



600 NE Grand Ave.  
Portland, OR 97232-2736

## Metro Policy Advisory Committee (MPAC)

### agenda

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Wednesday, November 8, 2017

5:00 PM

Metro Regional Center, Council chamber

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1. **Call To Order, Introductions, Chair Communications (5:00 PM)**
2. **Citizen Communications (5:10 PM)**
3. **Council Update (5:15 PM)**  
**Council Update (5:15 PM)**
4. **MPAC Member Communication (5:20 PM)**
5. **Consent Agenda (5:25 PM)**
  - 5.1 MTAC Nominations [COM](#)  
[17-0065](#)

Attachments: [Memo: MTAC Nominations](#)
  - 5.2 Consideration of October 11, 2017 Minutes [17-4915](#)

Attachments: [October 11, 2017 Minutes](#)
  - 5.3 Consideration of October 25, 2017 Minutes [17-4920](#)

Attachments: [October 25, 2017 MPAC Minutes](#)
6. **Information/Discussion Items**
  - 6.1 Metro Housing, Land Use, & Economic Data (5:30) [COM](#)  
[17-0067](#)

Presenter(s): Jeff Frkonja, Metro  
Zac Christensen, Metro

Attachments: [MPAC Worksheet](#)  
[Metro Research Center Housing Data](#)

- 6.2 Greater Portland Pulse Housing Data Hub (6:00 PM) [COM](#)  
[17-0066](#)

Presenter(s): Liza Morehead, PSU Institute of Portland Metropolitan  
Studies  
Sheila Martin, PSU Institute of Portland Metropolitan  
Studies

Attachments: [MPAC Worksheet](#)

- 6.3 Regional Equitable Housing Investment Opportunities (6:30 PM) [COM](#)  
[17-0068](#)

Presenter(s): Maxine Fitzpatrick, Portland Community Reinvestment  
Initiatives (PCRI)  
Nan Stark, City of Portland Bureau of Planning and  
Sustainability

Attachments: [MPAC Worksheet](#)  
[Pathway 1000 Implementation Plan Executive Summary](#)

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

**Upcoming MPAC Meetings**

- *Wednesday, December 13, 2017*
- *Wednesday, January 10, 2018*
- *Wednesday, January 24, 2018*

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**សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro**  
ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។  
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntov txog 5 teev tsaus ntuj weekdays) 5 hnuv ua hauj lwm ua ntej ntawm lub rooj sib tham.



## 2017/2018 MPAC Work Program

*As of 10/25/17*

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

<p><b><u>Wednesday, October 25, 2017</u></b></p> <ul style="list-style-type: none"> <li>• Regional Transportation Technology Strategy (Eliot Rose, Metro; 40 min)</li> <li>• 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)</li> </ul>	<p><b><u>Wednesday, November 8, 2017</u></b></p> <ul style="list-style-type: none"> <li>• Metro’s Housing Data Resources (Jeff Frkonja; 30 min)</li> <li>• Greater Portland Pulse Housing Data Hub (Liza Morehead and Sheila Martin, PSU Institute of Portland Metropolitan Studies; 40 min)</li> <li>• City of Portland/PCRI Pathway 1000 Initiative Project Update – Information/Discussion (TBD; 40 min)</li> </ul> <p><i>November 14 – 17: Association of Oregon Counties Annual Conference, Eugene, OR</i></p>
<p><b><u>Wednesday, November 22, 2017</u></b> – cancelled</p>	<p><b><u>Wednesday, December 13, 2017</u></b></p> <ul style="list-style-type: none"> <li>• 2018 RTP: Project Update – Information/Discussion (Kim Ellis, Metro; 15 min)</li> <li>• <i>Anti-Displacement Strategies: Panel Discussion (multiple; 60 min)</i></li> <li>• <i>MPAC in 2018</i></li> </ul>
<p><b><u>Wednesday, December 27, 2017</u></b> – cancelled</p>	<p><b><u>Wednesday, January 10, 2018</u></b></p> <ul style="list-style-type: none"> <li>• <i>2030 Regional Waste Plan (Matt Korot/Marta McGuire, Metro; 30 min)</i></li> </ul>

<p><b><u>Wednesday, January 24, 2018</u></b></p> <ul style="list-style-type: none"> <li>• 2018 RTP Engagement and Regional Leadership Forum #4 – Information/Discussion (Cliff Higgins, Metro; 15 min)</li> <li>• Draft RTP Findings and Policy Update – Information/Discussion (Kim Ellis, Metro; 25 min)</li> </ul>	<p><b><u>Wednesday, February 14, 2018</u></b></p>
<p><b><u>Wednesday, February 28, 2018</u></b></p> <ul style="list-style-type: none"> <li>• Draft RTP Policies – Information/Discussion (Kim Ellis, Metro; 25 min)</li> <li>• Draft RTX Policies and Strategies – Information/Discussion (Eliot Rose, Metro; 20 min)</li> </ul>	<p><b><u>Wednesday, March 14, 2018</u></b></p> <ul style="list-style-type: none"> <li>• Draft Freight Strategy – Information/Discussion (Tim Collins, Metro; 20 min)</li> <li>• Draft Safety Strategy – Information/Discussion (Lake McTighe, Metro; 20 min)</li> </ul>
<p><b><u>Wednesday, March 28, 2018</u></b></p>	<p><b><u>Wednesday, April 11, 2018</u></b></p>
<p><b><u>Wednesday, April 25, 2018</u></b></p>	<p><b><u>Wednesday, May 9, 2018</u></b></p>
<p><b><u>Wednesday, May 23, 2018</u></b></p> <ul style="list-style-type: none"> <li>• Draft RTX – Information/Discussion (Eliot Rose, Metro; 20 min)</li> </ul>	<p><b><u>Wednesday, June 13, 2018</u></b></p>

**Upcoming events:**

- March 2, 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)
- Washington County Transportation Futures Study

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: October 2, 2017  
To: MPAC  
From: Tom Kloster, Acting MTAC Chair   
Subject: MTAC Nomination for MPAC Consideration

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We have received a nomination for the Environmental Advocacy Organization seat on MTAC.

The Audubon Society has nominated Bob Sallinger to fill the seat which is currently vacant.

Please consider this nomination 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 11<sup>th</sup>, 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 jurisdiction's decision making just because of timing.

**MOTION:** Commissioner Amanda Fritz moved and Ms. Buehner 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 counties 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. Borwn 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**

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



**METRO POLICY ADVISORY COMMITTEE (MPAC)**

Meeting Minutes

October 25<sup>th</sup>, 2017

Metro Regional Center, Council Chamber

**MEMBERS PRESENT**

Steve Callaway  
Sam Chase  
Andy Duyck  
Amanda Fritz  
Mark Gamba (*Chair*)  
Jeff Gudman  
Kathryn Harrington  
Gordon Hovies  
Nathan Phelan  
Craig Prosser  
Ty Stober  
Peter Truax

**AFFILIATION**

City of Hillsboro, Largest City in Washington County  
Metro Council  
Washington County Commission  
City of Portland  
City of Milwaukie, Other Cities in Clackamas County  
City of Lake Oswego, Largest City in Clackamas County  
Metro Council  
Tualatin Fire and Rescue, Special Districts in Washington County  
Special Districts in Multnomah County  
TriMet  
City of Vancouver  
City of Forest Grove, Other Cities in Washington County

**ALTERNATES PRESENT**

Carrie McLaren

**AFFILIATION**

Oregon Department of Land Conservation and Development

**MEMBERS EXCUSED**

Gordon Hovies

**AFFILIATION**

Tualatin Fire and Rescue, Special Districts in Washington County

**OTHERS PRESENT:** Adam Barber, Anna Slatinsky, N. Janine Gates, Chris Neamtzu, Cadence Petros, Jennifer Donnelly, Tim Knapp, Laura Weigel, Jamey Duhamel, Gretchen Buehner

**STAFF:** Ted Reid, Jes Larson, Megan Gibb, Eliot Rose, Nellie Papsdorf, Elissa Gertler, Roger Alfred, Tyler Frisbee, Miranda Mishan

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

MPAC Chair Mark Gamba called the meeting to order at 5:11 pm. He reminded MPAC members about the upcoming racial equity workshop offered by Metro on November 1<sup>st</sup>.

**2. CITIZEN COMMUNICATIONS**

*There were none.*

**3. COUNCIL UPDATE**

Councilor Sam Chase conveyed that Councilor Carlotta Colette was planning to resign at the end of 2017 to move to Corvallis. He explained that once her seat was formally vacated the Metro Council would accept applications for someone to serve the rest of her term.

Councilor Chase noted that the Metro Council recently approved the Chehalem Ridge master plan.

#### **4. MPAC MEMBER COMMUNICATION**

Mayor Pete Truax responded to the Chehalem Ridge update and added that the area was going to be a great place for tourism and research around environmental change.

Mr. Craig Prosser reminded MPAC that Mr. Neil McFarlane was retiring this year and the TriMet board was rewriting his position description and would start recruitment soon.

#### **5. CONSENT AGENDA**

No quorum.

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

##### **6.1 Regional Technology Strategy**

Chair Gamba shared that this informational item related to the technology strategy that Metro was developing as a part of the RTP. He introduced Mr. Eliot Rose, from Metro's planning department.

*Key elements of the presentation included:*

Mr. Rose defined emerging technologies and discussed some of the different types of emerging technologies. He provided some specific examples of how these technologies were operating around the Metro region.

Mr. Rose explained why technology was a part of Metro's RTP, noting that it was necessary to plan for a future that focused on technology because of the rate at which technology was developing. He discussed some statistics regarding technology and transportation in Portland and around the region. Mr. Rose highlighted some pros and cons of new technology transportation options.

Mr. Rose discussed the equity implications of transportation technology. He highlighted the lack of accessibility of transportation applications because of the lack of affordability of smart phones. Mr. Rose also explained that many geographical areas in the region are not served by certain transportation technologies. He emphasized that this was an obstacle in having a region-wide conversation about technology.

Mr. Rose recounted the progress that had been made on technology in the RTP. He expressed that part of what he was attempting was to look at other cities and regions and

learn from their example. Mr. Rose emphasized that technology didn't change our values but changed how we would get there. He added that it was important to be honest about what we didn't know.

Mr. Rose highlighted some of the challenges faced by the RTX and recounted the proposed RTX development process. He explained that he was incorporating feedback and working on policies. Mr. Rose noted he would return to MPAC once he started planning policies.

*Member discussion included:*

- Mayor Truax expressed concern about communities being left out of the expansion of technology. He explained that this was unconscionable to him and asked if rideshare companies were allowed to avoid making accommodations for disabled riders, and if the limited time for engagement was legitimate. Mr. Rose said that what was driving the timeline was the need to include it in the Regional Transportation Plan.
- Commissioner Fritz shared that Portland passed legislation that forbade autonomous vehicles until the city council officially approved them because they were worried about the safety of the vehicles. She highlighted concerns regarding surveillance and information sharing with regard to upcoming technologies, and reminded MPAC to take into account the social consequences of technology.
- Mayor Callaway expressed agreement with Mayor Truax regarding equity. He noted that people being left out was preventable. Mayor Callaway asked Mr. Rose about what kind of role cities and communities could play outside of MPAC with partners and groups in his work on RTX. Mr. Rose explained that both University of Oregon and Portland State University had been convening groups around this issue, and noted that other groups and ad-hoc efforts had started. He reminded individuals on the committee to let him know if they wanted to be involved in these efforts.
- Chair Andy Duyck shared that he was excited about the technology discussion. He recommended embracing technology and using it to address transportation problems in the region.
- Commissioner Fritz raised concerns about the impact of new technologies on the amount and availability of jobs in the region.
- Mayor Gamba shared concerns regarding land use and how new technology would impact parking and land-use in the region.

## **6.2 Housing Trends and Policies around the Region: Wilsonville and Beaverton**

Chair Gamba announced that this informational item was a continuation of a series of updates on growth around the region. He introduced Mr. Chris Neamtzu and Mayor Tim Knapp from Wilsonville, and Ms. Anna Slatinsky and Ms. Cadence Petros from Beaverton.

*Key elements of the presentation included:*

Mayor Knapp provided some background on Wilsonville and discussed rates of growth in the suburban community, as well as investments that had been made to aid growth. He explained that Wilsonville's housing had a high percentage of multifamily structures which was atypical for a suburban community. Mayor Knapp shared that they were trying to think

holistically about housing and consider implications for jobs and transportation as well. He introduced Mr. Chris Neamtzu from City of Wilsonville's planning department.

Mr. Neamtzu discussed rates of growth and employment in Wilsonville. He explained how statistical data and analysis had been a useful tool in understanding housing in Wilsonville. Mr. Neamtzu highlighted the ten year development trends in Wilsonville and explained significant points of growth as well as the fast pace construction of single family units. He noted that they were interested in providing opportunities for home ownership.

Mr. Neamtzu noted that in 2016 there was a significant growth in population, and discussed average sales prices homes in Wilsonville and compared it to average family income. He added that there was a concern about affordable housing.

Mr. Neamtzu recounted some of the housing policies that had been adopted over the last decade. He highlighted that ADU SDC's had been waived since 2010 to encourage the building of ADU's, but that only six had been built since.

Mr. Neamtzu highlighted particular neighborhood developments in Wilsonville that have been built in the past decade. He discussed the processes of development and noted that collaborative efforts made the developments a success. Mr. Neamtzu highlighted challenges to development as well as next steps for the City of Wilsonville.

*Member discussion included:*

- Councilor Gudman asked why ADU development had been so slow. Mr. Neamtzu suggested that individuals weren't interested. Mayor Knapp explained that the private sector found it profitable to build large single family homes, and that some people were worried about ADU's changing the neighborhoods. Chair Duyck suggested that there might be fewer opportunities.
- Councilor Gudman asked if the funding for the Frog Pond project was specifically for that project or if it was transferrable. Mr. Neamtzu explained that it was transferable.
- Councilor Gudman asked if Frog Pond was going to be missing middle housing. Mayor Knapp shared that it was not but they were hoping to offer more missing middle housing, but had not planned for it yet.
- Commissioner Fritz asked about the mental health housing development and how it functioned. Mr. Neamtzu explained that they had been partnering with the health provider for years, and that the services and the housing was a success.
- Chair Gamba introduced Ms. Slatinsky and Ms. Petros from the City of Beaverton.

*Key elements of the presentation included:*



Ms. Slatinsky explained some of Beaverton's demographics, and explained the distribution of low income people in the city was changing. She highlighted some of the financial demographics and noted that 1 in 4 families spend more than 50% of income on housing costs and the majority of renters were cost burdened.

Ms. Slatinsky recounted the housing demands in Beaverton as well as rates of production and development. She shared some of the limiting factors and challenges faced in building and development. Ms. Slatinsky highlighted issues surrounding homelessness and the increasing visibility of the homeless population in the city. She noted that addressing this issue was a priority of planners and elected officials.

Ms. Petros discussed housing policy goals. She explained how the community vision was incorporated into housing policy plans. Ms. Petros noted that they were in the process of updating their community action plan.

Ms. Petros discussed the city's initiative programs and other housing opportunities Beaverton was working on. She highlighted that their goal was to create opportunities to move the market, particularly in downtown Beaverton. Ms. Petros noted that they were focused on homeownership and microfinancing.

Ms. Petros noted that they had received an equitable housing grant from Metro to work on cottage clusters. She added that they needed more resources.

*Member discussion included:*

- Chair Gamba emphasized the extend of the housing crisis both nationally and in the region.
- Councilor Chase shared that New York spent \$1.2 million a year on housing. Ms. Slatinsky noted that they did not meet their housing needs either.
- Ms. Carrie McLaren asked what the state could be doing in terms of policy and asked for feedback on that topic.
- Chair Duyck suggested that asking for more money might not be the only solution and shared that there was a continuum of solutions.
- Mayor Truax raised concerns that regional leaders were not thinking about transportation and housing as linked issues, and emphasized the importance of this kind of thinking.
- Chair Gamba expressed hope that the state would allow for construction during the downturn when costs weren't high so that affordable housing could be addressed.

## **7. 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 long horizontal flourish extending to the right.

Miranda Mishan  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF OCTOBER 25, 2017**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
<b>6.1</b>	PowerPoint	10/25/17	Presentation: Regional Technology Strategy	102517m-01
<b>6.2</b>	PowerPoint	10/25/17	Presentation: Housing in the City of Wilsonville	102517m-02
<b>6.2</b>	Handout	3/2017	Wilsonville 2016 Housing Report	102517m-03
<b>6.2</b>	PowerPoint	10/25/176	Presentation: Housing in the City of Beaverton	102517m-04

# MPAC Worksheet

**Agenda Item Title:** Metro Housing, Land Use, & Economic Data

**Presenter:** Jeff Frkonja, Metro Research Center Director. Zac Christensen, Principal Analyst

**Contact for this worksheet/presentation:** Jeff Frkonja (jeff.frkonja@oregonmetro.gov)

## **Purpose/Objective**

To ensure that MPAC members are aware of the data and analytic resources that Metro Research Center can provide to inform discussions of housing issues.

## **Action Requested/Outcome**

To understand what information MPAC would like to have regarding housing topics.

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

Metro Research Center has acquired new data sources.

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

Two-page summary of Metro Research Center housing-related data resources.



# Metro Research Center

## Housing-related Data

### Research Center

#### contacts

Jeff Frkonja,  
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Center  
503-797-1742  
[drc@oregonmetro.gov](mailto:drc@oregonmetro.gov)

### Introduction

For more than 25 years Metro's Research Center (RC) has collaborated with city and county partners to develop, standardize, and distribute data covering our entire region. Metro's data repository--the Regional Land Information System (RLIS)—provides over 150 themes of data in a standard format that Metro and others use to measure performance, evaluate change, and inform policy. A subset of RLIS labeled the Land Development Monitoring System (LDMS) contains data crucial to regional housing discussions. The LDMS data sets listed below are each integral to a variety of programs in the region. Combined, these datasets provide a solid basis for understanding and planning for regional housing issues. Note that the RC purchases some of this data from vendors who apply usage restrictions.

In addition to land development and housing information the Research Center downloads and standardizes a variety of federal and state data that helps us understand who lives in the region's housing stock and what jobs exist around the region. This additional data, for example, helps the region profile household incomes or the number of jobs in a given industry sector.

The Research Center also creates forecasts that can be useful when looking at future housing supply, prices, regional capacity, and housing trends. Regional policymakers see both LDMS data and forecast products during the Urban Growth Management process that Metro undertakes cyclically and through programs like Metro's affordable housing efforts.

### Land Development Monitoring System

The Research Center's LDMS program leverages numerous datasets to provide a comprehensive picture of land use in the region. In addition to being vital to Metro's work (state law mandates collection of some of the data for growth planning purposes) the LDMS datasets are also used throughout the region by local businesses, citizens, community-based organizations, and governmental agencies for land use planning, solid waste planning, parks planning, land use and transportation forecasting, and more.

## Land Development Monitoring System informs the region...

- **How much vacant, undeveloped land exists** via the annually-updated *Vacant Land Inventory*.
- **What zoning applies to every taxlot in the region** via a generalized zoning layer, updated quarterly and including local zoning codes.
- **What buildings (including accessory dwelling units or ADUs) are going up via a comprehensive building permit dataset**, updated quarterly and supplemented with third-party data and local jurisdictions' information.
- **Where apartments and condominiums are sited** within the region via the annually-updated *multi-family database*.
- **Where single family homes are sited** via the annually-updated *single-family database* based on tax assessor information, updated annually
- **How much single family homes cost** via commercial residential sales data, updated quarterly.
- **How much it costs to rent a place to live** via a multi-family rental price dataset, purchased quarterly.
- **How much regulated affordable housing exists and where it is located** via a database describing all subsidized housing within the region, developed in coordination with local agencies and updated every 2 years.

### Uses of the Metro LDMS Data

Metro uses its data to inform growth planning, to support Metro's affordable housing efforts, to inform other planning activities such as the Regional Transportation Plan, and to support both public sector and academic partners in their own work.

### Custom Analysis

In addition to maintaining the information described above the Research Center can be hired to provide customized analytic support to public and private entities; this can include housing-related analysis. The RC often does this for small cities who lack their own technical staff. To speak to a Research Center person who can help you learn more about Metro data or provide customized work contact Karen Scott-Lowthian ([karen.scott-lowthian@oregonmetro.gov](mailto:karen.scott-lowthian@oregonmetro.gov)).

### Accessing the Regional Land Information System (RLIS) data

As data providers to the RLIS repository, contributing cities and counties within the Metro region receive an RLIS Live subscription free of charge. Much of the data is publicly-available, too, both in layers to download and through APIs that can be integrated into your own web applications. To speak to a Research Center person about accessing the data contact Steve Erickson ([steve.erickson@oregonmetro.gov](mailto:steve.erickson@oregonmetro.gov)).

Anyone can find out how to access RLIS data by using this link: [www.oregonmetro.gov/rlis-live](http://www.oregonmetro.gov/rlis-live)

# MPAC Worksheet

**Agenda Item Title:** Greater Portland Pulse Housing Data Hub

**Presenter:** Sheila Martin and Liza Morehead, Portland State University

**Contact for this worksheet/presentation:** Sheila Martin, 503-725-5170

## **Purpose/Objective**

Inform MPAC members of the Housing Data Hub as a resource for understanding housing policy issues in the region and how it connects to and complements work being done by the Metro Research Center.

## **Action Requested/Outcome**

We would like MPAC members to consider using the Housing Data Hub and providing feedback, or inviting us to present the site to planners/policy analysts in their jurisdiction.

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

The Housing Data Hub has just been launched.

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

Powerpoint

# MPAC Worksheet

**Agenda Item Title:** Regional Equitable Housing Investment Opportunities

**Presenter:** Nan Stark, City of Portland Bureau of Planning and Sustainability; Maxine Fitzpatrick, Portland Community Reinvestment Initiative (PCRI)

**Contact for this worksheet/presentation:** Emily Lieb, [Emily.Lieb@oregonmetro.gov](mailto:Emily.Lieb@oregonmetro.gov), 503-797-1921

## **Purpose/Objective**

- **Purpose:** Provide an update on the Pathways 1000 initiative, a project supported by funding from a Community Planning and Development Cycle 4 grant.
- **Outcome:** MPAC members learn about best practices for affordable housing development in response to displacement in N/NE Portland.

The Pathways 1000 project was supported by a Construction Excise Tax funded Community Planning and Development Grant to the City of Portland, in partnership with Portland Community Reinvestment Initiative (PCRI). The project addresses the affordable housing crisis in the region, with focus on the displacement of the African American community, through a multi-layered approach to asset accumulation and decreased generational poverty leading to long-term wealth creation and community economic development.

Key policy recommendations included in the Pathways 1000 Implementation Plan include:

- Increase affordable homeownership through downpayment assistance grants that allow families to build assets and financial resiliency
- Improve and expand programs for homeownership retention, especially for elders, to keep people in their homes
- Right to Return programs that prioritize access to new affordable development for residents who have been displaced

The project team believes this project provides a model for a holistic approach to community development that expands homeownership opportunities that lead to financial independence and wealth creation. The Pathways 1000 Implementation Plan includes the following elements:

- Multi-year development projects that create a pipeline to living wage skilled jobs
- Long term employment opportunities;
- Entrepreneur support through access to affordable commercial spaces;
- Opportunities to achieve home ownership for individuals and families below 100 percent area median income.

## **Action Requested/Outcome**

No policy actions are requested. This item is primarily informational and is intended to respond to requests from MPAC members to share lessons learned and best practices related to affordable housing.

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

MPAC has not previously considered this item. Since Metro Council approved a grant to the City of Portland in fall of 2015, PCRI has worked with a TAC and several community partners to develop a multi-faceted strategy for implementing the construction of 1,000 housing units over the next ten years, of which 80 percent will be home ownership units. The Executive Summary for the Pathway 1000 Implementation Plan is included. The full plan document will be released later this month.

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

Pathway 1000 Implementation Plan Executive Summary.





**PORTLAND COMMUNITY  
REINVESTMENT INITIATIVES  
PATHWAY 1000 IMPLEMENTATION PLAN  
EXECUTIVE SUMMARY**

**October 17, 2017**

# PATHWAY 1000 IMPLEMENTATION PLAN

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*"We cannot undo the harms done, but rather must focus on restoring housing justice for those who were harmed. PCRI's goal is to support and encourage displaced Black residents from North and Northeast Portland to focus on the future."*

*-Maxine Fitzpatrick  
Executive Director, PCRI*

## Executive Summary

While Portland has evolved into a thriving, livable and sustainable city with world class restaurants, locavore food carts, micro-roasted coffee perfection, bike lanes, public transportation and the hipster culture made famous by Portlandia, its transformation has once again disrupted the lives and livelihoods of its Black community. Progressive Portland, the whitest big city in the country (American Community Survey, 2013), has a long history of racialized displacement driven by redlining, urban renewal policies, gentrification and speculative real estate forces that have had devastating consequences for the Black community in Portland.

Formed twenty-five years ago due to a housing crisis created by redlining and predatory lending practices, Portland Community Reinvestment Initiatives, Inc. (PCRI) continues to be a solution to combat involuntary displacement in North and Northeast (N/NE) Portland, long the center of the Black community. Today, PCRI envisions Pathway 1000, a bold and ambitious ten-year displacement mitigation initiative to slow and reverse some of the involuntary displacement of long-term residents forced to move out of N/NE Portland and current residents at risk of displacement.

Pathway 1000 will build paths to stability and prosperity for Black and other low-income households. Over the next decade, it will create a minimum of 1,000 affordable homes primarily in N/NE Portland, 800 of which will be sold

## PATHWAY 1000 IMPLEMENTATION PLAN

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to new homeowners, as well as thousands of living wage jobs and business opportunities. Pathway 1000 will focus on homeownership, providing the nation's most reliable form of security, stability and wealth creation, outcomes that have been historically denied to Black families in Portland. Pathway 1000 also reflects a larger vision for the N/NE neighborhoods as an income inclusive, racially diverse and welcoming community that celebrates its history as the center of Black culture in Portland.

### Pathway 1000 Goals

The overarching goal of Pathway 1000 is to address generational poverty of Blacks and others displaced from N/NE Portland by providing homeownership and rental housing opportunities that create wealth and stabilize families as well as provide living wage jobs for current and future residents of the community. In late 2014, PCRI prepared a Pathway 1000 Framework Plan that sets forth the benchmarks against which the success of Pathway 1000 will be measured (PCRI, 2014).

**Pathway 1000 Housing Goal:** Create a minimum of 1,000 new affordable units primarily in N/NE Portland over the next ten years, of which 800 are planned to be ownership homes and 200 will be constructed as affordable rental homes. Pathway 1000 will target housing opportunities for Blacks and other low-income households who were forced to move against their wishes by gentrification, redlining and other causes of displacement or are in danger of displacement from N/NE Portland.

**Pathway 1000 Neighborhood Empowerment Goal:** Create living wage jobs and business opportunities to mitigate the loss of African-

# PATHWAY 1000 IMPLEMENTATION PLAN

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American businesses spurred in part by disinvestment and subsequent gentrification of N/NE Portland.

## What is in the Plan

The Framework for Pathway 1000 was initially articulated in November 2014. From November 2016 through fall 2017, this plan was developed by PCRI in collaboration with its partner organizations and technical experts. It includes the following sections:

**Section 1 - Overview and Context** describes the historical context of N/NE Portland that led to involuntary displacement and economic instability; the demographic and community impacts of displacement; the disparities between the City's Black and White populations on measures of income, poverty, homeownership and wealth; and most importantly, the public policy context in Portland to address historical displacement and now, gentrification.

**Section 2 –Community Economic Benefits** quantifies the key findings of the economic impact analysis of the Pathway 1000 Initiative using the IMPLAN model, an economic analysis standard widely utilized since 1979 in a broad range of applications. The IMPLAN study found that the \$300 million capital infusion to construct 1,000 dwelling units will have an \$850 million overall impact on the local economy. Also summarized in this section are collaborators National Association of Minority Contractors–Oregon's (NAMC-OR) and Minority Contractors Improvement Project's (MCIP) construction industry analysis, the plan to utilize a forecasting model to support contractors and the construction workforce needed for the sustained construction of Pathway 1000 homes, and the workforce training and

## PATHWAY 1000 IMPLEMENTATION PLAN

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utilization plan. This section includes the Pathway 1000 Equity and Inclusion strategies, a discussion of Access to Capital and concludes with Workforce, Business Support and Contracting Policy Actions.

**Section 3 - Homeownership and Resident Services** focuses on the benefits of asset building through homeownership for PCRI residents and Pathway 1000 homebuyers. This section includes a discussion of the linkage between PCRI residents and Pathway 1000 homeownership opportunities, a discussion of the Black home buying gap, and an economic comparison of subsidized renting and homeownership. The conventional mortgage purchase, lease purchase and housing cooperative homeownership options and the homeownership education and counseling programs available to Pathway 1000 homeowners are described.

**Section 4 – Housing Site Plan** summarizes the salient findings and recommendations of PCRI staff and Portland State University graduate students and faculty related to redevelopment of PCRI-owned sites and other potential Pathway 1000 sites. This section also describes small scale, higher density affordable ownership housing options for Pathway 1000 homeownership and recommends strategies to help PCRI secure additional land to achieve Pathway 1000 housing goals.

**Section 5 – Finance Strategy** delineates the financing plan for Pathway 1000 homeownership units, affordable rental housing and community benefits including contracting and workforce opportunities, resident opportunities and plan implementation. The funding approach, resources needed and the financial feasibility for each component are described.

# PATHWAY 1000 IMPLEMENTATION PLAN

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**Section 6 – Communication and Outreach Plan** summarizes the communication and outreach plan for Pathway 1000 to build awareness and understanding of the Pathway 1000 Initiative and to reach current residents of N/NE Portland, and previously displaced residents who may wish to return and benefit from Pathway 1000 homes, commercial spaces, jobs and workforce training or other opportunities. Implementation goals, strategies, and tasks for each phase of the plan are described.

**Section 7 – Action Items** is a comprehensive action plan that delineates specific actions, success measures, timelines, and responsible parties to achieve the Pathway 1000 goals detailed in each of the sections listed above. The action plan also describes needed policy changes, the structure and process to be used to ensure success for each goal, and an evaluation process that will be used to monitor plan implementation.

**Appendices** include acknowledgements of assistance from partners that helped prepare the plan, letters of support from partners including potential funders, references for sources cited in the plan and the Interstate Corridor Urban Renewal Area Plan Housing Goals.

## A Community Created Plan

Informed by a thorough and comprehensive planning process that included participatory community engagement processes, the Pathway 1000 Implementation Plan provides a framework for community accountability by describing the collaborative, inclusive and integrated goals, strategies and action steps that PCRI and its partners and collaborators will follow to build a minimum of 1,000 units of affordable homeownership and rental housing in N/NE Portland over a ten-year period.

## PATHWAY 1000 IMPLEMENTATION PLAN

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**Pathway 1000 differs from community development initiatives planned by local public agencies because it focuses on housing stability, wealth creation through homeownership, and subsequently a reduction in poverty, specifically the generational poverty that exist in Portland's Black community. PW 1000 is community driven, community informed, community advocated and community built.** Moreover, Pathway 1000 has intentionally developed strategies that are **not** reliant on public funding to catalyze and sustain the momentum – We believe our approach can be a model for other communities in Portland and elsewhere in the country impacted by gentrification and displacement.

Materials following this page were distributed at the meeting.





## November hotsheet

### ***Parks and nature***

*Metro's parks and natural areas preserve more than 17,000 acres of our region for recreational enjoyment and environmental protection. Supported through voter-approved bond measures and a property tax levy, Metro's parks and natural areas attract more than a million visitors from around our region.*

**Chehalem Ridge Nature Park** could open as early as 2020 after the Metro Council approved the master plan that will guide future visitor amenities. The 1,230-acre future park 15 minutes south of Forest Grove and Cornelius will provide visitors with opportunities to enjoy picnics, take in views from the Coast Range to the Cascade Mountains, and hike, bike and ride horses on about nine miles of trails. Construction is expected to be completed in phases, with the first phase possibly starting in summer 2019. The first phase would build most of the southern portion of the site, including about three miles of trails, restrooms, a trailhead at Southwest Dixon Mill Road, a picnic area, equestrian parking area and a parking lot for 70 to 80 cars with a bus drop-off spot. A multi-purpose shelter to accommodate groups up to about 50 people is also planned. The first phase is estimated to cost in the range of \$2.5 million to \$3.9 million. Future phases would be built once additional money is identified. Money from the voter-approved natural areas bond measure in 2006 and the parks and natural areas levy in 2013 was used to acquire land, restore habitat and plan for public access. Contact: Karen Vitkay, 503-797-1874

**Connect with Nature:** Metro and community partners held a third series of workshops in October for Connect with Nature, an initiative to create a new model for parks planning that is inclusive of communities of color. Project partners Verde, the Asian Pacific American Network of Oregon, Immigrant and Refugee Community Organization, and the Native American Family and Youth and Family Center brought together community members from communities of color to participate in conversations about nature and park design. Participants have shared stories in five languages about nature and their experiences in parks and natural areas. The October workshops built on broad discussions about nature and the outdoors to focus on design and planning for new Metro parks at Gabbert Butte in Gresham and East Council Creek in Cornelius. Connect with Nature participants are helping shape planning for both future parks as well as helping Metro create a new model for more inclusive parks planning. Contact: Olena Turula, 503-813-7542

## ***Land use and transportation***

*Working together, our region can reduce traffic, improve our economy and maintain what make this region a great place. Metro works with 24 cities and 3 counties to protect local values and preserve our region's farms and forests.*

**Urban and Rural Reserves:** The Oregon Land Conservation and Development Commission will consider approving the region's urban and rural reserve designations at a mid-November meeting. State staff recommend that the commission acknowledge these designations. Contact Ted Reid, 503-797-1768.

Metro's **Transit-Oriented Development Program** recently marked groundbreakings for two projects. A groundbreaking ceremony took place on Oct. 31 for The Jade, a new mixed-used project with 48 affordable units in the heart of Portland's Jade District. Metro bought this historic furniture store at the intersection of Southeast 82nd Avenue and Division Street in Portland with a vision and commitment to develop affordable apartments to rent. The groundbreaking for the Central City Concern's Eastside Campus took place Nov. 6. The six-story building includes medical facilities and 151 apartments for the homeless and medically-fragile people as well as those recovering from substance abuse. Contact Jon Williams, 503-797-1931.

Metro's **Regional Snapshots** program released its eighth installment on November 1. The online content package features data and stories that examine where we stand on housing affordability and how the region is responding to affordability challenges. Contact: Ambar Espinoza, 503-813-7554.

Metro co-sponsored the **Build Small, Live Large Summit** on November 3-5 at Portland State University. The summit convened national experts on ADU policy, design, and development and how accessory dwelling units are playing a small but growing role in addressing affordability, climate change, aging in place and more. Contact: Emily Lieb, 503-797-1921.

## ***Waste reduction and management***

*Metro manages the Portland region's garbage, recycling and compost systems, and encourages residents and businesses to make the most of what they don't want.*

In early November, Metro will release the **solid waste forecast** for the 2018-19 fiscal year. The forecast estimates the amounts and types of garbage, recycling and other materials that greater Portland is likely to discard in the coming year and is a key factor in determining solid waste fees and taxes. Numbers are informed by trends in the broader economy, such as employment, housing prices and new housing starts, which affect both consumer behavior and construction activities, and the resulting waste. A webinar will be scheduled for early November to share insights. Find more information at [oregonmetro.gov/solidwasteforecast](http://oregonmetro.gov/solidwasteforecast). Contact: Joel Sherman, 503-797-1668



Metro

# Metro Housing & Land Use Data

MPAC, November 8, 2017

# Agenda

Metro housing-related  
data resources

Partnerships that enable  
those resources

How those resources  
support you

## FOUNDATION DATA

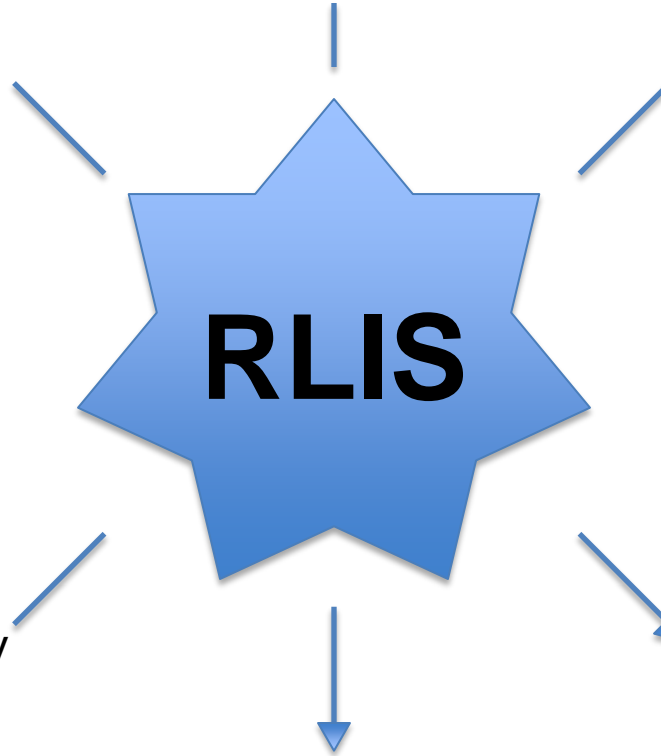
- aerial photos
- boundary maps
- environmental data
- streets
- bike routes
- census data
- water and wetlands
- zoning
- ...and much more. . .

## TRANSPORTATION

- streets, sidewalks, transit
- system performance

## LAND DEVELOPMENT MONITORING SYSTEM (LDMS)

- vacant land consumed
- redevelopment
- infill
- taxlots
- affordable housing
- multi-family housing
- construction permits
- rents and housing prices



**RLIS**

## GROWTH MANAGEMENT

- buildable land inventory
- UGB and reserves

**FORECASTS**

**HOUSING  
DEVELOPMENT  
TRENDS**

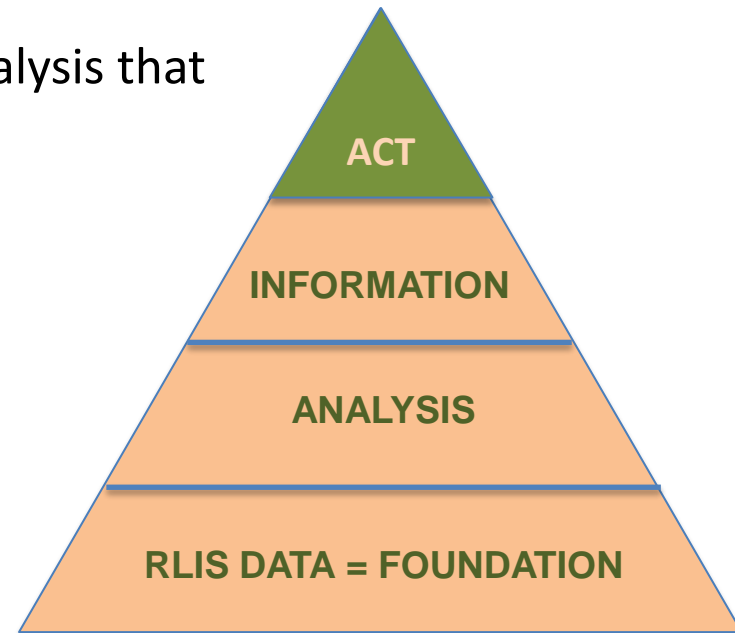
# Regional Land Information System

Gateway to regional knowledge & information

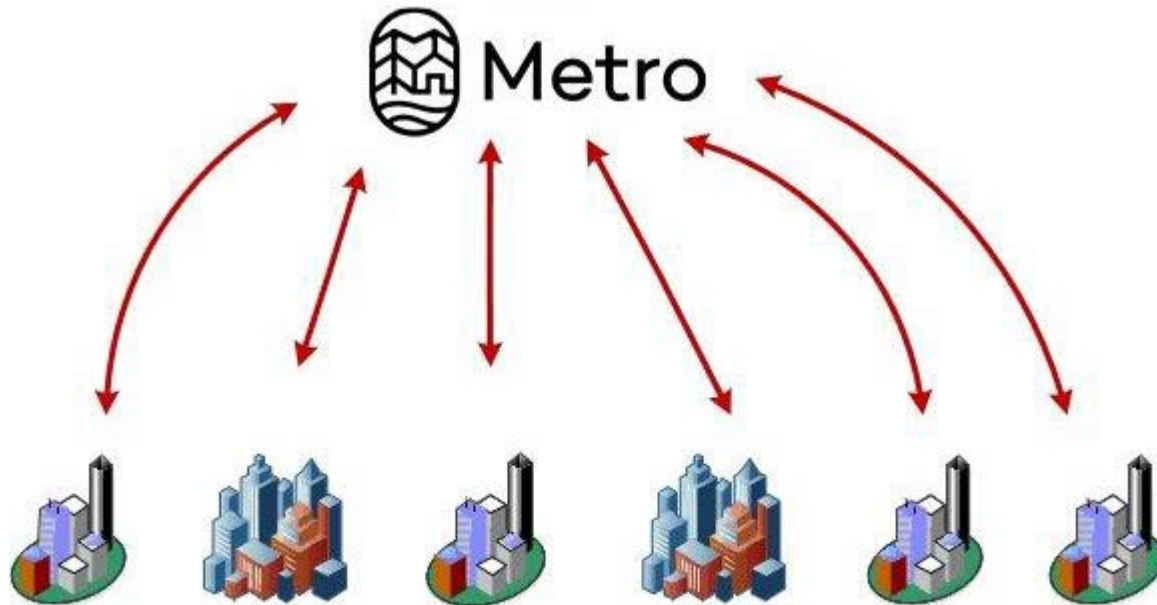
# RLIS Data & Metro Analysis Support Decision-Making

Raw data by itself is the foundation layer (think information infrastructure)...

...it becomes useful to you through meaningful analysis that produces *information*









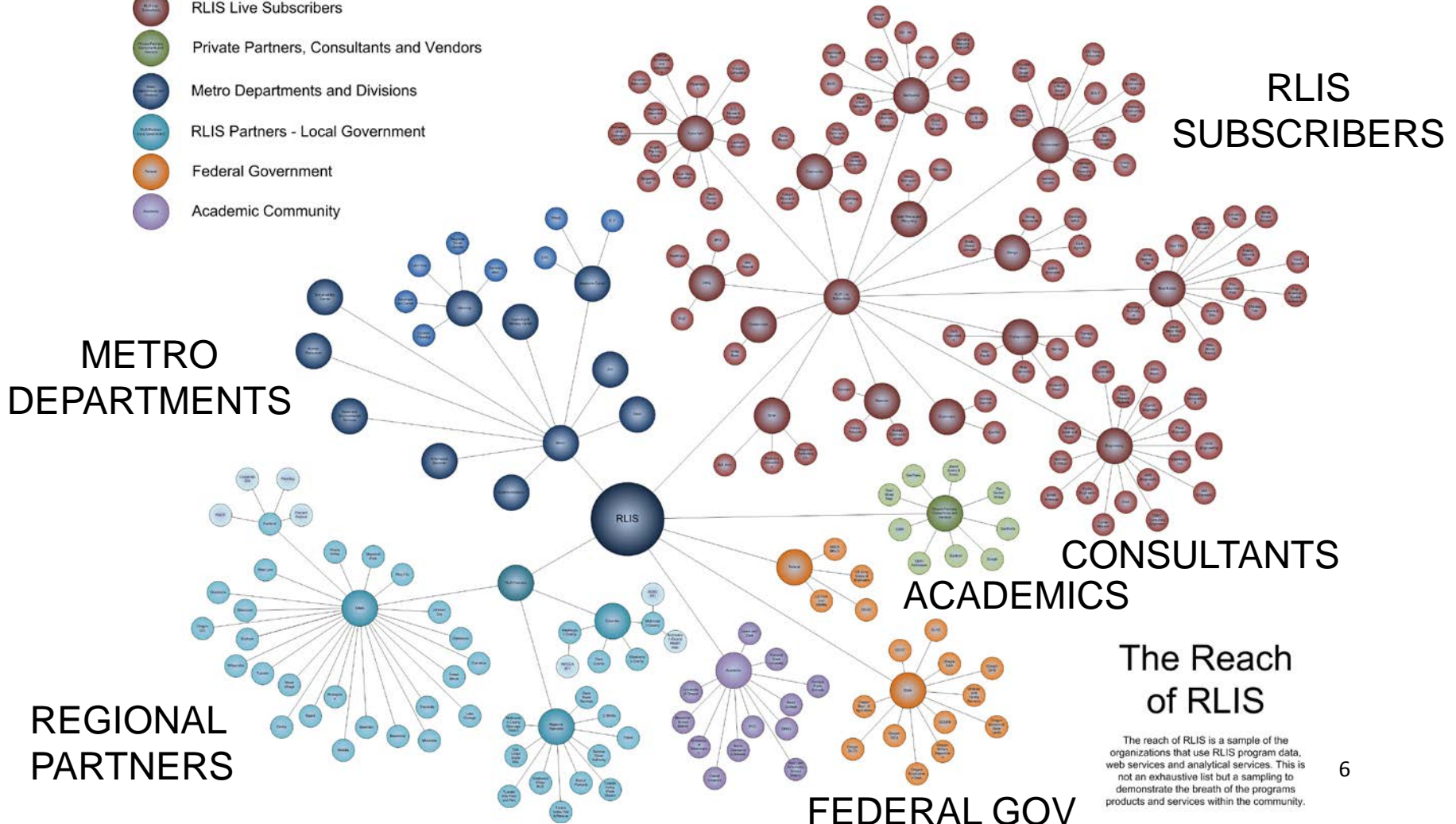
# A valuable partnership for over 20 years



Cities, counties and many other organizations provide data which Metro stitches into a cohesive database and returns as comprehensive regional facts & information

# Who are our clients and partners?

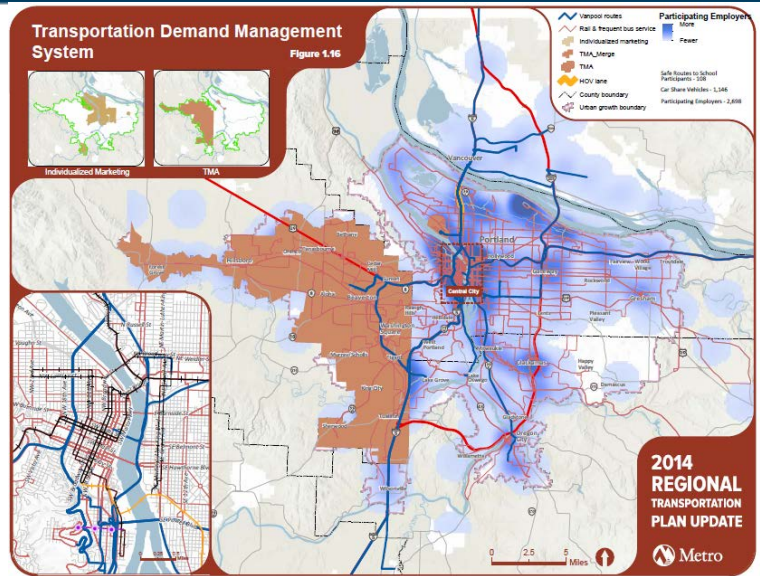
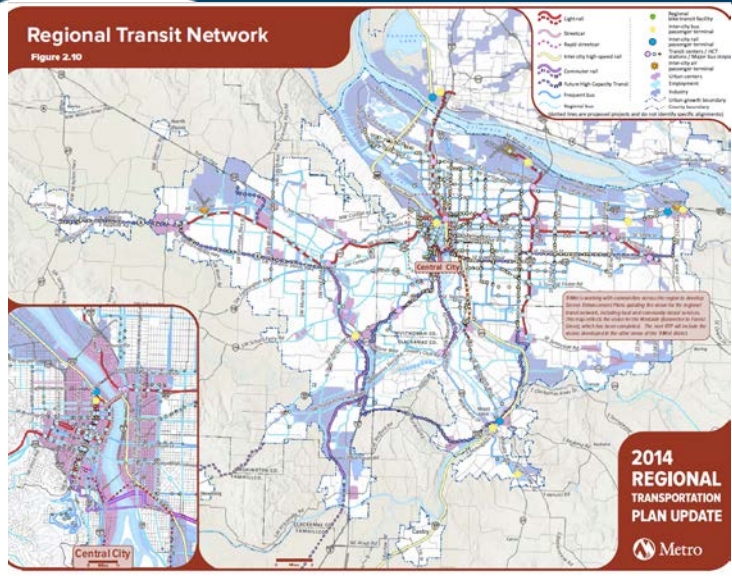
-  RLIS Live Subscribers
-  Private Partners, Consultants and Vendors
-  Metro Departments and Divisions
-  RLIS Partners - Local Government
-  Federal Government
-  Academic Community



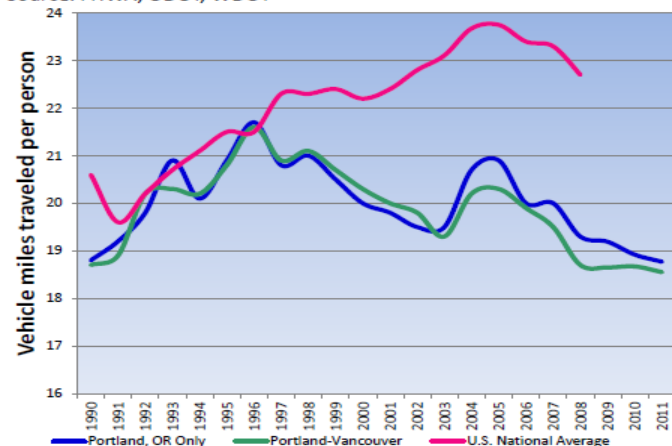
The reach of RLIS is a sample of the organizations that use RLIS program data, web services and analytical services. This is not an exhaustive list but a sampling to demonstrate the breath of the programs products and services within the community.



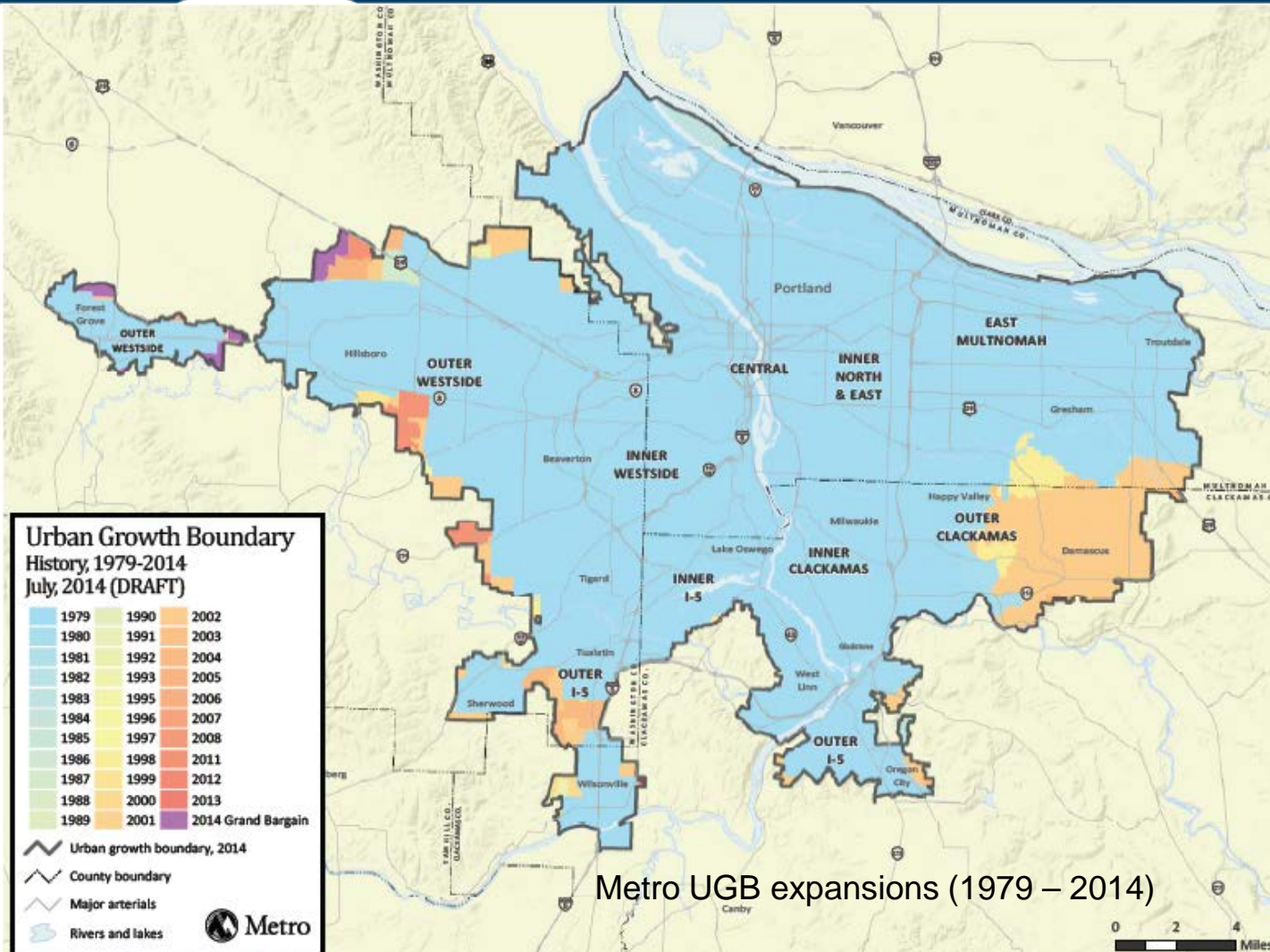
# Transportation information for RTP



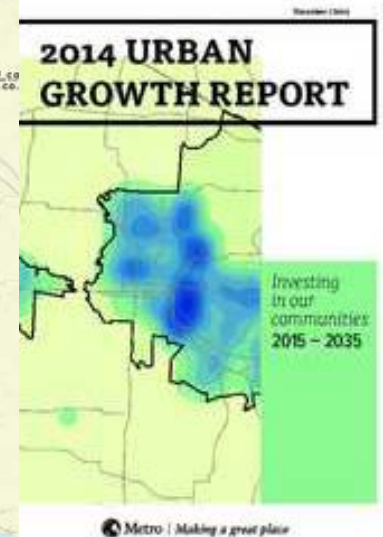
Vehicle Miles Traveled Per Person (1990 - 2011)  
Source: FHWA, ODOT, WDOT



# Boundary and Policy Data Identify Where Things Can Happen



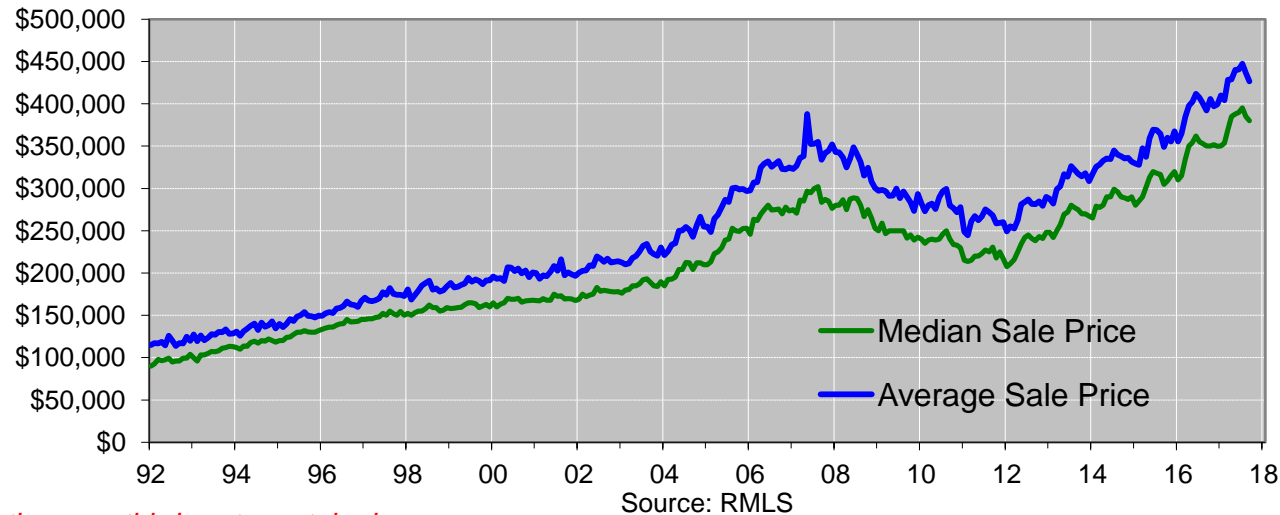
Metro UGB expansions (1979 – 2014)



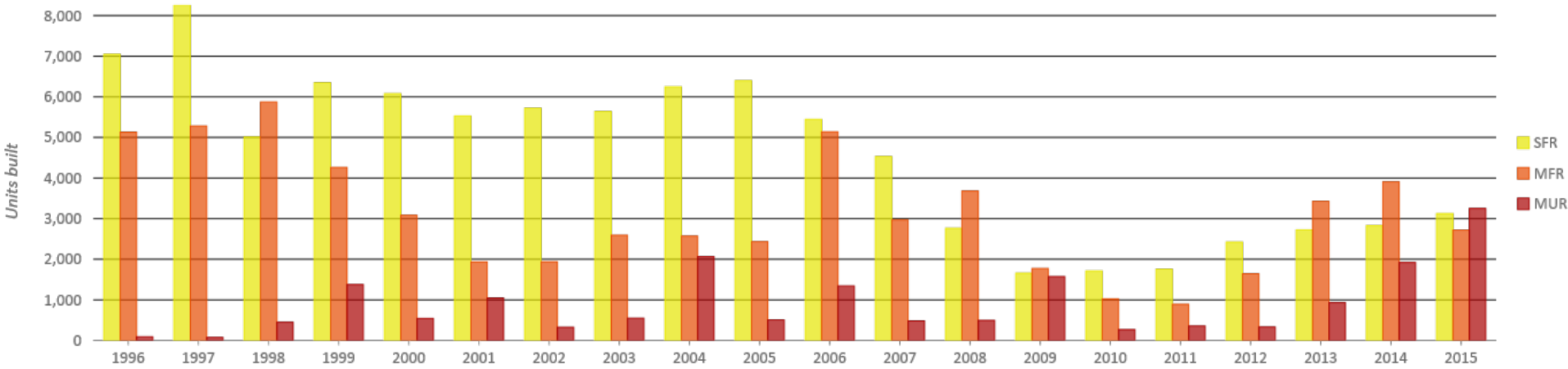
# Land Development Monitoring System (LDMS) Identifies Trends

- Land consumed
- Redevelopment & infill
- Development efficiency
- Prices & rents \*

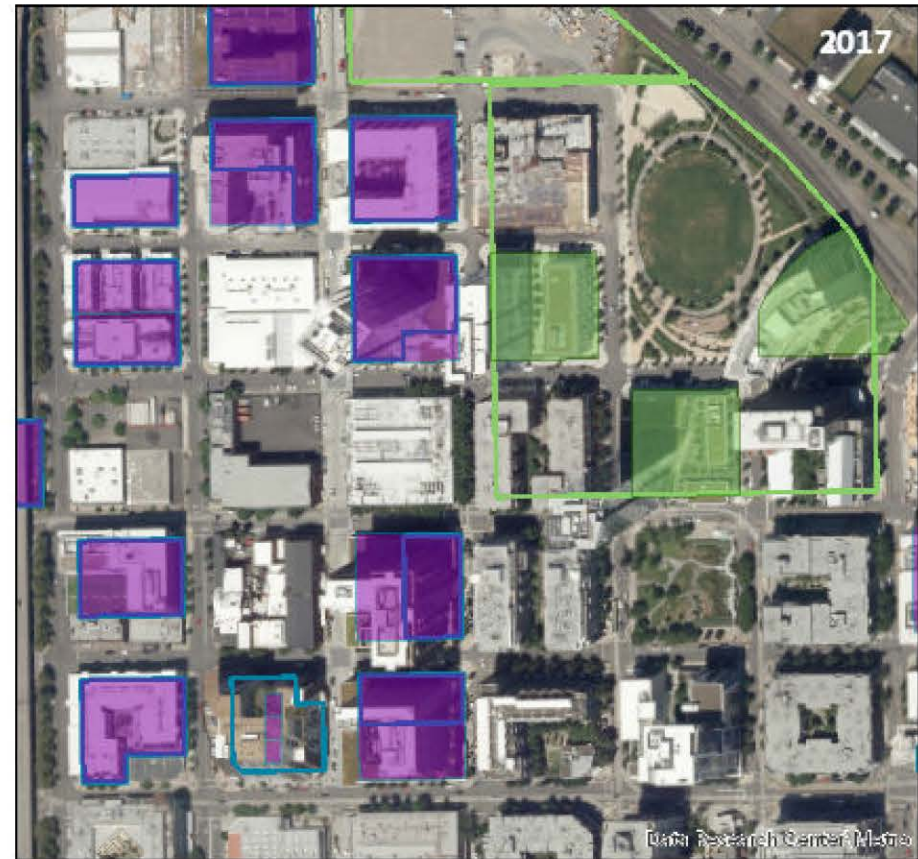
Average & Median Regional Single Family Sale Price



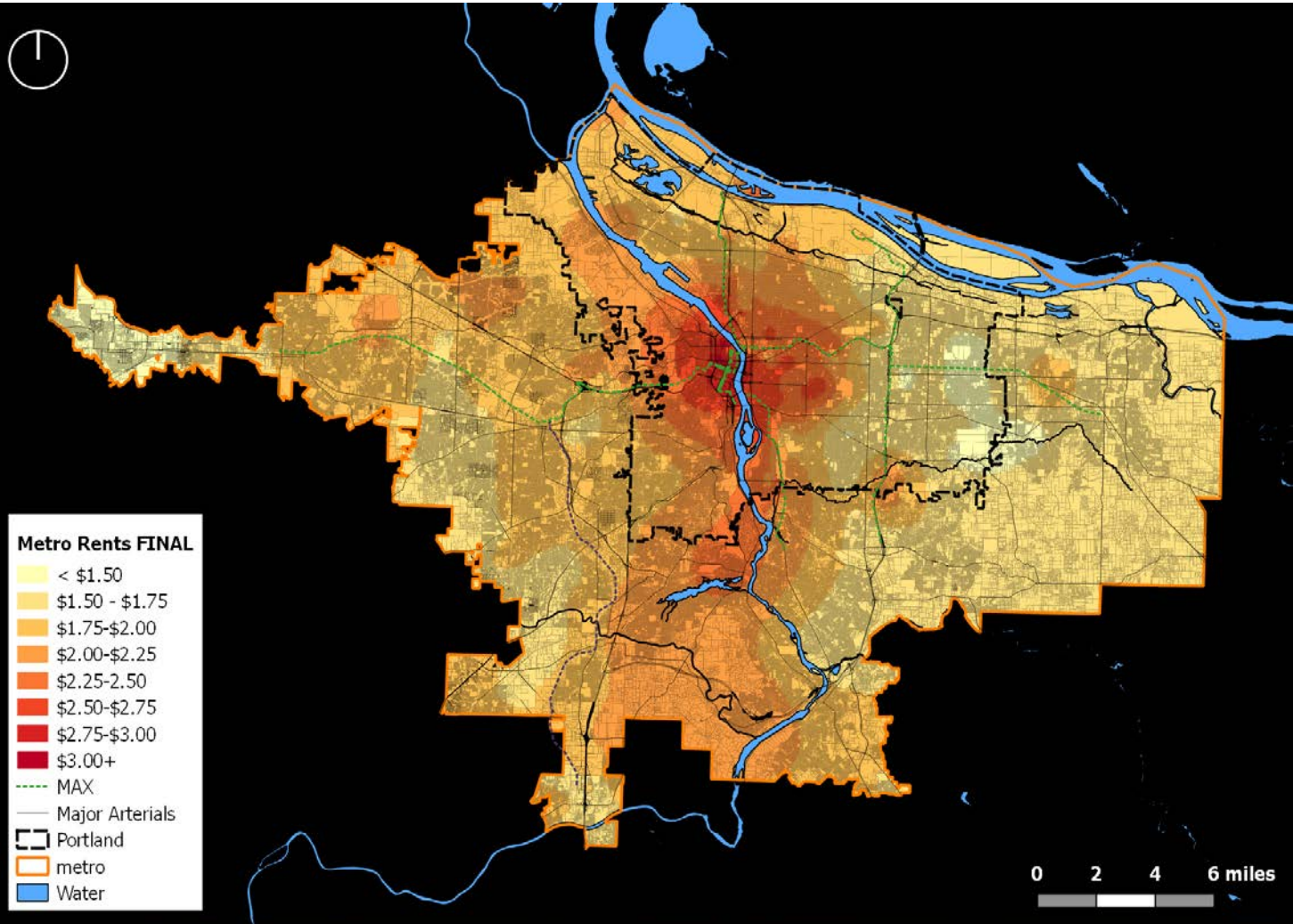
\* Research Center has acquired and is testing new third-party rental price sources



# Identifying and Measuring Change

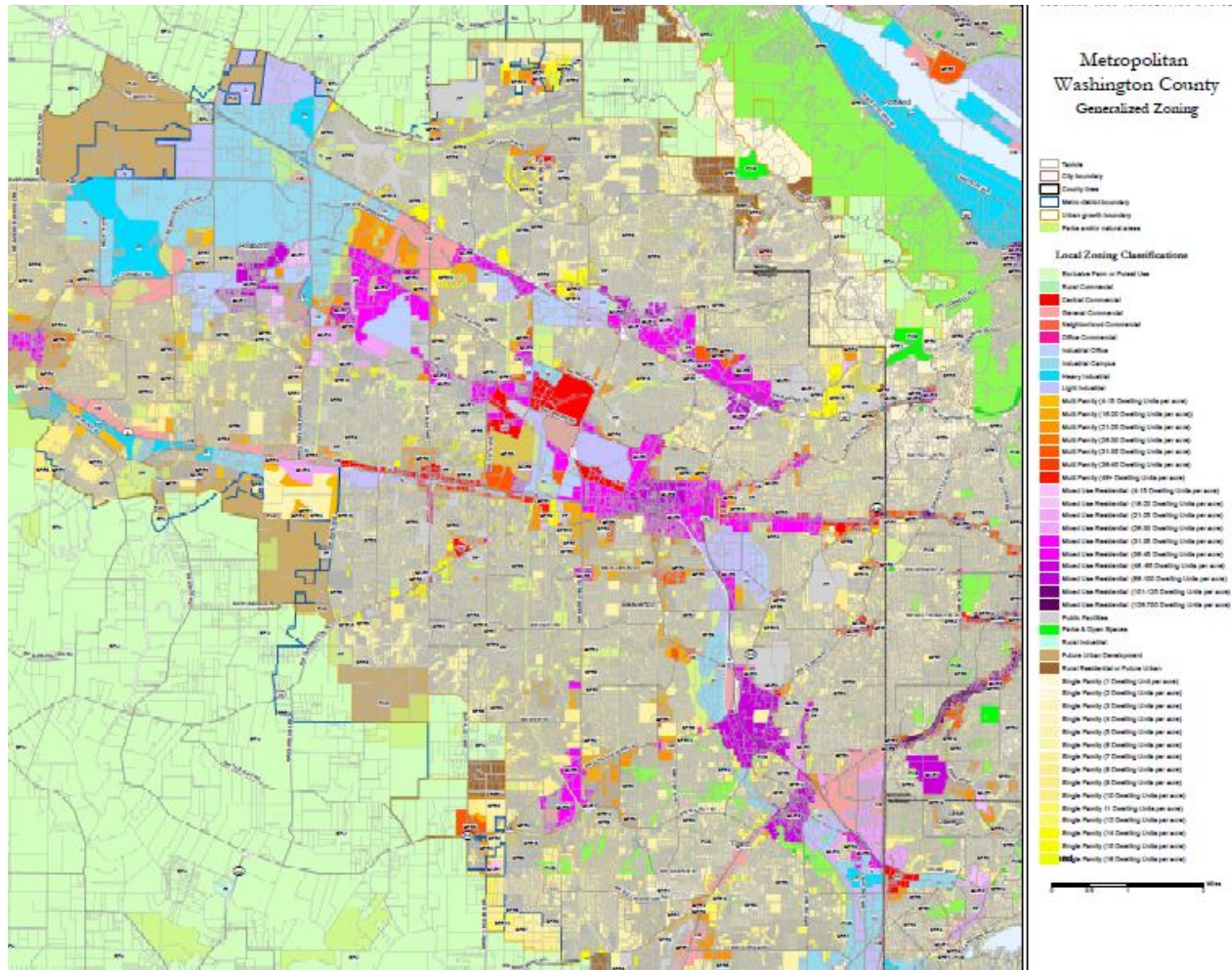


# Rental Data & Affordability

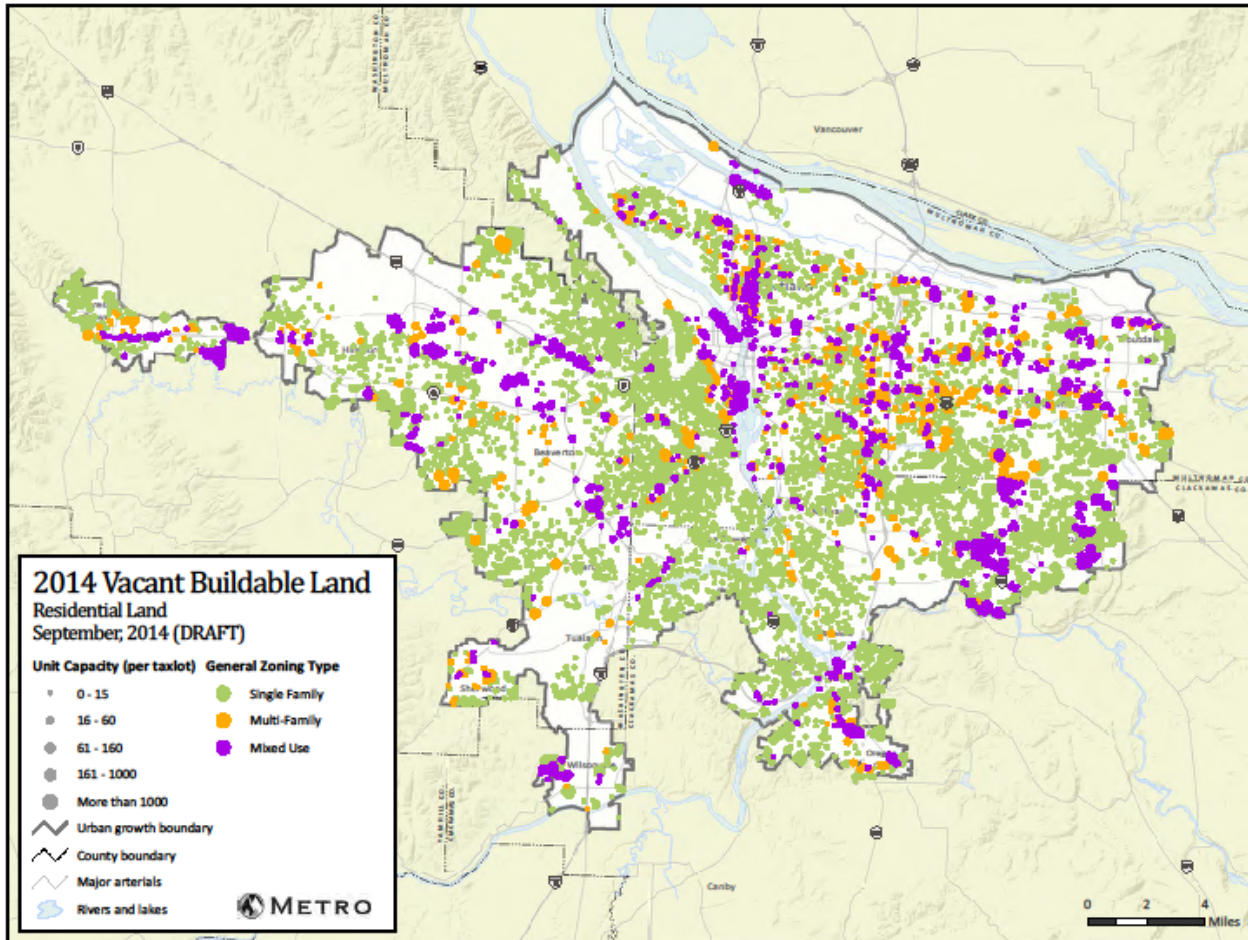


2016 Residential  
Rentals \$/SF

# Regional View of Local Zoning



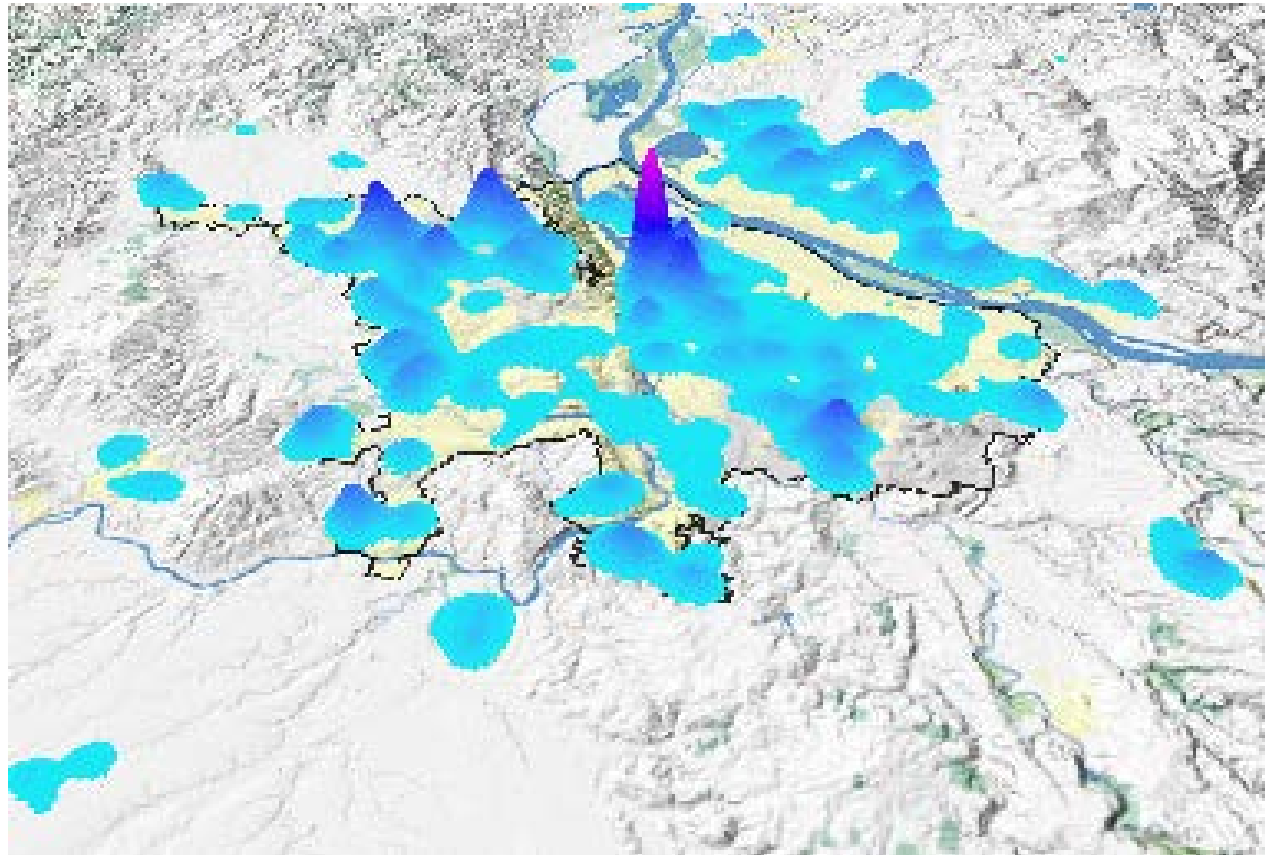
# Buildable Land Inventory



The BLI informs the UGB management decision and compliance with ORS 197.296 (the state law that guides UGB capacity calculations)

# Visualizing Development

A “heat map” showing the concentrations of residential construction happening in the region

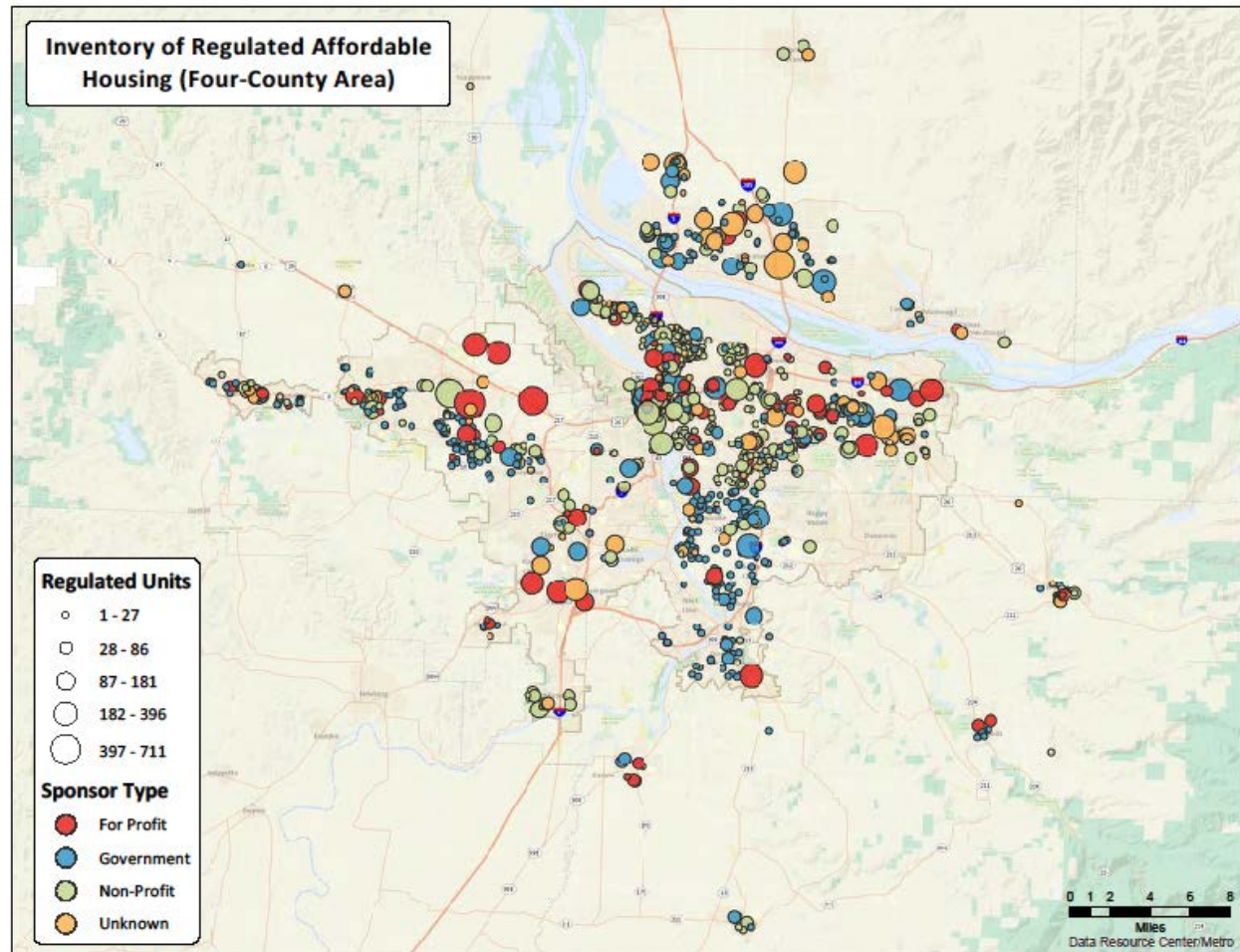


Source: Metro's *Opportunities and Challenges for Equitable Housing* report



# Subsidized Affordable Housing

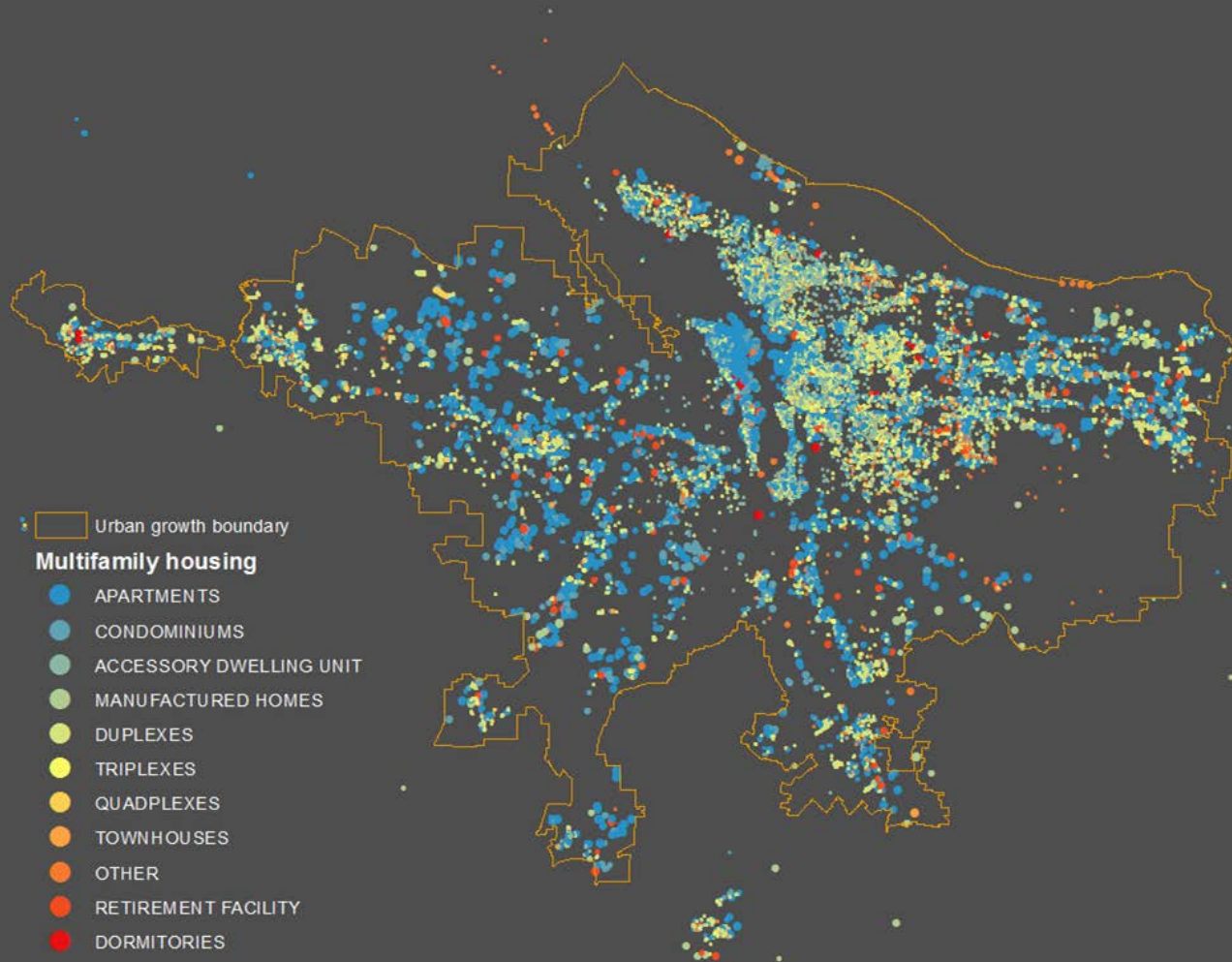
Affordable housing  
by sponsor type and  
number of units



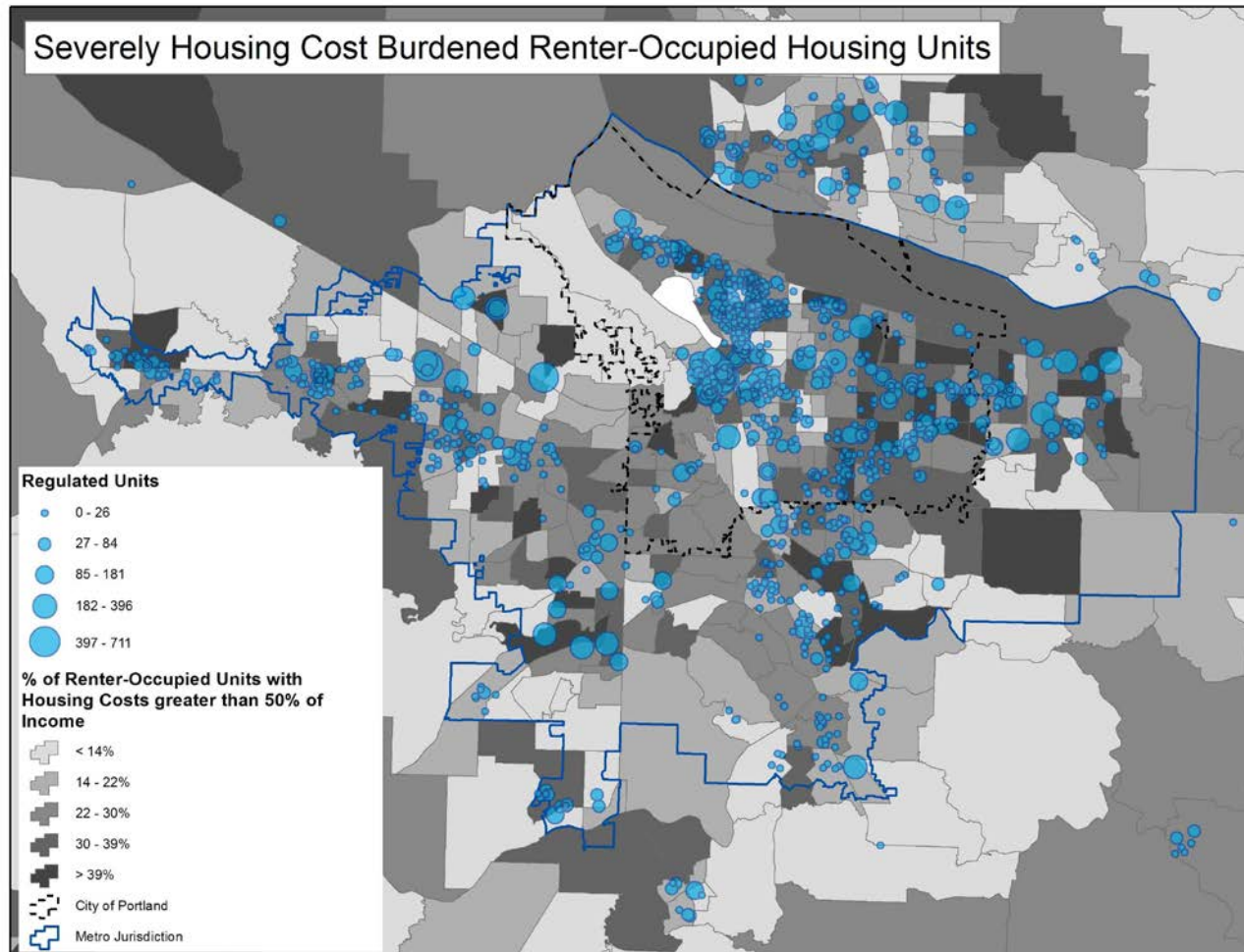
Source: RLIS, published in Metro's  
*Opportunities and Challenges for  
Equitable Housing* report

# Residential Housing Details

An inventory of multifamily and single family homes reveals details that can be used to analyze land use, measure density, proximity to transportation, and identify trends




# Housing Trends & Equity Issues



# Partners leveraging RLIS data

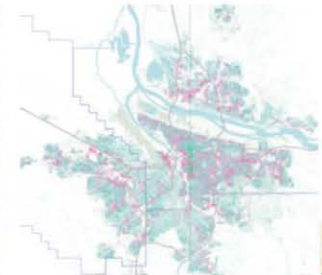
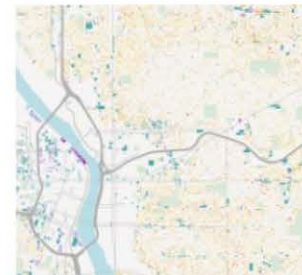
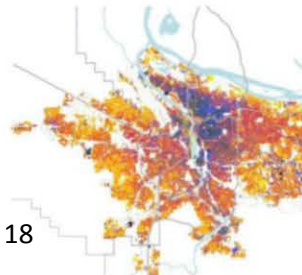
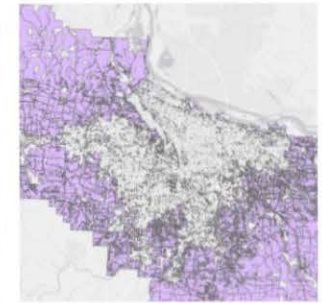
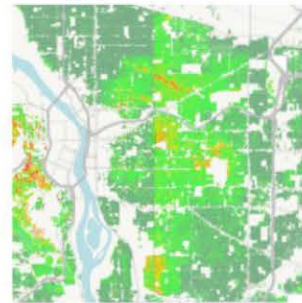
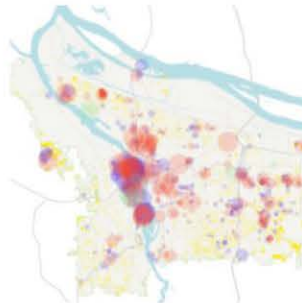
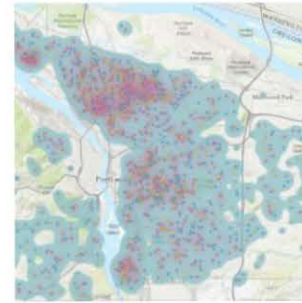
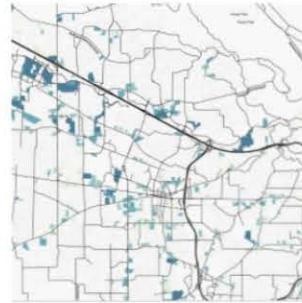
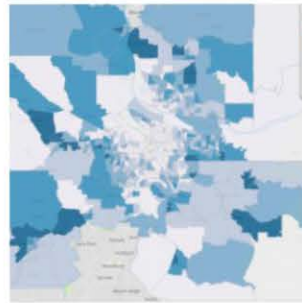
Small geography maps allow us to explore the housing market as it plays out in neighborhoods and jurisdictions across the region.



**HOUSING DATA HUB**

- Home
- About Us ▾
- Regional Housing Indicators ▾
- Research & Data Stories ▾
- Small Geography Maps ▾
- Links to Related Local & Regional Research ▾
- Links to Related National Research ▾
- Contact Us

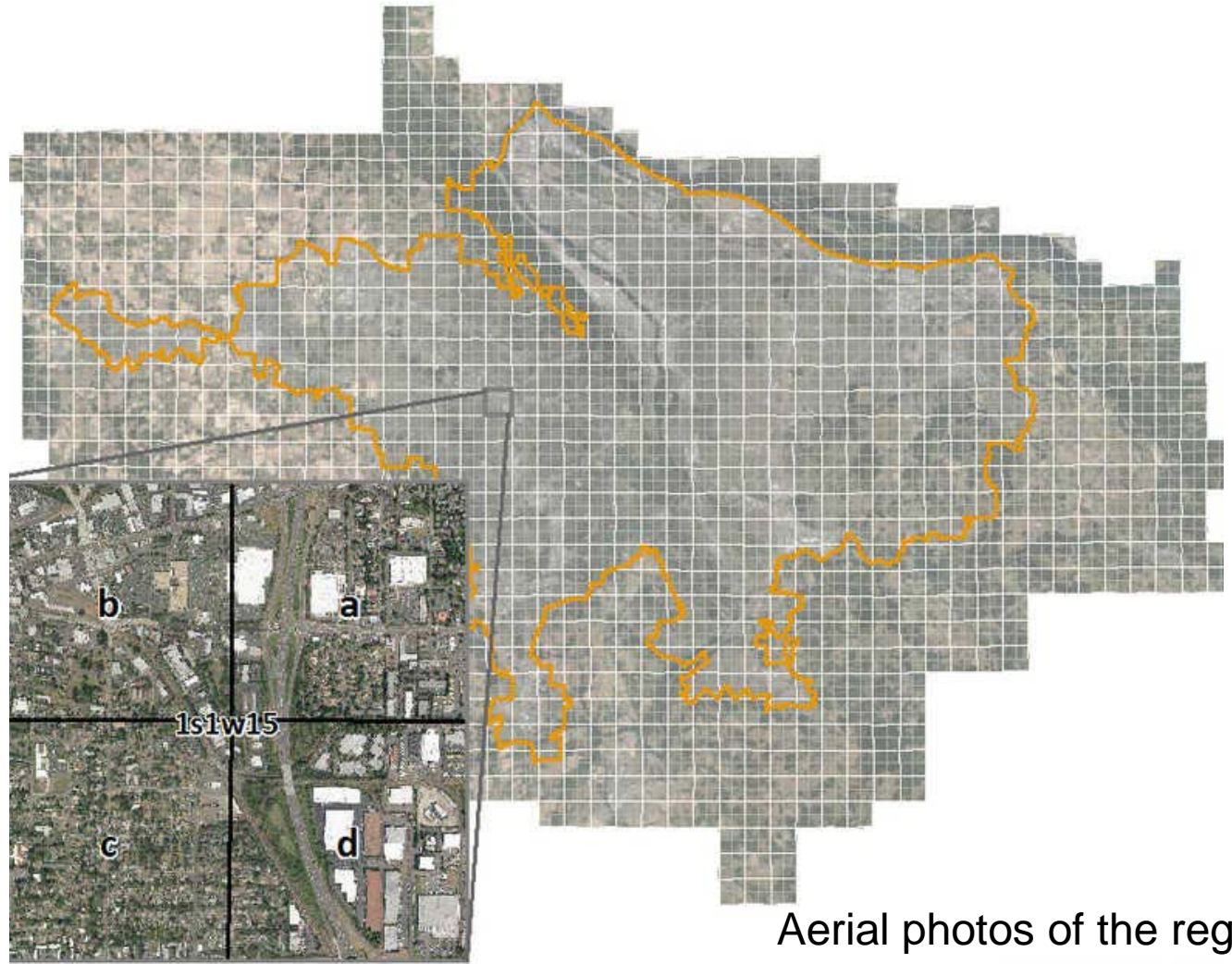
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# RLIS Live

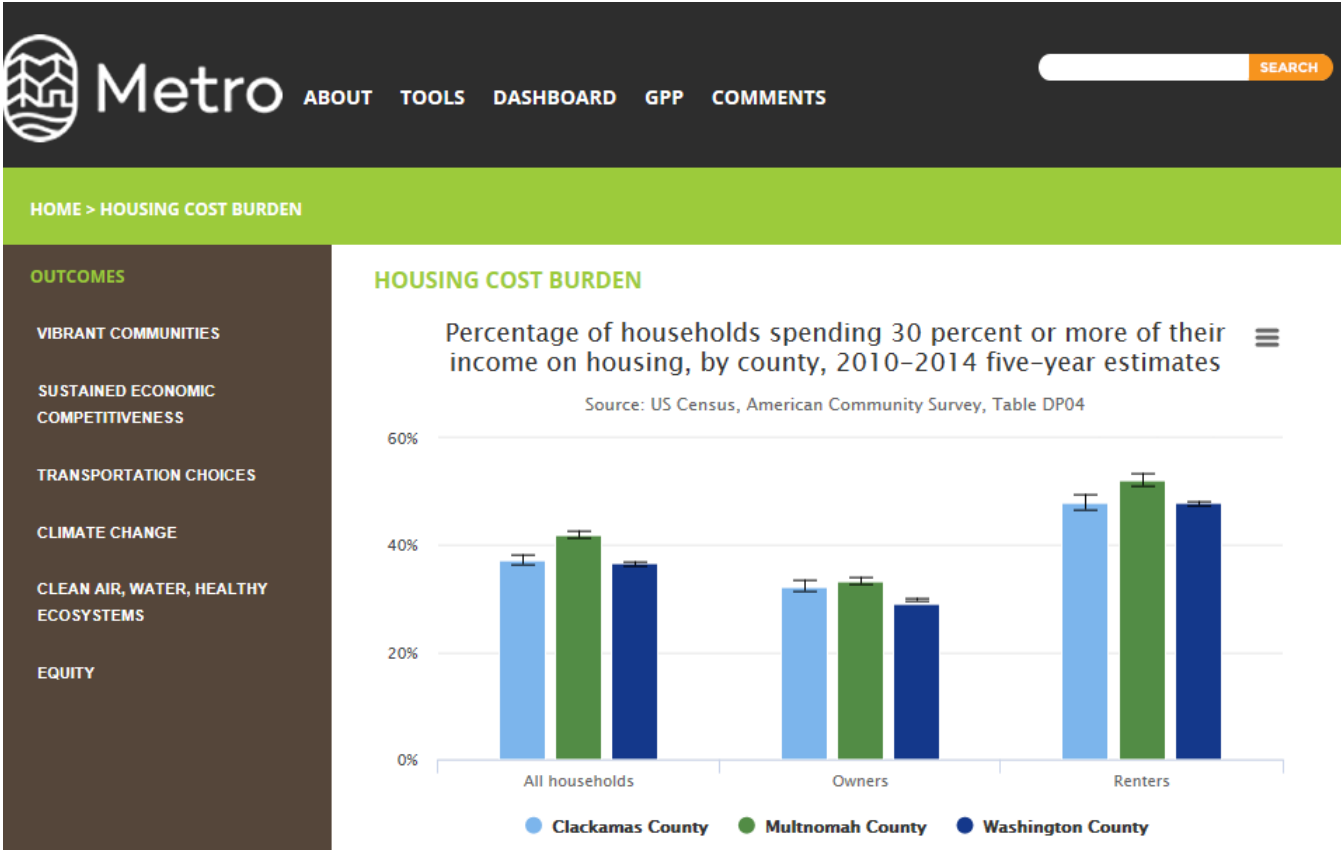
[www.oregonmetro.gov/rlis-live](http://www.oregonmetro.gov/rlis-live)

Data portal with  
24/7 internet  
access to 100+  
data layers



Aerial photos of the region

# RLIS Will Support Metro's Future Performance Measurement System



Prototype regionwide housing-related Measure

A Web Page

http://www.metropulse.org/transportation/Metro\_Initiatives

### Transportation Initiative: Transit Oriented Development

Metro's Transit-Oriented Development Program provides developers with financial incentives that enhance the economic feasibility of higher-density, mixed-use projects served by transit. The program's goal is to implement the region's 2040 Growth Concept through investments in walkable neighborhoods and station areas linked by transit.

The core program activity is providing funding to stimulate private development of higher-density and mixed-use projects near transit. In addition, the program invests in "urban living infrastructure" like grocery stores and other amenities, and provides technical assistance to communities and developers.

Projects Completed
Acadia Gardens
Block 75
Broadway Vantage
Bside6
3rd Central
4th Main

Projects In Progress

Projects Planned

LEARN MORE

### 3rd Central

Gresham, Oregon

Transit-oriented development

Project Profile

3rd Central is a four-story mixed-use development situated in historic downtown Gresham featuring 34 market-rate apartment homes and a full service natural foods market on the ground floor. Contemporary architecture, panoramic views, secure underground parking, and a private urban courtyard make living at 3rd Central the complete urban experience. A public library across the street, Main Avenue just a block to the east, and a light rail station within a quarter mile, means 3rd Central residents are just footsteps away from a broad array of urban living amenities.

This transit-oriented development would not have been economically feasible without the support of the Metro TOD program and the City of Gresham. Cost premiums resulting from higher density mixed-use development exceeded \$1 million, but the developer helped close the gap by forgoing the developer's fee and most of the construction profit. These partnerships and persistence on the part of the developer demonstrate that mixed-use transit-oriented development can be successful even in the middle of an economic recession. 3rd Central serves as a model for the small ground floor urban grocery retail format which can serve as a tremendous neighborhood amenity and generate transit trips for TOD projects and centers throughout the region.

**AT A GLANCE**

- Location 255 NW 3rd St. Gresham
- Status Completed 2009
- Total development cost \$6.1 Million
- TOD program funding \$345,000
- Urban Living Infrastructure \$85,000
- Mixed uses 5,450 square feet of ground floor retail, 24 apartments
- Building four stories
- Parking 47 underground spaces
- Site 0.05 acres
- FAR 2.1
- Density 52 dwelling units per acre
- Increased transit ridership 16,400 annual trips

Summary of activity and importance

Invitation to learn more

Conceptual Design

Multiple metrics

Context

Tracking Both General and Metro-Specific Indicators

# Discussion

What housing questions are top of your minds?

What information about housing do you *wish* we had?



# Questions?

Contact:

Jeff Frkonja, Director

Metro Research Center

[Jeff.Frkonja@oregonmetro.gov](mailto:Jeff.Frkonja@oregonmetro.gov)

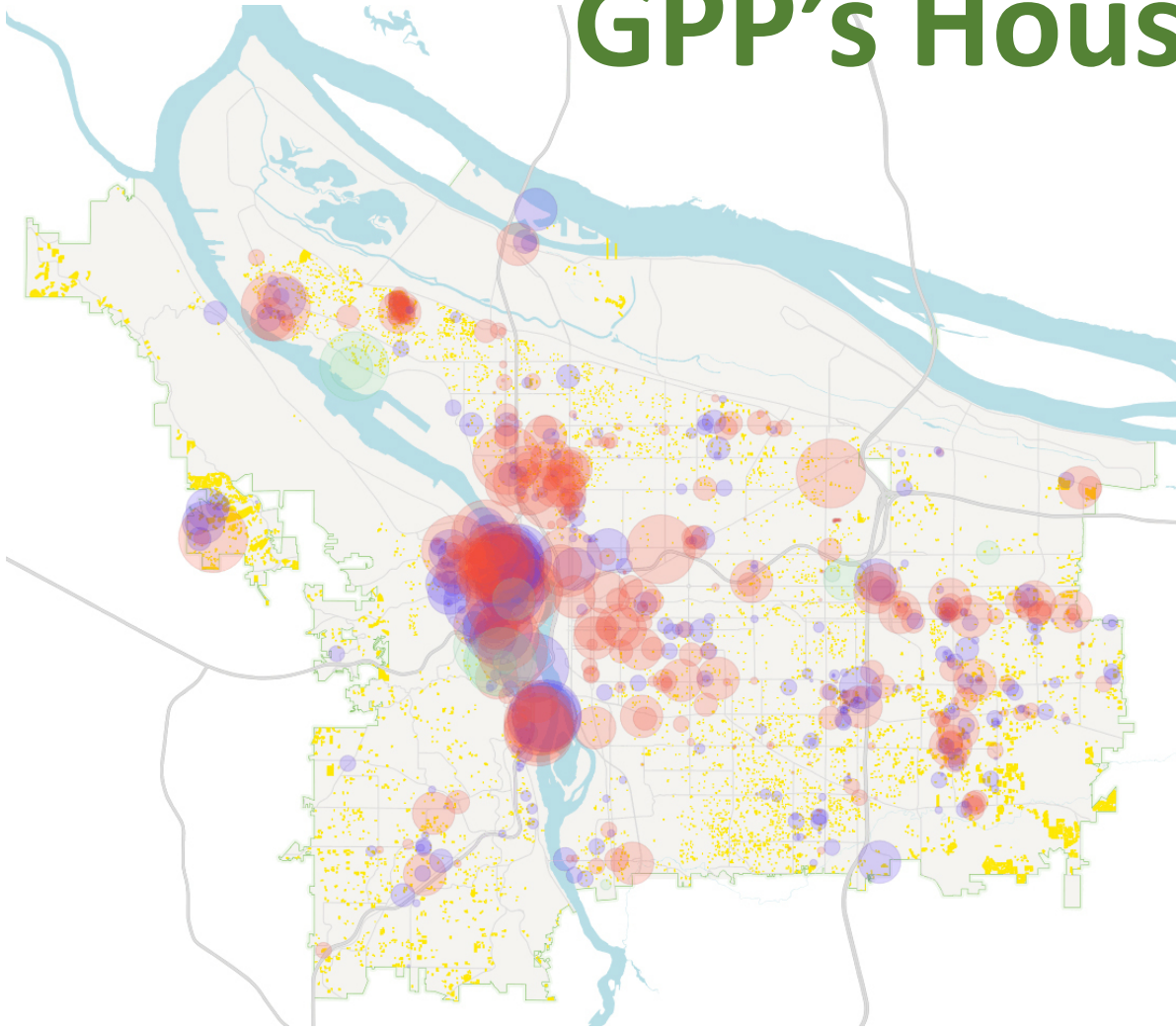
503-797-1897



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

[oregonmetro.gov](http://oregonmetro.gov)

# GPP's Housing Data Hub

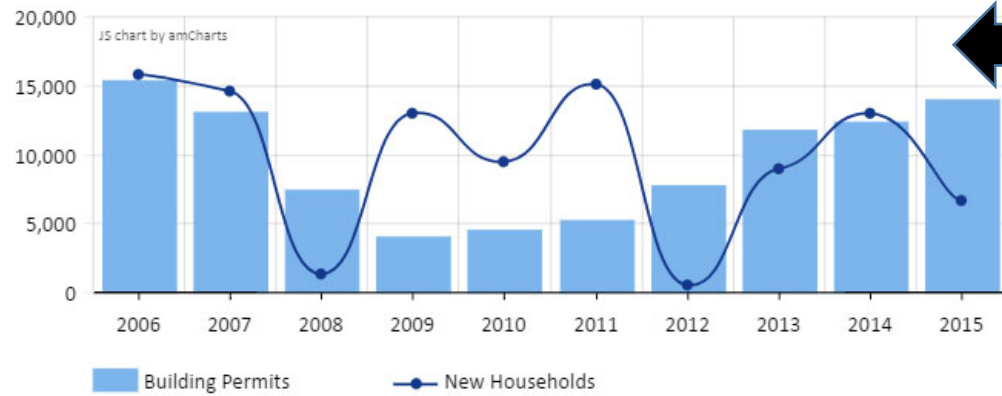


**HOUSING DATA HUB**

Liza Morehead, PhD  
Institute of Portland Metropolitan Studies  
October 31, 2017

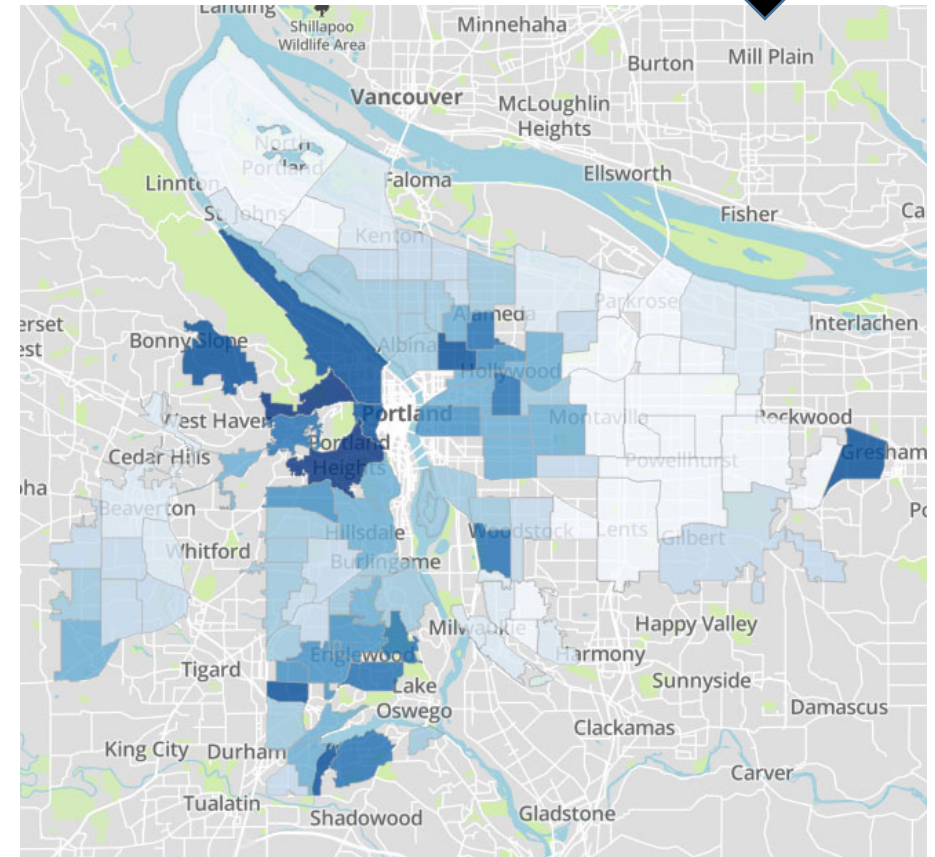


Portland State  
Institute of Portland  
Metropolitan Studies



Indicators Tracked Over Time

Small Geography Maps



### Small Backyard Homes in Portland (Part 1)

Small Backyard Homes Help Solve Portland's Housing Crisis | What is an ADU? | Why ADUs? | Portland's ADU Boom | Small Backyard Homes Around the City

#### Why ADUs?

Sixty percent of the Portland's housing stock is single-family detached homes, many of which are eligible sites for ADU construction.

Proponents of ADUs in Portland say that they make economic sense not just because they cost less to build than a traditional house, but also because they can connect to existing residential infrastructure. Since the units are much smaller than traditional homes, they require less energy to heat, cool, ventilate, and less raw materials to build.

ADUs diversify the housing stock in residential neighborhoods, allowing for seniors to age in place, or for young families to live within their means in desirable neighborhoods that are zoned for single family homes.

Building ADUs in single-family residential neighborhoods allows us to add much needed housing for the city, while not changing the character of the neighborhood. While there is a need for higher-density building to accommodate Portland's growth, the relative scarcity of land that is zoned for this type of development means that creative options like ADUs are a good alternative way to increase our housing stock.

In 2013, the Oregon Department of Environmental Quality conducted a survey of ADU owners in Portland to learn how ADUs were designed, developed, and occupied. Some of their primary findings were:

- 80% of ADUs were being used as someone's primary residence
- 75% of ADU owners charge rent to their occupants
- Average monthly rent charged was \$850
- 10% of ADU owners exchange services (e.g. childcare) for all or part of the rent

#### Fitting People In: Density, Zoning, and Preserving Neighborhood Character

#### Portland Zoning Relevant to ADUs

- Appropriate for ADU (Single-family Residential)
- Appropriate for high-density development only (Multifamily and Mixed Use Zoned)
- Non-residential zoning (Commercial, Industrial or Other)

Original Research & Data Stories



HOUSING DATA HUB

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Regional Housing Indicators

Research & Data Stories

Small Geography Maps

Links to Related Local & Regional Research

Links to Related National Research

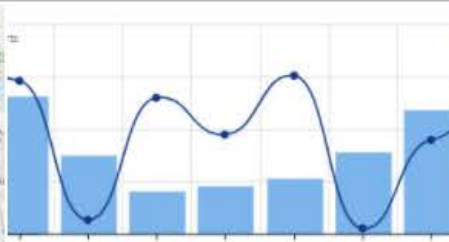
Contact Us



RESEARCH & DATA STORIES



SMALL GEOGRAPHY MAPS



REGIONAL HOUSING INDICATORS



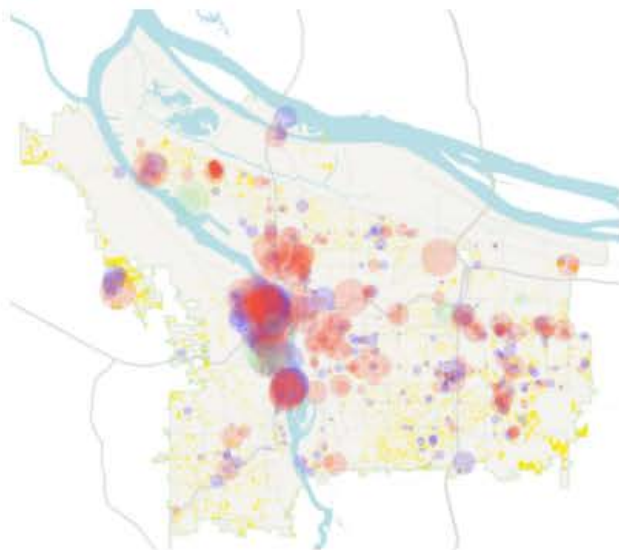
WEALTH CREATION



ACCESSORY DWELLING UNITS

## GPP's Housing Data Hub: Research based data for public policy and planning

<https://gpphousing.imspdx.org/>



GPP's Housing Data Hub (HDH) provides the public, policy makers, and the media access to a curated set of timely housing-related information in a single portal that offers interpretive information, maps, and graphics. The HDH incorporates relevant reports and policy documents that provide further background for understanding key issues.

The HDH includes:

- **Regional Housing Indicators:** A concise, coherent, and expert-vetted set of regional indicators that provide a continuously updated overview of the state of housing in the Portland, Oregon, metro region. The indicators give a high level overview of the housing market as it changes over time and helps researchers identify areas for deeper analysis.
- **Small Geography Maps:** The maps allow users to explore the housing market as it plays out in neighborhoods and jurisdictions across the region.
- **Research & Data Stories:** Original research published on the HDH explores the legal and public policy issues involving land use, real estate, housing, and urban affairs in the region. Do you have a question about housing in your community? Would you like to see research on our site applied to your town or neighborhood? We provide custom research and data analysis tailored to meet your needs and budget.

The Institute of Portland Metropolitan Studies is proud to be a member of the National Neighborhood Indicators Partnership, which is a collaboration between the Urban Institute and local partners to further the development and use of neighborhood-level information



NATIONAL NEIGHBORHOOD INDICATORS PARTNERSHIP

# Greater Portland Pulse | Housing Data Hub

## Custom Research and Presentations

*Do you have a question about housing in your community?*

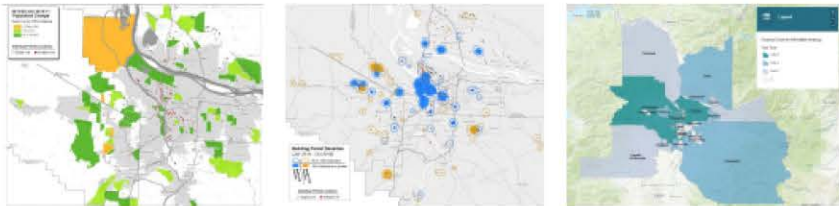
Would you like to see the kind of research on our site applied to your town or neighborhood? We provide custom research and data analysis tailored to meet your needs and budget.



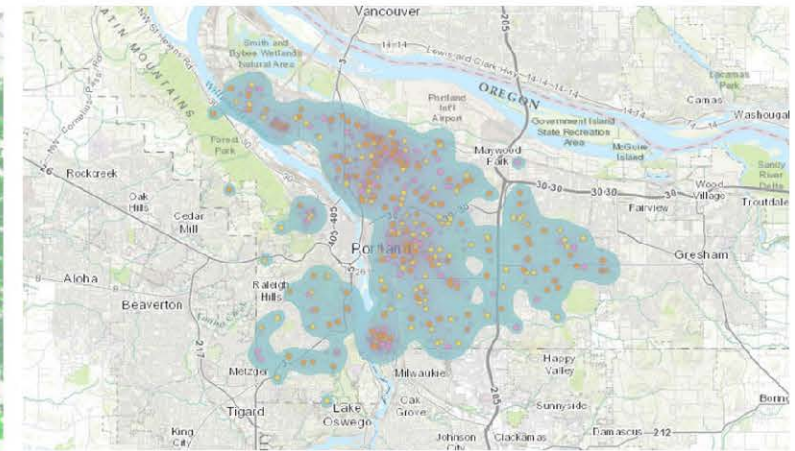
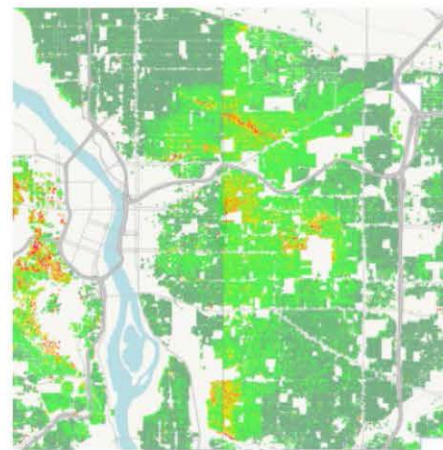
Visit our [Research and Data Stories](#) page to see examples of the research we can do for you. Original research published on the HDH explores the legal and public policy issues involving land use, real estate, housing, and urban affairs in the Portland, Oregon, metro region.

*Bring the Housing Data Hub to you!*

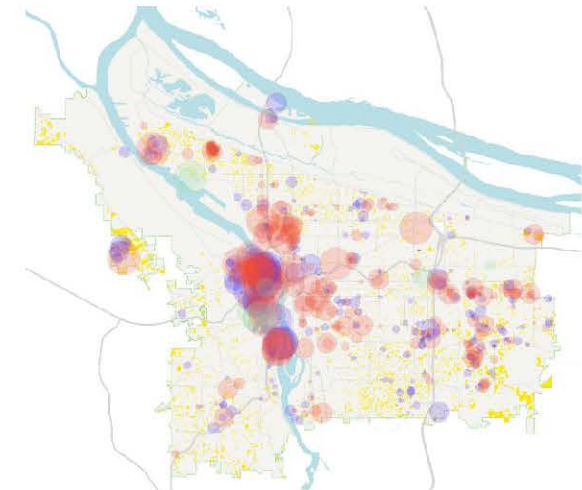
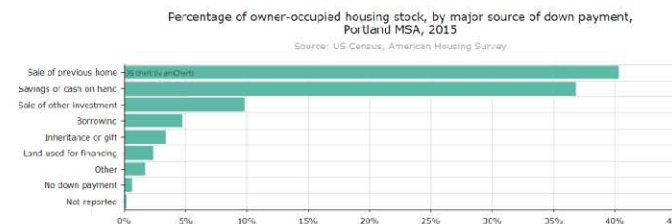
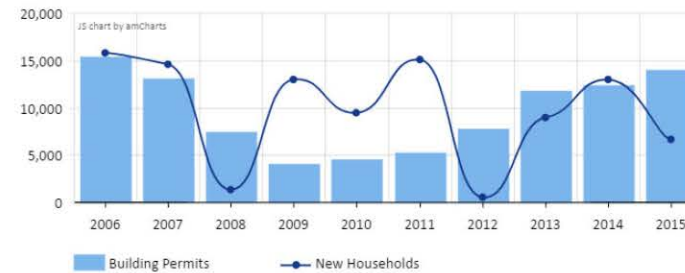
Invite us to speak at your organization's next event. We can provide an overview of our work or create a custom presentation tailored to your needs.



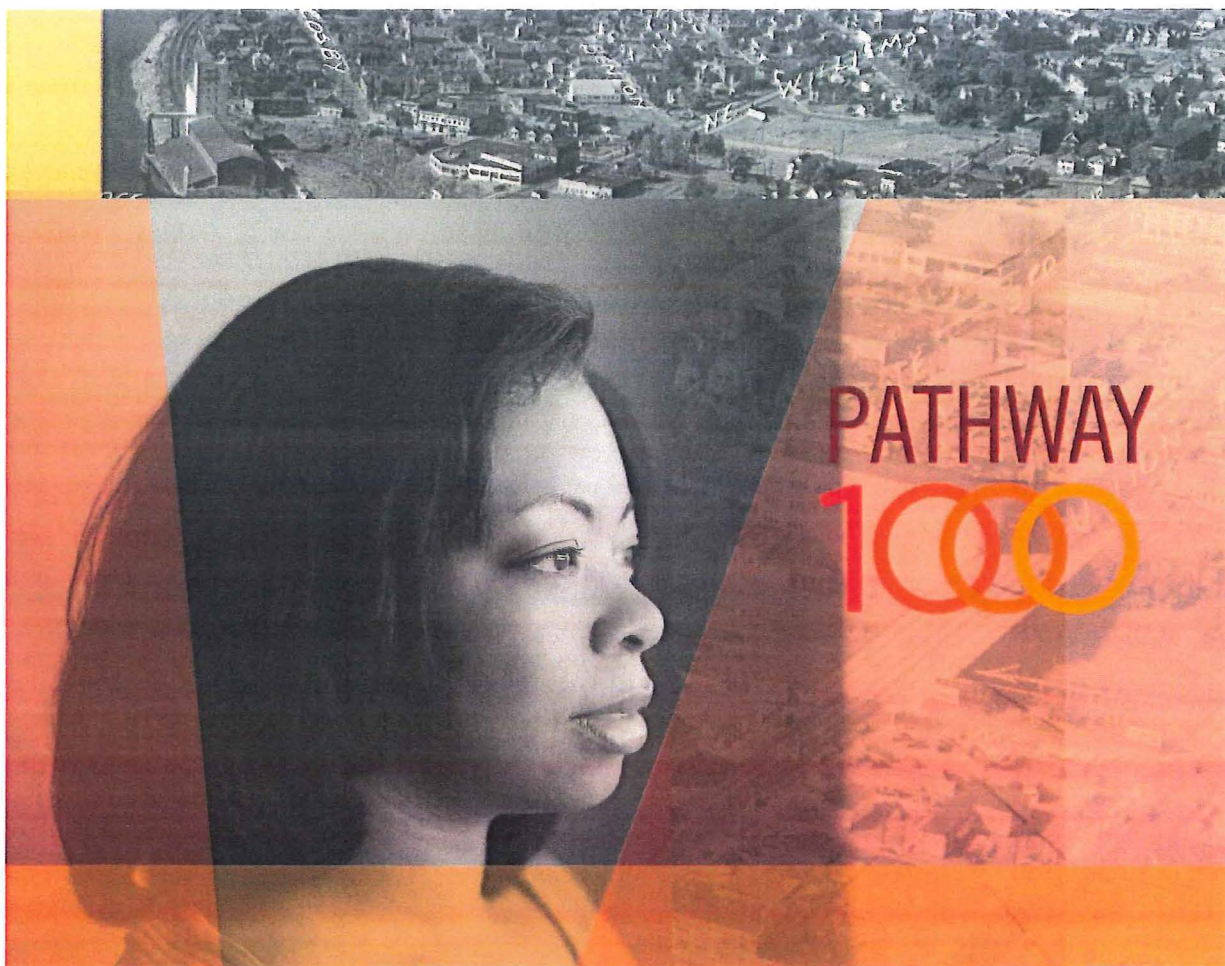
[gpphousing.imspdx.org](http://gpphousing.imspdx.org) | [pulse@pdx.edu](mailto:pulse@pdx.edu)



Regulatory Incentives						
Jurisdiction	2016 Pop	Density Bonus	Fee Reduction	Expedited Permitting	Parking Reduction	Transfer of Development Rights
<b>Oregon</b>						
Clackamas	404,980	Density bonus available for affordable housing	None	None	None	None
Lake Oswego	37,425	Density bonus available for public agency rental housing in certain districts	None	None	None	None
Milwaukie	20,510	None	None	None	None	None
Oregon City	34,240	None	None	None	None	None
Portland	627,395	Density bonus available for affordable housing: • Units and Floor Area Ratio may be built off-site	System Development Charge waiver for affordable rental	None	• Parking may be reduced to 0 spaces when affordable units are in proximity to transit	None



**What's next for the Housing Data Hub?**



**City of Portland**

**Portland Community Reinvestment Initiatives, Inc.**

**Rental and Homeownership Housing Development Cost  
Comparison**

**November 1, 2017**

## PW 1000 Homeownership & Rental Development Cost Comparison

As demonstrated in Table 7, the subsidy necessary for homeownership is \$125,713, which is about one fourth of the subsidy of \$482,958 required for an affordable rental unit. The affordable rental subsidy calculation assumes 20-year continuous occupancy of a 2-bedroom rental affordable to a 3-person family at 50 percent median family income and 50 percent cost burden, based on a monthly rent reduction of \$443 from a market rent of \$1,823 per month (5/2016), with a 7.5 percent annual rent increase.

The affordable homeownership subsidy estimate is based on 20-year occupancy with a 10-year partial property tax exemption for a 2-bedroom home with a \$300,000 total value, assuming a property tax exemption on \$200,000 of improvement value and a 3 percent annual increase.

Table 7: Economic Comparison of Subsidized Renting and Homeownership

	<b>AFFORDABLE RENTAL HOUSING</b>	<b>AFFORDABLE HOMEOWNERSHIP</b>
DEVELOPMENT COST	\$337,000 per unit average.  -\$84,250 25% debt financing  \$252,750 75% PUBLIC SUBSIDY	\$300,000 per home -200,000 owner financing  \$100,000 PUBLIC SUBSIDY (development & direct assistance)
20 YEAR AFFORDABILITY SUBSIDY	\$230,208	\$25,713
TOTAL SUBSIDY	<b>\$482,958</b>	<b>\$125,713</b>
		<b>POVERTY REDUCTION CONTINUUM</b> Successful PCRI homebuyer opens a rental unit for the next family to stabilize, save and prepare for homeownership; avoiding high development cost for new rental units

Source: PCRI



Table 7 compares the ongoing subsidy required to develop and house a family in a 2-bedroom rental unit compared to the one-time subsidy required to develop and provide down payment assistance for ownership of a 2-bedroom home. The example demonstrates how this transition will occur over a 20-year period.

Prepared by: Portland Community Reinvestment Initiatives, Inc.

10/31/17