20% in population (4% in 2016), and an increase of over 16% in households (3% in 2016), which surpasses regional expectations almost twofold. With Villebois approaching build-out and after significant infrastructure projects have been completed across the city, residential development has slightly slowed, although remains strong, especially in the context of the region.

Looking forward to 2017, residential development is expected to marginally decrease, as the City approved plans for 158 new residential units, in contrast to the 235 and 305 approved in 2015 and 2014, respectively; this represents a decrease of approximately 40% with respect to the residential units approved between 2014 and 2015. Additionally, this decrease is anticipated while land developers prepare to submit for development in the Frog Pond Area. Over the past three years combined, the City has approved residential development on 91.8 acres or 19.3% of the City's 20-year residential land inventory (477 acres). With construction of these projects throughout the upcoming years, the importance of the Frog Pond Area Plan and additional housing opportunities in the City are key to utilizing the buildable land supply efficiently and balancing the diverse housing needs of the community.

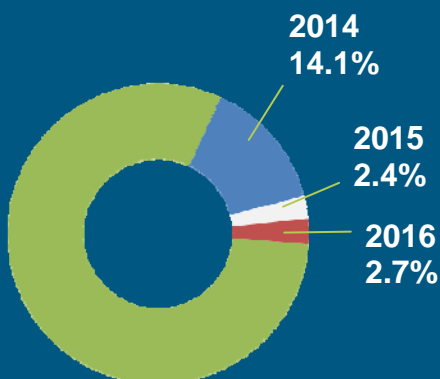
Wilsonville continues to draw new residents and employers with its great amenities, close-knit community feel, proximity to regional attractions, and thriving business/industry centers. Looking forward, it remains integral to the health and sustainability of the City and region as a whole to provide a diversity of housing options that will accommodate the new renter and homeowner households attracted to Wilsonville.

OUR PROACTIVE FORWARD LOOKING PLANNING TENDS TO USE CAREFUL LAND USE PLANNING TO BUILD NEIGHBORHOODS AND COMMERCIAL CENTERS AND EMPLOYMENT AREAS THAT ARE STRONG, HIGH QUALITY, AMENITY RICH, INTERCONNECTED, ALL OF THESE THINGS HELP CREATE THE KIND OF COMMUNITY WE WANT TO LIVE IN.

– MAYOR TIM KNAPP

RESIDENTIAL BUILDABLE LAND IN THE CITY

2014–2034



19.3% (91.8 OF 477 ACRES)

OF 20-YEAR LAND INVENTORY WAS DEDICATED BY PLANS APPROVED OVER LAST THREE YEARS CONSTRUCTION ANTICIPATED 2015-2018



29799 Town Center Loop East
Wilsonville, OR 97070
503-682-1011 Phone
503-682-1015 Fax Administration
503-682-7075 Fax Community Development
www.ci.wilsonville.or.us



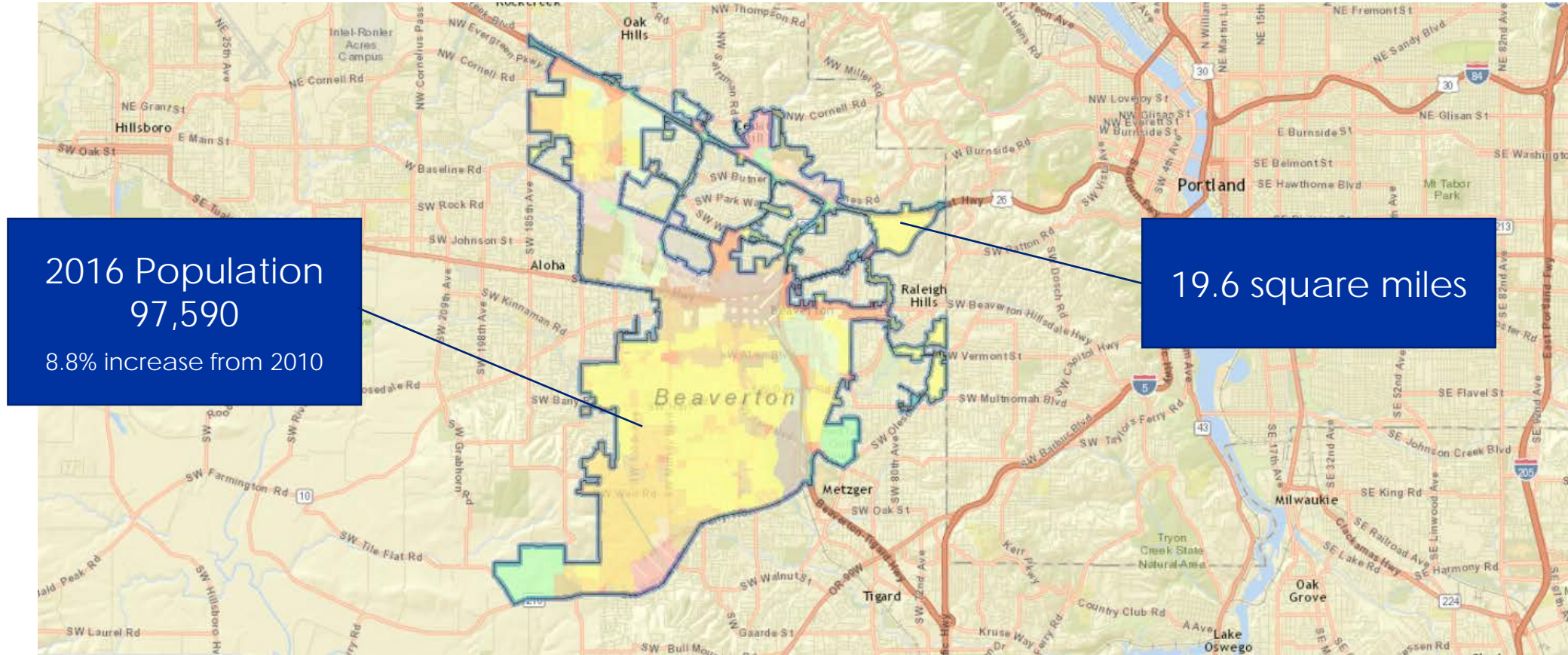
Housing in Beaverton

Metro Policy Advisory Committee

Cadence Petros | Development Division Manager | cpetros@beavertonoregon.gov
Anna Slatinsky | Planning Division Manager | aslatinsky@beavertonoregon.gov



Where in the world is Beaverton?



Beaverton Demographics

Population	97,590
Median Household Income	\$57,608
Poverty Rate 2010	10%
Poverty Rate 2015	15%
Median Home Price	\$353,000 (Trulia Real Estate Trends)
Average Household Size	2.5 persons
Living in Same House 1+ Year	79%
Number of Businesses	8,503
Average Commute Time	24.2 minutes
Education Levels	44.6% Bachelor's degree or higher
Disability (under 65)	7.3%

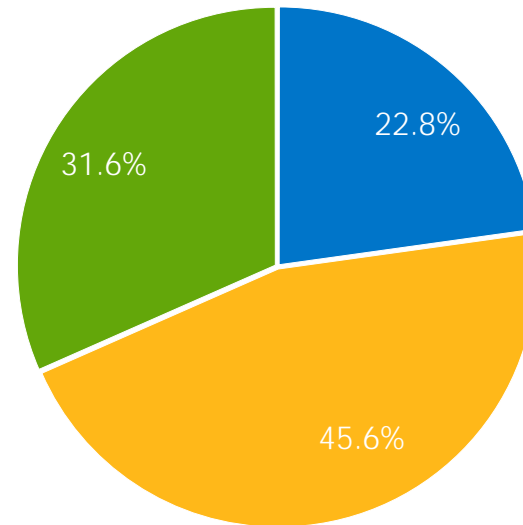
Beaverton Demographics

WE ARE A MULTI-CULTURAL COMMUNITY

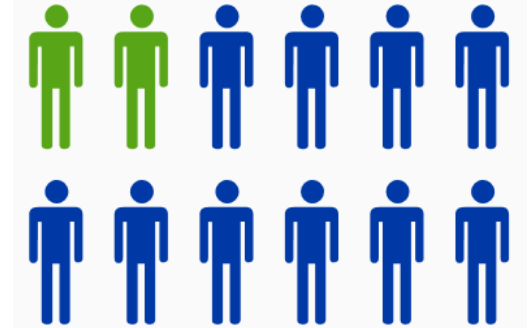
The largest racial/ethnic groups are
Hispanic (16%)
Asian (11%)
and White (67%)

Since 1990,
our **Hispanic population** has
grown 500%,
and our **Asian population** has
almost doubled.

Age Breakdown



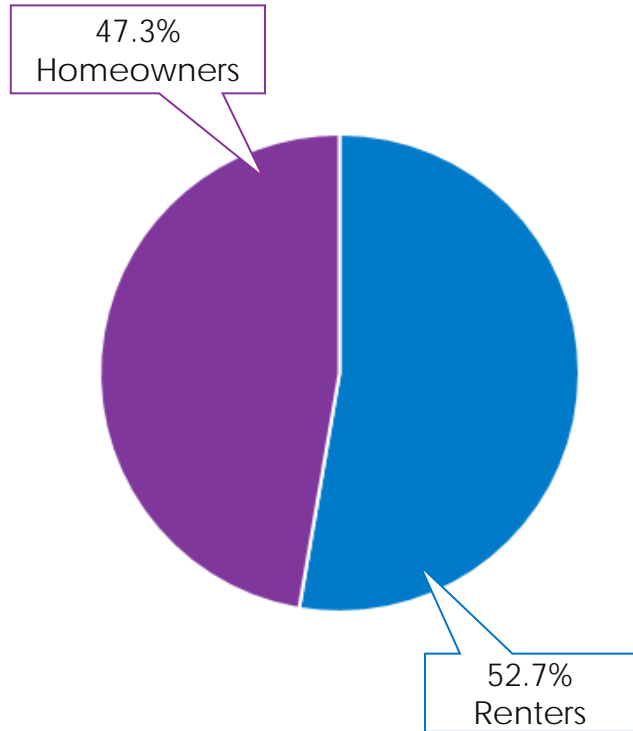
■ Under 18 ■ 25-54 ■ 55+



21% of Beaverton residents were **born outside of the U.S.**

28% speak a **language other than English** at home

Beaverton Demographics



\$57,608

Area Median Income

\$1,197

Median Monthly Rent



About 1 in 4 families spend more than 50% of their income on housing costs

47.2% of all renters are cost-burdened

95.7% of 60 percent AMI renters are cost-burdened

Housing Development

DEMAND

Estimated by 2035 = 12,295 units

- 233 new rentals per year
 - 133 regulated affordable units per year
- 381 new single-family homes per year



PRODUCTION

FY 2015-2016

- 165 rentals
 - 47 affordable
 - 118 market-rate

FY 2016-2017

- 155 rental units
 - 24 affordable units
 - 131 market-rate units

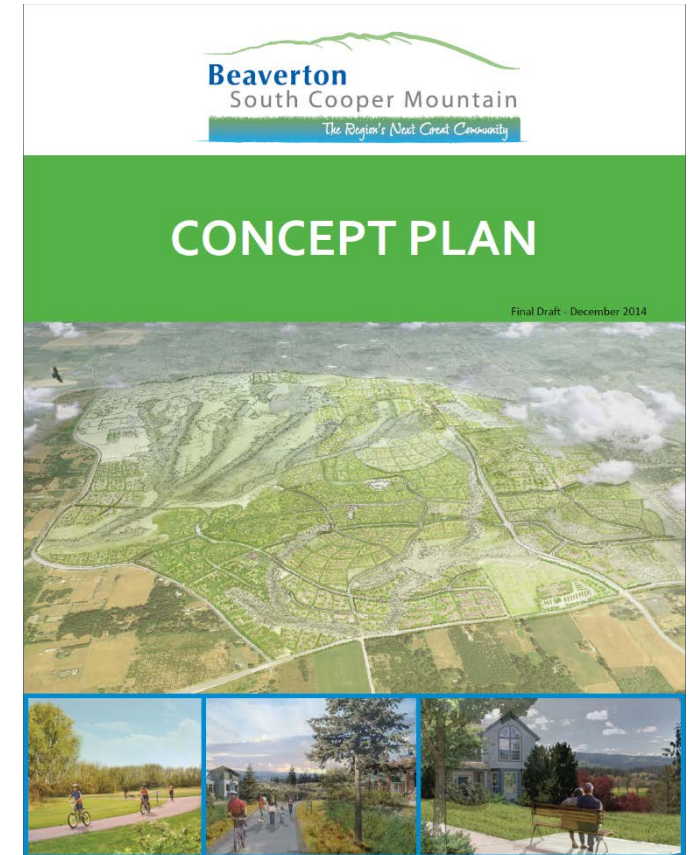
South Cooper Mountain

Production Counts

- 960 units approved
- 1,130 units currently under review
- Applications for over 1,000 additional units likely this year
- 35-45% multifamily

Affordability Challenges for Greenfield Development

- Utility extension
- Large parcels of expensive land
- Poor transit service
- Auto-oriented location
 - Parking burden



Homelessness

- Not new Beaverton, but has been largely invisible
- Today, we see camping on streets in cars and trailers
- Beaverton School District statistics show increasingly high numbers of homeless students and families



Beaverton Valley Times photo: Jaime Valdez

Policy Guidance

Beaverton Community Vision Goals

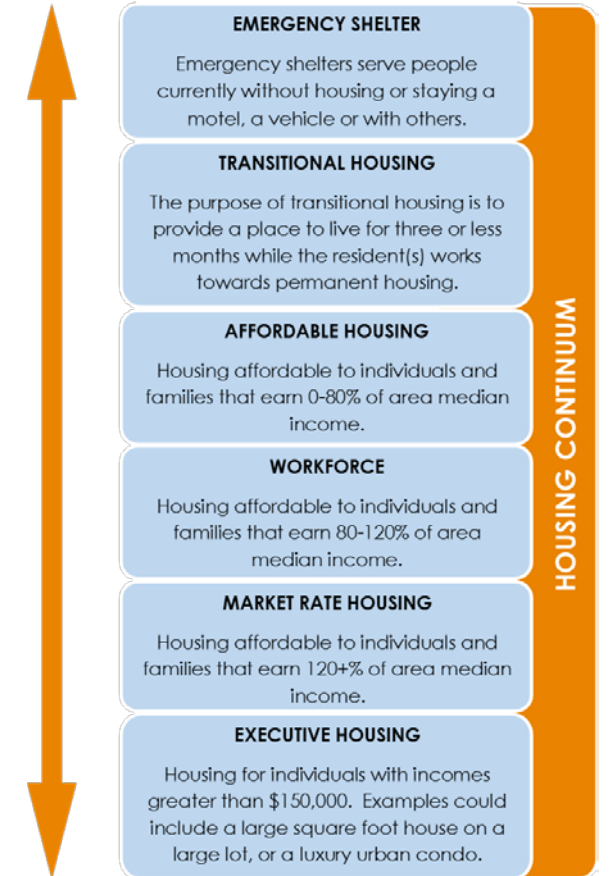
- Expand housing stock & access for all income levels
- Act to reduce homelessness & poverty
- Promote Diversity

Comprehensive Plan – Housing Element

- Mix of housing for mix of incomes throughout the city
- Expected need to increase 25% by 2035

Housing Five-Year Action Plan

- Current year budget
- Four-year forecast
- Funding priorities



Initiatives, Programs, Opportunities

Programs

- Vertical Housing Development Zones
- Property Acquisition
- CDBG
- Severe Weather Shelter
- Nonprofit Affordable Housing Tax Exemption
- Housing Development Gap Financing
 - Representative Projects: The Rise, La Scala, Barcelona, Bridge Meadows

Initiatives

- Metro Equitable Housing Grant
 - Preserving naturally occurring affordable housing
- Downtown Design and Development Readiness Project
 - Urban Design Framework
 - Code changes to facilitate infill development

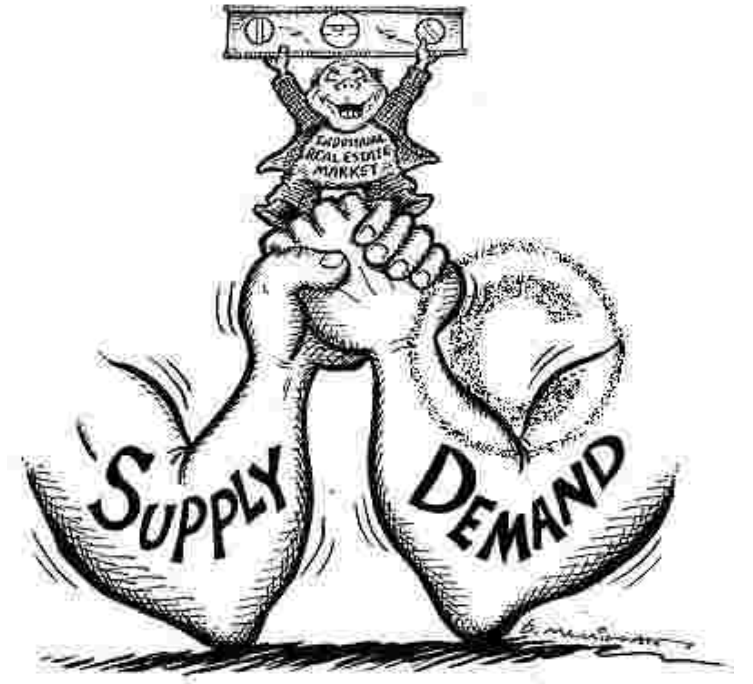
When doing a lot isn't enough...

- Fundamental resource problem



Challenges

- Housing demand exceeds production
- Low vacancy rates
 - 1% in sales market/homeownership
 - 2.8% in rental market
- Pressure on naturally occurring affordable housing
- Land availability
- Cost of development
 - SDC's
 - Parking
 - Infrastructure



We're all in this together

Regional Collaboration

- Metro Grants, Regional Fair Housing Collaborative
- Washington County: Thrives, Coalition of Housing Advocates, Housing & Supportive Services Network, Planning Directors
- Informal networks: SW Corridor, NOAH

Housing affordability is a regional issue that can only be solved by working together to develop innovative solutions and increase funding



Thanks for listening.

Cadence Petros | Development Division Manager | cpetros@beavertonoregon.gov
Anna Slatinsky | Planning Division Manager | aslatinsky@beavertonoregon.gov

