



600 NE Grand Ave.
Portland, OR 97232-2736

Metro Policy Advisory Committee (MPAC)

agenda

Wednesday, January 10, 2018

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)**
 - 5.1 MTAC Nomination [COM 18-087](#)
Attachments: [MTAC Nomination Memo](#)
 - 5.2 Consideration of November 8, 2017 Minutes [17-4939](#)
Attachments: [November 8, 2017 MPAC Minutes](#)
6. **Information/Discussion Items**
 - 6.1 Community Placemaking Grant Program Update (5:30 PM) [COM 17-077](#)
Presenter(s): Dana Lucero, Metro
Attachments: [MPAC Worksheet](#)
[Grants at a Glance Factsheet](#)
 - 6.2 2030 Regional Waste Plan Vision and Goals (6:00 PM) [COM 17-079](#)
Presenter(s): Matt Korot, Metro
Marta McGuire, Metro
Attachments: [MPAC Worksheet](#)
[2030 Regional Waste Plan Project Update](#)
[Draft Vision and Goals](#)

6.3 SW Corridor Equitable Housing Strategy - Naturally Occurring Affordable Housing (6:30 PM) [COM 17-081](#)

Presenter(s): Ryan Curren, City of Portland
Dr. Lisa Bates, Portland State University
Omar Shay, Community Alliance of Tenants

Attachments: [MPAC Worksheet](#)
[Preserving Housing Choice and Opportunity Executive Summary](#)

7. Adjourn (7:00 PM)

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro’s civil rights program, or to obtain a discrimination complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet’s website at www.trimet.org.

Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights. або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro 的不歧視公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullanka dadweyne, wac 503-797-1700 (8 galkinka hore illaa 5 galkinka dambe maalmaha shaqada) shan maalmo shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

Metroの差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、www.oregonmetro.gov/civilrights。までお電話ください。公開会議で言語通訳を必要とされる方は、Metroにご要請に対応できるよう、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

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

إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a www.oregonmetro.gov/civilrights. Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntuxub ntuxaug daim ntawv ceeb toom

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. 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.

2018 MPAC Work Program

as of 1/3/18

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

<p><u>Wednesday, January 10, 2018</u></p> <ul style="list-style-type: none"> • 2030 Regional Waste Plan (Matt Korot/Marta McGuire, Metro; 30 min) • Community Placemaking Grant Program Update (Dana Lucero, Metro; 30 min) • Research on Naturally Occurring Affordable Housing (Dr. Lisa Bates, PSU & SW Corridor Equity & Housing Advisory Group; 40 min) 	<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) • Update on Technical Evaluation and Schedule for Finalizing the 2018 RTP – Information/Discussion (Ellis, Metro; 20 min) • Housing Trends Around the Region: City of Tigard – Information/Discussion (Kenny Asher, City of Tigard; 30 min) • Constitutional Amendment: Housing – Information/Discussion (TBD, Metro; 30 min)
<p><u>Wednesday, February 14, 2018</u></p> <ul style="list-style-type: none"> • Regional Housing Measure (Randy Tucker/Jes Larson, Metro; 30 min) • Constitutional Amendment: Housing – Recommendation (TBD, Metro; 15 min) • RTP Evaluation Findings Discussion Guide and Update on Regional Leadership Forum #4 (Ellis; 30 min) 	<p><u>Wednesday, February 28, 2018</u></p> <ul style="list-style-type: none"> • Draft RTX Policies – Information/Discussion (Eliot Rose, Metro; 40 min) • <i>Employment Trends Around the Region – Information/Discussion (2 city representatives TBD; 60 min)</i> <p><u>March 2:</u> RTP Regional Leadership Forum #4, OCC (Finalizing Our Shared Plan for the Region)</p>
<p><u>Wednesday, March 14, 2018</u></p> <ul style="list-style-type: none"> • Regional Leadership Forum #4 Takeaways and RTP Investment Priorities – Endorsement Requested (Ellis; 60 min) • Draft Safety Strategy – Information/Discussion (Lake McTighe, Metro; 40 min) 	<p><u>Wednesday, March 28, 2018</u></p> <ul style="list-style-type: none"> • <i>Employment Trends: Changes in How and Where People Work – Information/Discussion (panel TBD; 60 min)</i>

<p><u>Wednesday, April 11, 2018</u></p> <ul style="list-style-type: none"> • Regional Housing Measure: Possible Scenarios – Information/Discussion (TBD; 30 min) • Trends Behind the Regional Population Forecast: Migration and Demographic Change – Information/Discussion (TBD; 60 min) 	<p><u>Wednesday, April 25, 2018</u></p> <ul style="list-style-type: none"> • Draft Freight Strategy – Information/Discussion (Tim Collins, Metro; 20 min)
<p><u>Wednesday, May 9, 2018</u></p> <ul style="list-style-type: none"> • Regional Transit Strategy – Information/Discussion (Jamie Snook, Metro; 45 min) • Draft RTX Policies and Strategies – Information/Discussion (Eliot Rose, Metro; 40 min) 	<p><u>Wednesday, May 23, 2018</u></p> <ul style="list-style-type: none"> • Regional Housing Measure: Draft Measure and Programs – Information/Discussion (TBD; 60 min) • Draft RTP (Focus on Policies and Implementation)– Information/Discussion (Ellis; 45 min)
<p><u>Wednesday, June 13, 2018</u></p> <ul style="list-style-type: none"> • City Proposals for UGB Expansions – Information/Discussion (Representatives from 2-3 Cities; 90 min) • Final Housing Measure Ballot Discussion (TBD; 20 min) 	<p><u>Wednesday, June 27, 2018</u></p> <ul style="list-style-type: none"> • City Proposals for UGB Expansions – Information/Discussion (Representatives from 2-3 Cities; 90 min)
<p><u>Wednesday, July 11, 2018</u></p> <ul style="list-style-type: none"> • Overview of Draft 2018 Urban Growth Report – Information/Discussion (Ted Reid, Metro; 45 min) 	<p><u>Wednesday, July 25, 2018</u></p> <ul style="list-style-type: none"> • Merits of City Proposals for UGB Expansions – Information/Discussion (TBD; 60 min)
<p><u>Wednesday, September 12, 2018</u></p> <ul style="list-style-type: none"> • Metro Chief Operating Officer Recommendation on 2018 Urban Growth Management Decision – Information/Discussion (Martha Bennett, Metro; 60 min) • MPAC Recommendation to Metro Council on Urban Growth Management Decision – Recommendation to the Metro Council (Ted Reid, Metro; 30 min) 	<p><u>Wednesday, September 26, 2018</u></p> <ul style="list-style-type: none"> • Introduce and Discuss MTAC Recommendation on 2018 RTP and Strategies for Freight, Transit, and Safety (Ellis; 90 min)

Wednesday, October 10, 2018

- MPAC Recommendation to Metro Council on Adoption of 2018 RTP and Strategies for Freight, Transit, and Safety (Ellis; 60 min)

Wednesday, October 24, 2018

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
- Transportation Resiliency
- Self-driving cars
- Ridership Analysis (TriMet)
- Washington County Transportation Futures Study
- Anti-Displacement Strategies: Panel Discussion

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: November 28, 2017
To: MPAC
From: Tom Kloster, Acting MTAC Chair 
Subject: MTAC Nomination for MPAC Consideration

We have received a nomination for the Oregon Department of Transportation seat on MTAC.

ODOT has nominated Talia Jacobson as an additional alternate. Jon Makler is the primary member and Lidwien Rahman is the first alternate.

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

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



Metro

Minutes

Wednesday, November 8, 2017

5:00 PM

Metro Regional Center, Council chamber

Metro Policy Advisory Committee (MPAC)

Attendance

MEMBERS PRESENT	AFFILIATION
Steve Callaway	City of Hillsboro
Sam Chase	Metro Council
Carlotta Collette	Metro Council
Betty Dominguez	Citizen of Washington County
Mark Gamba (Chair)	City of Milwaukie
Jeff Gudman	City of Lake Oswego
Kathryn Harrington	Metro Council
Gordon Hovies	Tualatin Fire and Rescue
Craig Prosser	TriMet
Peter Truax	City of Forest Grove
Martha Schrader	Clackamas County
Ty Stober	City of Vancouver
Denny Doyle	City of Beaverton
Larry Morgan	City of Troutdale
Luis Nava	Citizen of Washington County

ALTERNATES PRESENT	AFFILIATION
Gretchen Buehner	City of King City
Carrie McLaren	Oregon DLCD
Jennifer Donnelly	Oregon DLCD

MEMBERS EXCUSED	AFFILIATION
Jerry Hinton	City of Gresham

OTHERS PRESENT: Jim Zehren, Edward Knightly, Martha McLennan, Ron Alexander, Vahid Brown, Koreen Marcum, Barbara Upson, Bob Raps, Sarah Joannides, Rachel Duke, Andy Cotugno, Tony Jones, Christine Lewis, Dan Villiere, Sheila Martin, Liza Morehead, Tom Armstrong, Adam Barber, Brendan Perry, Nan Stark, Chris Deffebach, Maxine Fitzpatrick.

STAFF: Ramona Perrault, Roger Alfred, Jeff Frkonja, Zac Christensen, Emily Lieb, Jes Larson, Amaanjit Singh, Nellie Papsdorf.

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

MPAC Chair Mark Gamba called the meeting to order at 5:00 p.m.

2. Citizen Communications (5:10 PM)

Mr. Ron Alexander, REACH Community Development: Mr. Alexander requested funding for affordable housing in

Clackamas and Washington County.

Mr. Vahid Brown, Housing Policy Coordinator for Clackamas

County: Mr. Brown stated that the housing crisis was a regional issue. He shared that the Clackamas County Board of Commissioners had declared a state of emergency due to the housing crisis. Mr. Brown also shared that Clackamas County experienced a 54% increase in unsheltered people over the last two years.

Ms. Koreen Marcum, Turning Point Church Community

Pantry: Ms. Marcum explained that the housing crisis in Portland was impacting the surrounding region. She explained that visitors to the community pantry were from multiple parts of the metropolitan area. Also, she personally knew of individuals who were living in their cars and others who were not able to afford housing, even working multiple jobs.

Ms. Barbara Upson, Faith Café: Ms. Upson indicated that guests travelled from the Cities of Gresham, Hillsboro, and Portland in order to receive meals. She cited this as a cause of concern, since Faith Cafe is located in Beaverton. She had noticed an increase in the number of people (including families) who were living in their cars. Based off of information from Beaverton School District, Ms. Upson shared that there were 1720 children- designated as individuals from birth to the twelfth grade- who were homeless.

Mr. Bob Raps, Hope Food Pantries (HFP): Mr. Raps shared

that HFP served around 250 families a week. He stated that a majority of visitors were from the Holkham, Oregon. However, he noted that the government housing units were being sold to a private developer, and that many families would be displaced.

Ms. Sarah Joannides, Director of Social Responsibility for New Seasons: Ms. Joannides emphasized the need for solutions to the housing crisis with a regional scope. She illustrated that the lack of affordable housing and job opportunities led to the breakdown of communities.

Ms. Rachel Duke, Executive Director of Community Partners for Affordable Housing: Ms. Duke reiterated that the lack of affordable housing was leading to displacement of many people, even those who had housing vouchers.

Mr. Jim Zehren, City of Portland: Mr. Zehren cited a lack of effective policy management, and poor coordination among local jurisdictions as the reason why the housing crisis was so significant today.

Mr. Edward Knightly, board member of REACH Community Development: Mr. Knightly shared that he suffered from a stroke that left a portion of his body paralyzed. Without affordable housing, Mr. Knightly explained that he would be homeless, and unlikely to support his family. He urged committee members to develop stronger affordable housing initiatives.

Ms. Martha McLennan, Executive Director of Northwest

Housing Alternatives: Ms. McLennan also mentioned the lack of effective policy execution for the current housing crisis. She urged Metro to take a stronger leadership role in order to address affordable housing issues in the region.

Committee Discussion

Mayor Truax stated that the lack of affordable housing was a national problem. He also criticized the federal government for cutting the budget of programs that assist with housing and urban development. Mayor Truax urged stronger communication amongst legislators who can play a role in addressing the housing issues in the United States. Ms. Dominguez pointed out that economic development would play a significant role in reducing poverty. Mayor Callaway shared that the City of Hillsboro had approved an apartment building that would host 120 affordable housing units. Chair Gamba, in response to Mayor Truax, noted that the housing crisis had emerged before the current administration. However, Chair Gamba indicated that the current administration may make the housing crisis worse, so it was up to local jurisdictions to develop and execute strong housing initiatives. Councilor Harrington requested more focus on the number of housing units that were necessary to mitigate displacement and homelessness in the region.

3. Council Update (5:15 PM)
Council Update (5:15 PM)

Councilor Collette announced the groundbreaking of an affordable housing building in the Jade District, and Central City Concern's Blackburn Building: a healthcare clinic and affordable housing building. Both buildings would open in 2019.

4. MPAC Member Communication (5:20 PM)

There was none.

5. Consent Agenda (5:25 PM)

Mr. Hovies clarified that he was excused from the October 25, 2017 MPAC meeting. He had been incorrectly designated as present for that meeting.

Motion: Councilor Gudman moved and Mayor Truax seconded the motion to pass the consent agenda as amended.

Action: With all in favor, the motions passed unanimously.

5.1 MTAC Nominations

5.2 Consideration of October 11, 2017 Minutes

5.3 Consideration of October 25, 2017 Minutes

6. Information/Discussion Items

6.1 Metro Housing, Land Use, & Economic Data (5:30)

Chair Gamba shared that the informational item was meant to provide information about Metro's housing resources. Another objective of the presentation was to highlight any data resources that their local jurisdictions did not have. He introduced Mr. Jeff Frkonja, Director of Metro's Research Center, and Mr. Zac Christensen, Principal Analyst with the Research Center.

Key elements of the presentation include:

Mr. Frkonja shared that the presentation would cover: Metro's housing related data resources, the partnerships that enabled said resources, and how those resources may be utilized by members of MPAC. In regard to housing, Mr. Frkonja drew attention to the Regional Land Information System (RLIS). He explained that the RLIS was a critical

component to regional knowledge and information related to housing. He mentioned a few elements of the RLIS, such as: transportation data, growth management policy, and other foundational data.

Mr. Frkonja brought attention to the value of regional partnerships that had allowed the region to access important data, and develop effective policy. Besides Metro staff, Mr. Frkonja indicated that the RLIS data was utilized by regional partners, private consultants, academics, and the federal government.

Mr. Frkonja mentioned that staff from the Research Center, and Planning and Development, were working on analyzing the combined cost of transportation and housing. Mr. Christensen informed the committee members that the core layer of information on the urban growth boundary and city boundaries were up-to-date.

Mr. Christensen acknowledged the development of the Land Development Monitoring System (LDMS). He shared that the LDMS would be used to identify trends for land consumed, redevelopment and infill, developmental efficiency, and prices and rents of housing. When discussing rental data and affordability, Mr. Christensen noted that rent prices were being analyzed at the neighborhood level. He illustrated other components to rental data that were being analyzed in order to showcase an in-depth overview of affordability in the region.

Mr. Christensen expressed that the Buildable Land

Inventory (BLI) was a critical part of the urban growth report. As part of the BLI, Mr. Christensen reported that vacant lands were measured, along with analysis of land use capacity of those vacant lands. Redevelopment and infill were other components to the BLI as well. Mr. Christensen highlighted a heat map that showed concentrations of residential construction happening in the region.

Mr. Christensen recalled that in 2007, there was a demand for a regional perspective on housing. Thus, data from regional jurisdictions was collected in order to produce information on affordable housing by sponsor type, and number of units. Moreover, this data was updated in 2011 and 2015, and another update was projected for 2019. Also, Mr. Christensen informed members of residential housing details: land use and proximity to transportation could be analyzed by studying the inventory of multifamily and single family homes.

Mr. Christensen pointed out that RLIS data was used by regional partners, including Portland State University (PSU) staff. He mentioned that Ms. Liza Morehead and Ms. Sheila Martin of PSU institute of Portland Metropolitan Studies would demonstrate how they used RLIS data for the Greater Portland Pulse Housing Data Hub.

Mr. Frkonja noted that RLIS would support a future Metro endeavor, a project called Performance Measurement Access System. The system would be used to track both general and Metro-specific indicators.

Member discussion included:

Mayor Callaway asked staff how frequently data in the RLIS framework was updated. Mr. Christensen explained that update frequency varied depending upon the data type.

Ms. Dominguez inquired whether SFR's (Single Family Residence) were tracked as owned (owner occupied) or as rented property. She also wanted to know whether SFR's were tracked by income level and diversity. Mr. Christensen noted that such information would be available in the future. Mr. Frkonja shared that Metro staff and academic research partners had preliminary discussions over tracking housing by income level and other indicators i.e. demographics.

Councilor Collette noted that the BLI had last been updated on 2014. She wanted to know whether more updated data was available and also requested a definition on what 'vacant' meant. Mr. Christensen provided a brief explanation on vacant lots: lots with either no development or partial development were considered vacant.

Chair Gamba requested data on the current number of homeless, people who were rent burdened at 50% area median income (AMI), and between 20-30% AMI. He also requested a trend graph that-from 1950 until 2050-showed cost of housing, wages, number of homeless, and tax rates on the top bracket.

6.2 Greater Portland Pulse Housing Data Hub (6:00 PM)

Chair Gamba noted that the informational item was a project developed by PSU Institute of Metropolitan Studies

(IMS) staff. The website, constructed as a data hub, would bring together housing information to one source. He introduced Ms. Sheila Martin, Director of IMS, and Liza Morehead, Director of Greater Portland Pulse (GPP).

Key elements of the presentation include:

Ms. Martin acknowledged the contribution of Metro's Research Center towards the availability of important regional data. She recounted that IMS and Metro partnered in 2010 to create GPP. Ms. Martin spoke to the unique characteristics of the data hub, emphasizing components such as policy information, along with a range of housing data.

Ms. Morehead shared that GPP's Housing Data Hub (HDH) included regional housing indicators. She mentioned that indicators gave a high level overview of the housing market as it changed over time. For data more focused at the local level, Ms. Morehead explained that the HDH had small geography maps that allowed users to explore the housing market in neighborhoods and jurisdictions around the region. Furthermore, Ms. Morehead illustrated that research and data stories were produced by using the information provided by the indicators and the small geography maps, along with other sources.

Ms. Morehead provided a brief overview of the types of indicators, small geography maps, and research found at the HDH website. Additionally, Ms. Morehead showcased a map that described ADU density in the metropolitan region. She added that comparative analyses of housing policies

implemented in the region were also available on the website. Ms. Morehead described anticipated data tools that would be added to the HDH website in the future.

Ms. Morehead verified that data from other agencies and organization would be a part of the HDH website. She communicated the effectiveness of sharing data from external sources in order to provide a cumulative experience to the HDH website.

Member discussion included:

Councilor Gudman expressed that the region was not in need of more data or websites; rather, more effort should be put into the actual development of affordable housing. Ms. Martin said she understood Councilor Gudman's perspective. She emphasized the importance of data that could be used to address the housing issues in our region; she also added that a data hub was especially important for members of the public. Mr. Callaway shared his appreciation for the information provided by Ms. Morehead and Ms. Martin. Councilor Harrington indicated that the work done by the IMS benefitted the region. Mr. Stober noticed that Clark County was not consistently represented in the data sets on the HDH website. Ms. Martin explained that data of Clark County at the neighborhood level would be added to the HBH data set.

6.3 Regional Equitable Housing Investment Opportunities (6:30 PM)

Chair Gamba announced that the informational item would provide an overview of Portland Community Reinvestment Initiatives' (PCRI) Pathway 1000 Implementation Plan. The initiative would potentially create 1000 affordable housing

units in North/Northeast Portland over the next ten years. Chair Gamba introduced Ms. Maxine Fitzpatrick, Executive Director of PCRI, and Ms. Nan Stark, City of Portland Bureau of Planning and Sustainability.

Key elements of the presentation include:

Ms. Emily Lieb, Metro's Equitable Housing Project Manager, shared that PCRI had received partial funding for its project via Metro's Community Planning and Development Grant program.

Ms. Stark provided a brief background of Ms. Fitzpatrick's experience with housing issues. Ms. Stark recounted that Pathway 1000 was an attempt to mitigate displacement of the black community (and other underserved communities) due to racialized displacement. Ms. Stark also mentioned that Pathway 1000 would aim to build wealth creation through homeownership.

Ms. Fitzpatrick thanked Metro and MPAC for their support of Pathway 1000. She also acknowledged the contribution of the National Association of Minority Contractors-Oregon (NAMC), and Minority Contractors Improvement Project (MCIP). Ms. Fitzpatrick shared that the black community in Portland had suffered from displacement driven by redlining, gentrification, and speculative real estate practices; the displacement had caused a devastating impact on the black community, and has stagnated the growth in wealth and housing stability. Moreover, Ms. Fitzpatrick added that poorly executed urban renewal policies had escalated the displacement of the black community in

Portland.

Ms. Fitzpatrick cited the main goals of Pathway 1000: to address generational poverty, generate wealth and stability through homeownership/rental housing opportunities, and provide living wages for residents of the community. From the construction of 1000 new units, Ms. Fitzpatrick shared that Pathway 1000 would generate 1581 new jobs, \$104 million in income, \$341 million in household income, \$43 million from property tax revenue and other economic benefits. Ms. Fitzpatrick indicated that \$300 million of capital infusion to construct the 1000 units would result in roughly \$800 million of economic output to the local economy. Ms. Fitzpatrick shared that PCRI would recommend policy modifications to the City of Portland, in order to bolster the framework of Pathway 1000.

Ms. Fitzpatrick provided a summary of the homeownership and rental development cost comparison for housing units constructed under Pathway 1000. She pointed out that the subsidy for homeownership was roughly \$125,000, whereas the subsidy necessary for an affordable rental unit was around \$483,000.

Mr. Tony Jones, Executive Director of MCIP, provided a brief background of MCIP and its association with PCRI. In reference to Pathway 1000, Mr. Jones shared that MCIP would provide business support and mentoring of minority owned/operated contracting businesses.

Member discussion included:

Mr. Doyle thanked Ms. Fitzpatrick and her staff for the development of Pathway 1000. Ms. Dominguez applauded the social equity scope of the Pathway 1000 project. Councilor Harrington inquired whether there was a need for additional public support to aid families/individuals for owner financing of homeownership units. Ms. Fitzpatrick noted that the full implementation plan report would address that issue.

7. Adjourn (7:00 PM)

Seeing no further business, Chair Gamba adjourned the meeting at 7:10 p.m.

Respectfully Submitted,

Amaanjit Singh, Council Policy Assistant

MPAC Worksheet

Agenda Item Title: Community Placemaking grant program update

Presenter: Dana Lucero, Senior Planner, Planning and Development

Contact for this worksheet/presentation: Dana Lucero x1755

Purpose/Objective

Staff is pleased to provide an update on Metro's Community Placemaking grant program, including information about the 2017 grantees and the upcoming 2018 cycle opening in January.

The Community Placemaking program inspires people to tackle community challenges through creative, arts-based, equity-focused projects by providing financial resources, technical assistance and forums to support each other. Placemaking is nationally recognized and practiced as a bottom-up planning and equity tool because it allows us to look at regional issues that are complex and difficult to address and test small-scale, innovative, community-driven solutions. The program advances Metro's six desired outcomes, our racial equity strategy and the 2040 Vision.

For the 2017 pilot cycle, Metro received 53 applications from around the region requesting more than \$950,000 in funding, nearly ten times the \$100,000 available. The six funded projects are grassroots, community-defined solutions for livability. They come from and support our black, Latino, Asian and Pacific Islander and youth communities. They use art and engagement to address pressing regional issues, such as:

- the damage of displacement faced by the African American community
- pedestrian safety and community pride in a racially diverse and international area
- environmental hazards in low-income, communities of color
- leadership development and exposure to opportunities for disadvantaged youth while creating ownership and responsibility for community resources

The 2018 cycle will open in early January, and up to \$160,000 is available for grants ranging from \$5,000 to \$25,000. No matching funds are required. Information sessions are taking place around the region in December. Staff is available for individualized assistance throughout the application window. Applications are due in early February, and awards will be announced in April.

Action Requested/Outcome

Staff welcomes suggestions for outreach for the upcoming grant cycle and invites MPAC members to share the opportunity with their constituents.

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

The 2018 cycle will pilot a target area approach in addition to the region-wide grants. Investing in projects within a target area supports issues of regional significance where Metro is actively engaged. When Metro plans for public investments in an area, we affect that area in intentional and unintentional ways. Community Placemaking projects create strong, resilient communities that are more able to effect and absorb change. These projects also help Metro build partnerships with community members we may not otherwise interact with. A Community Placemaking target area



Community Placemaking grant program 2018 grant cycle

The Community Placemaking program supports creative, community-driven projects that strengthen social fabric, foster connection to place and involve and benefit communities of color and historically marginalized communities.

Updates for the 2018 cycle:

More money available

Shorter grant application

Revised evaluation criteria

Southwest Corridor target area in addition to region-wide grants; target area will change yearly

Calendar

January 5	February 2 at noon	Mid April*	Late June*
Applications open	Applications due	Award announcement	Funds available

**subject to change; check website for most current calendar*

Funding available

Up to \$160,000 is available this round, in grants ranging from \$5,000 to \$25,000. No matching funds are required.

- Up to \$100,000 can be awarded to projects in the Metro region outside the 2018 target area described below.
- This year's target area aligns with Metro's work within the Southwest Corridor. Up to \$60,000 can be awarded to projects in or related to the target area, which includes the cities of Tigard, Tualatin, Sherwood, Durham, King City and portions of Southwest Portland, Beaverton and unincorporated Washington County. (See reverse)
- There is a single application for all applicants, regardless of where the project is located.

Who can apply?

Anyone can apply, but partnerships are key to a competitive application.

- Community-based organizations should have support from the property owner.
- Public agencies need community partners.
- Unincorporated organizations need a fiscal sponsor (a state certified, federally approved 501(c) non-profit) or can partner with a public agency.

Minimum grant requirements

- Projects must be located within the Urban Growth Boundary.
- Projects must be completed by summer 2019.
- Projects in public spaces must demonstrate support from the local jurisdiction.

Apply online

The 2018 Community Placemaking grant application handbook and a link to the application will be available at oregonmetro.gov/placemaking. The primary applicant can set up collaborators who can contribute to the online application. Note, only the primary applicant can submit the application; the submit button does not appear for those working as collaborators.

Grant criteria

A competitive application will satisfy multiple criteria in each category.

Placemaking

1. Prompts social interaction and connection to place
2. Provides an innovative event, activity or destination for the community
3. Uses art as a tool for engagement and change
4. Strengthens existing cultural and local assets

Equity

1. Addresses a community challenge or opportunity
2. Involves and benefits communities of color or other historically marginalized communities
3. Eliminates barriers to participation in placemaking activities
4. Is actively supported by communities of color or other historically marginalized communities

Partnerships

1. Engages the public in the planning for and participating in the project's implementation
2. Involves cross-sector partnerships
3. Leverages contributions (financial or otherwise) from other entities
4. Enhances regional efforts where Metro is actively engaged or is located in 2040 Growth Concept areas (central city, town centers, main streets, regional centers and station communities; learn more at oregonmetro.gov/2040)

Leadership

1. Is led by people of color or members of other historically marginalized communities
2. Builds capacity for organizations and individuals to participate in civic processes
3. Enhances the social and/or economic livability of the community



2018 target area

In the Southwest portion of our region, preparing for future growth is taking the form of the Southwest Corridor Plan. Learn about planning for a new light rail line, pedestrian, bicycle and safety improvements, and equitable development at oregonmetro.gov/swcorridor. A more detailed map appears in the grant application handbook, but don't worry about the exact geography of the Southwest Corridor. If you believe your proposal relates to this area, simply answer the target area application question. There is one application and set of evaluation criteria regardless of where the proposed project takes place.

Questions?

Contact Dana Lucero at 503-797-1755 or dana.lucero@oregonmetro.gov to discuss your idea.

can be a specific geography, such as the Southwest Corridor area selected for 2018, or issue-based, such as affordable housing.

- Up to \$100,000 can be awarded to projects in the Metro region outside the 2018 target area described below.
- This year's target area aligns with Metro's work in the Southwest Corridor. Up to \$60,000 can be awarded to projects within or related to the target area, which includes the cities of Tigard, Tualatin, Sherwood, Durham, King City and portions of Southwest Portland, Beaverton and unincorporated Washington County. Learn more about planning for a new light rail line, pedestrian, bicycle and safety improvements, and equitable development at oregonmetro.gov/swcorridor.
- There is a single application for all applicants, regardless of where the project is located.

What packet material do you plan to include?

2018 Community Placemaking grants fact sheet

MPAC Worksheet

Agenda Item Title: 2030 Regional Waste Plan Vision and Goals

Presenter: Marta McGuire, Principal Planner and Matt Korot, Program Director, Property and Environmental Services

Contact for this worksheet/presentation: Marta McGuire, Principal Planner, marta.mcguire@oregonmetro.gov x1806

Purpose/Objective

To review the draft vision and goals for the 2030 Regional Waste Plan.

Action Requested/Outcome

Input on the draft vision and goals prior to Metro Council discussion on Jan. 23, 2017.

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

In July 2017, MPAC reviewed draft values and principles for the 2030 Regional Waste Plan. These were endorsed by the Metro Council in August 2017 and will serve as the foundation of the plan. Work then commenced on Phase 2 to develop the plan's vision and goals. The draft that MPAC members are reviewing tonight reflects input from:

- An online survey that asked community members to help shape future priorities. Nearly 4,000 individuals took the survey.
- Three leadership forums co-convened by Metro and local community-based organizations at which more than 120 individuals shared ideas and discussed future priorities for the garbage and recycling system.
- The plan's Equity Work Group, local government solid waste directors, and a technical forum with more than 60 stakeholders active in some element of the garbage and recycling system.

All of the engagements to date informed the development of the current draft of the vision and goals that will set the priorities for the garbage and recycling system over the next ten years. MPAC's input will inform a final version to go to the Metro Council for consideration and endorsement. The goals will inform the creation of topic-specific technical work groups that Metro will convene this spring to develop the plan's draft actions. Metro staff will return to MPAC in late spring 2018.

What packet material do you plan to include?

- Project Update
- Draft Vision and Goals



2030 Regional Waste Plan Project Update

The Regional Waste Plan will be the greater Portland area’s blueprint for managing and reducing the environmental impacts of goods consumed in the region, from production to disposal. From spring 2017 to fall 2018, Metro will work with communities around the region to develop this plan.



Project Status Summary

Work on the 2030 Regional Waste Plan is in Phase 2. Highlights of the project are detailed below.

Phase 1: Values | March to July 2017

Phase 1 developed a set of overarching guidance, including values and guiding principles, to inform plan development and implementation. The concepts for the plan values are drawn from existing guidance, including regional, state and federal policies and plans regarding waste management, recycling, toxics and other related environmental programs. The values were further shaped through public surveys, community discussions with culturally specific organizations and the application of an equity lens.



Highlights of engagement include a series of co-hosted community discussion groups. As part of this, Metro contracted with eight community-based organizations to co-organize, recruit for and facilitate discussions with community members on the garbage and recycling system. These groups included: North by Northeast Community Health Center, Trash for Peace, Momentum Alliance, Constructing Hope, Rosewood Initiative, Centro Cultural, Immigrant and Refugee Community Organization, and the Environmental Professionals of Color group hosted by the Center for Diversity and the Environment.

The community discussions kicked off in June 2017 and included two group-facilitated conversations. The first discussion focused on building awareness and understanding of the garbage and recycling system and gathering input on the values. The second conversation included gathering community concerns and visions for the future.



In addition, the Equity Work Group reviewed the draft value concepts from an equity perspective. The work group met four times between May and June 2017. As a result of this work, the group developed a set of guiding principles in addition to input on the language of the values.

Metro Council endorsed the values and principles on August 1st, 2017 that can be found at oregonmetro.gov/letstalktrash. The guidance will be used to inform and guide the development of the plan’s vision, goals and actions.

Phase 2: Vision | August 2017 to January 2018

Phase 2 will identify the plan’s vision and goals. Metro will collect input from each of the engagements described below to help shape the vision and goals.

Planning Workshop

Metro hosted a planning workshop in August 2017 to generate ideas for the future vision of the system. More than forty individuals attended the workshop, including Metro staff, Equity Work Group members and local government staff.



During the workshop, participants considered the future of the garbage and recycling system. First, participants were asked to provide feedback on a future scenario that reflected where the region would be if we followed the current trajectory of existing plans and policies. Then, participants were asked to discuss where we would be in a more ambitious or transformational future informed by the plan values and principles. Participants worked in small groups to identify outcomes of these potential futures.



Metro used the input collected at the planning workshop, along with that collected through the community discussions held in Phase 1, to develop an online survey to gather broader input on the future vision of the garbage and recycling system.

Online Survey

The online interactive survey was released in September 2017 and asked participants to rank eight priority areas for the regional garbage and recycling system according to their preferences for the future. These priority areas cover different stages of the life of products, ranging from the quality of services to collect and recycle products and packaging to the responsibility of companies when making and labelling the products they sell.





The survey was distributed electronically through email, social media and Metro’s web site. In addition, postcards were handed out at Metro facilities and callers to the Recycling Information Center were invited to take the survey. Individuals who participated in the community discussion groups were also asked to take the survey. More than 4,000 individuals participated in the survey over the course of two months. The survey helped identify where residents would like to see changes in the garbage and recycling system and their priorities for the future. The survey results were compiled to share at the leadership forum and inform the vision, goals and actions in the plan.

Leadership Forum Series

In October 2017, Metro and local community groups hosted a series of three leadership forums at locations around the Portland area. Hosting organizations included Immigrant and Refugee Community Organization, Rosewood Initiative and Centro Cultural. Local elected officials, business representatives and Metro councilors connected with community members from Clackamas, Multnomah, and Washington counties. More than 120 individuals participated in the event.



Attendees shared and discussed ideas for how they would like to see the region’s solid waste system operate in the future, how residents and businesses can reduce the environmental and human health impacts from the products we buy and use, and how we could do both of these things in ways that equitably serve and benefit all members of our community.



As a part of the forum, participants reviewed and discussed results from the online survey. Metro will use the input gathered during the forums to inform the vision and goal setting.

What’s Next

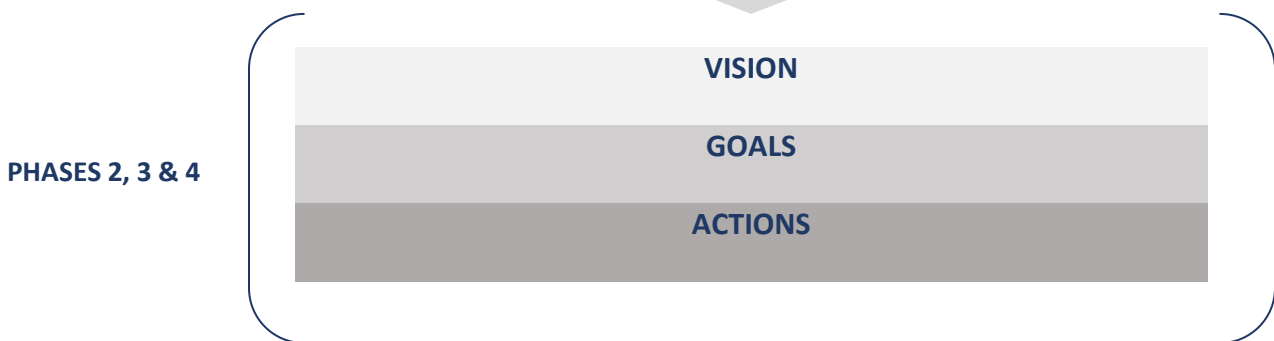
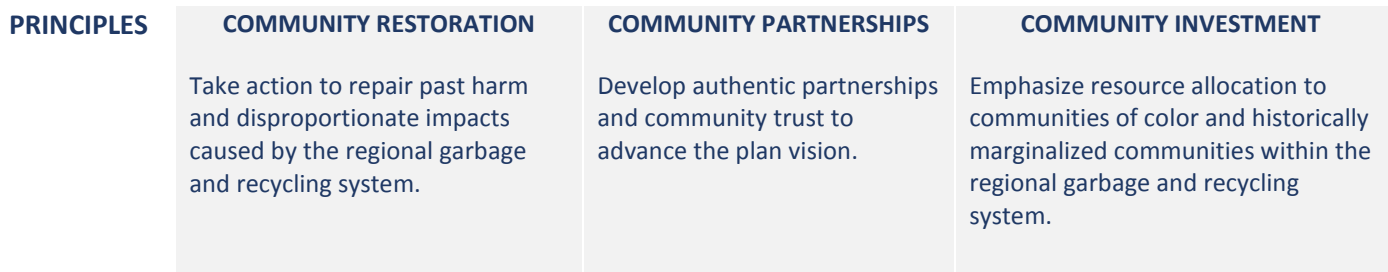
Metro will compile input collected from all the engagement activities to draft a preliminary vision for the future and set of goals for the Regional Waste Plan. Next, the Equity Work Group will work with Metro staff to apply an equity lens to the draft.

The draft vision and goals will then be shared at a technical forum on December 7, 2017 that will convene solid waste stakeholders, technical experts and others to gather additional feedback. In January 2018, Metro staff will bring a revised draft for input to the Metro Policy Advisory Committee and Solid Waste Alternatives Advisory Committee, and a final version to the Metro Council for consideration.

Work on Phase 3, System Analysis will commence in December 2017.

Phase 1: Values and Principles

Metro Council endorsed values and principles for the 2030 Regional Waste Plan in August 2017. The values and principles, summarized below, serve as the foundation of the plan. The values lay out the essential concepts that serve as a basis for the plan’s vision and goals and will guide plan implementation. The principles serve to advance racial equity by guiding the actions to achieve the plan’s vision and goals.



Phase 2: Draft Vision and Goals

The vision and goals are grounded in the plan values and principles. The draft vision and goals are currently in eight areas of work. Each area has a *future desired outcome* statement in bold and a set of draft goals to achieve that vision.

Healthy Products

Companies that manufacture and sell products and packaging share responsibility with consumers for minimizing the impacts of these items on public health, climate, air quality, waterways and wildlife throughout product life cycles.

1. Decrease chemicals of concern in products and packaging with a focus on those that most impact vulnerable populations.
2. Reduce the climate, air quality, water quality and wildlife impacts of products and packaging that are manufactured, sold, used, or disposed in Oregon.
3. Increase the availability and affordability of products that are less toxic and include recycled materials, are proven to be recyclable or compostable, and have minimal packaging.
4. Increase the types of products and packaging for which manufacturers and retailers provide environmentally sound, convenient and accessible take-back opportunities.
5. Increase the types of products for which companies provide easy to understand, accessible information about health and environmental impacts and reparability.

Education and Information

Everyone has the culturally relevant, age appropriate information and educational resources needed to make purchasing and disposal decisions that will protect their health and the environment.

1. Increase understanding among community members about garbage, recycling and reuse services.
2. Increase understanding among community members about the connections between consumer products and nature.
3. Increase engagement of adolescents and young adults in garbage and recycling decision-making through civic engagement and leadership opportunities.

Reduce, Reuse and Repair

Reduce, reuse, repair, and donation are mainstream practices accessible to all, creating economic opportunity and building community self-reliance.

1. Increase opportunities for reuse and repair of prioritized materials and products at garbage and recycling facilities.

2. Improve the reuse and repair opportunities for textiles and other high environmental impact materials and products.
3. Increase building deconstruction and improve reuse and repair opportunities for high impact building materials.
4. Increase donation of nutritious, edible food to communities in need.

Quality Service

Garbage and recycling services meet the needs of all people and all communities.

1. Ensure regionally consistent services for garbage, recycling and food scraps that meet the needs of all users.
2. Increase the access, affordability and consistency of services for bulky, hazardous, illegally dumped and other challenging materials.
3. Ensure rates for all services are reasonable, responsive to user economic needs, regionally consistent and well understood.
4. Proactively address and resolve community concerns and service issues.

Garbage and Recycling Operations

From trucks to facilities, our garbage and recycling system, is safe for workers and the public, minimizes pollution of air, soil and water, and is financially sustainable.

1. Minimize health and safety risks to workers and customers at garbage and recycling facilities.
2. Minimize the health and safety impacts experienced by communities near garbage and recycling facilities.
3. Invest in communities that receive garbage and recyclables from the Metro region, so that solid waste facilities are regarded as assets by those communities.
4. Collection, processing, transfer and disposal operations are designed and implemented to reduce their nuisance, safety and environmental impacts.
5. Maintain a sustainable financial and revenue infrastructure that advances the overall values and principles of the plan.
6. Improve material quality in the region's recycling and composting streams.

Good Jobs

All garbage and recycling industry jobs pay living wages and provide opportunities for career advancement. All occupations in the industry reflect the diversity of our local communities.

1. Ensure that all jobs in the garbage and recycling industry pay living wages and good benefits.
2. Increase the diversity of the workforce in all occupations where marginalized communities, including women and people of color, are underrepresented.

3. Create strong career pathways and training opportunities within all garbage and recycling industry occupations for underrepresented workers and people entering the workforce.

Economic Prosperity

Innovation, investments and partnerships support a thriving recycling, reuse and repair economy that benefits local communities.

1. Increase government support for employment and business development opportunities in the local recycling, reuse and repair economy.
2. Increase the percentage of solid waste system revenue that benefits local communities and locally-based companies.
3. Increase the capacity and diversity of local markets to make our recycling, reuse and repair system more effective and resilient.
4. Increase government purchasing of regionally-made products that use recovered materials.

Preparedness and Resilience

The region's garbage and recycling system is resilient and prepared to recover quickly from disruptions like natural disasters, while minimizing harmful impacts to the most affected communities.

1. Improve the coordination between local, state and federal governments and private and non-profit sector partners in planning for the impact of disruptions on the solid waste system.
2. Ensure communities in the region have access to accurate and reliable data and timely information about the impact of disruptions to solid waste facilities and services, as well as an inventory of capabilities and resources to respond and recover.
3. Improve public and private solid waste infrastructure and facilities to make them resilient and minimize the impacts of disruptions.
4. Ensure routine garbage and recycling collection, processing, transport, and disposal operations are resilient and are restored quickly following a system disruption.
5. Improve disaster debris response operations to expedite the clearance and removal of debris, making the best use of locally-based resources.
6. Ensure disaster debris recovery operations maximize the amount of material recovered and recycled, while minimizing potential environmental and public health impacts.

MPAC Worksheet

Agenda Item Title: SW Corridor Equitable Housing Strategy – Naturally Occurring Affordable Housing

Presenter: Ryan Curren, Portland Bureau of Planning & Sustainability; Dr. Lisa Bates, Portland State University; Omar Shay, Community Alliance of Tenants

Contact for this worksheet/presentation: Emily Lieb, Emily.lieb@oregonmetro.gov, 503-797-2921

Purpose/Objective

The purpose of this presentation is to inform Metro Policy Advisory Committee about work underway as part of the Portland/Tigard SW Corridor Equitable Development Strategy to understand “naturally occurring affordable housing.” The presentation will include a summary of findings from a new study by Dr. Lisa Bates (Portland State University) entitled Preserving Housing Choice and Opportunity, as well as highlights from community outreach conducted in the corridor by Community Alliance of Tenants (CAT).

The SW Corridor Equitable Housing Strategy is supported by an Equitable Housing Grant from Metro. This item is part of a series of updates intended to share best practices and lessons learned from Equitable Housing Grant projects.

Action Requested/Outcome

This item is purely informational. There are no requested actions.

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

MPAC has not previously considered this item.

What packet material do you plan to include?

Preserving Housing Choice and Opportunity Executive Summary



Preserving Housing Choice and Opportunity

A STUDY OF APARTMENT BUILDING SALES AND RENTS IN THE SW CORRIDOR

Seyoung Sung
Lisa K. Bates, Ph.D.

**Toulan School
of Urban Studies and Planning
Portland State University**

Prepared for:
**Southwest Corridor Equity and Housing
Advisory Group**

An important component of the housing stock affordable to lower-income households is unsubsidized, market-provided rental housing that rents at lower cost. In fact, the great majority of households who are income-eligible for housing subsidies do not receive any government assistance with housing and live in market-rate housing. This sector of the market — commonly called NOAH or Naturally Occurring Affordable Housing — has increasingly been the focus of policy and programmatic action to protect and expand housing affordability.

In a hot housing market like the Portland region, NOAH-type units can be converted and upgraded to higher rent levels. A complex can be purchased to be upgraded and rebranded, especially if it is in a desirable location. This upscaling can displace large numbers of households/families at once; a single real estate transaction could result in the eviction of hundreds of people.

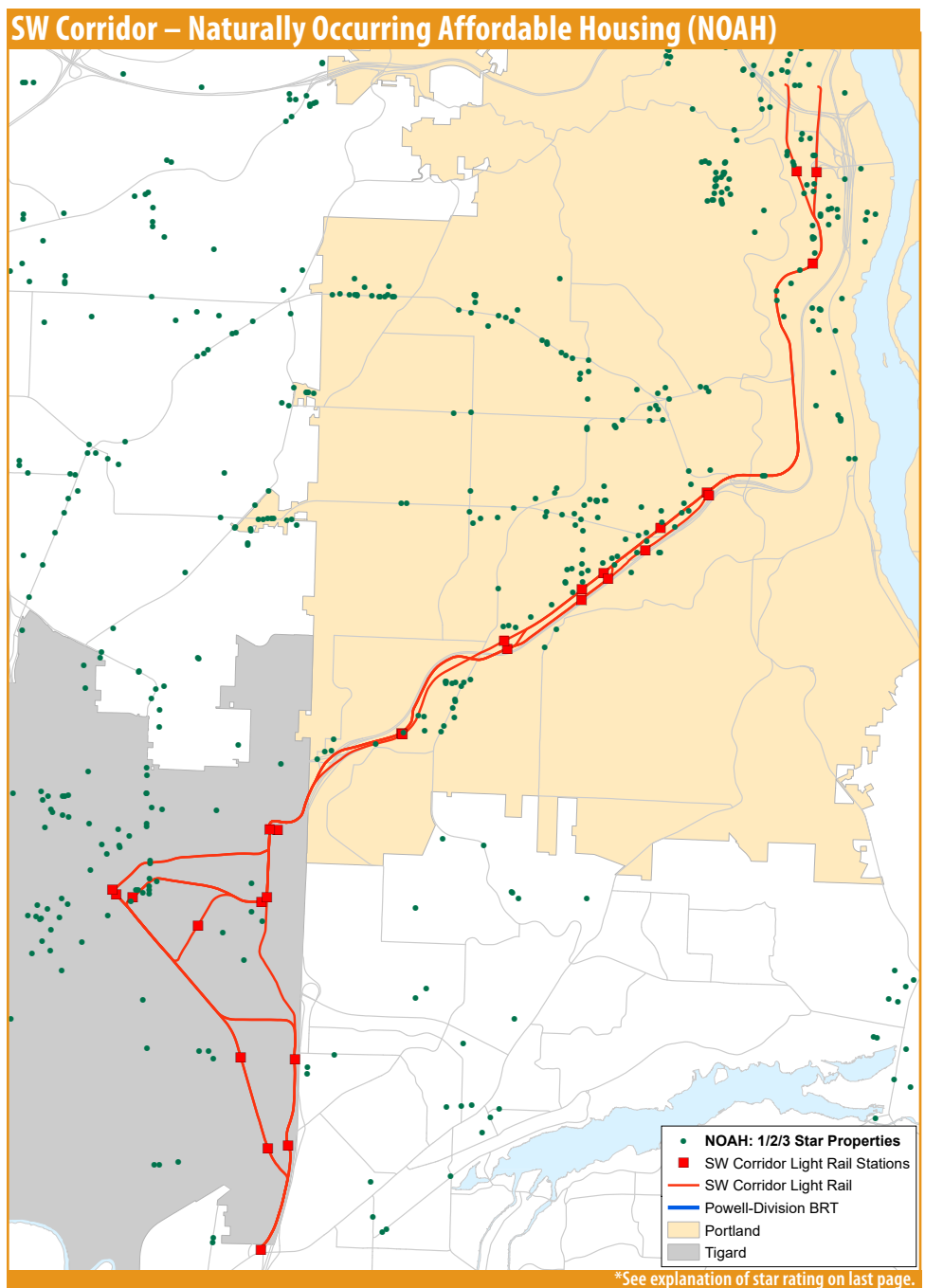
This report assesses the current inventory of lower cost, lower quality rental buildings in the region, focusing on the Southwest Corridor where new light rail is being planned to serve the many households in these buildings. The report focuses on market activity, tracking sales of multifamily rental properties over the past decade. Naturally occurring affordable housing is at risk for loss to upscaling; even buildings that are not renovated have increasing rents that may soon become out of reach for low- to moderate-income renters. Given the distribution of NOAH and where communities of color live, loss of this precarious housing will disproportionately affect people of color who rent.



This summary is from a report entitled
*Preserving Housing Choice and Opportunity:
A study of apartment building sales and
rents in the SW Corridor*

Loss of NOAH occurs especially in neighborhoods that are accessible and amenity-rich, and in contexts of gentrification. New transit service changes the accessibility of an area, making it more attractive for investment; supporting new development and often increasing property values¹. The existing literature suggests that new transit investments can create affordable housing problems for the very residents who depend most on transit: lower income households and people of color². Public investments — sometimes even just the announcement of a planned investment — increase the investment potential of a neighborhood³.

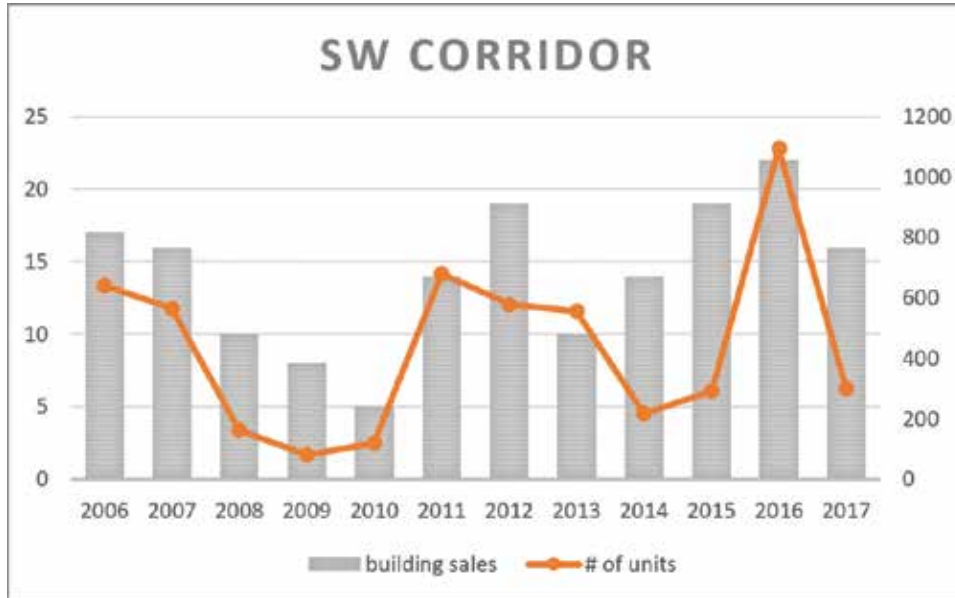
Best practice is to consider preserving units that are *market affordable* and unregulated as a challenge to be addressed in concert with public transit investments. Transit-oriented development that is equitable and inclusive provides opportunities for low- and moderate income households, renters, immigrants, and people of color who more often depend on transit service to access jobs, school, and services⁴. Preserving affordable housing can be more cost effective than new construction; it can prevent displacement of tenants already in place, and sustainably makes use of existing buildings. A number of effective funding tools are reviewed in this report including a local fund with a successful track record of preserving the long-term affordability of NOAH.



NOAH sales show precariousness of this rental housing at a regional scale

- **Active transactions of multifamily rental properties have been disproportionately NOAH.** There have been over 2,000 transactions of NOAH buildings in the Portland metro area from 2006 to 2017 — more than 68,000 units of housing. These sales are accelerating, with over 20 percent occurring in just the last 18 months.
- **Sales prices for multifamily rental properties have increased substantially, making preservation of affordable rents more challenging.** Regionally, the average sale price increased by 78 percent between 2010 and 2017; during this period there was a 43-percent increase in the average asking rent.
- **Multifamily housing properties in racially diverse and low-income neighborhoods have been a target for sales activities.** Nearly half of the rental units sold were in low-income tracts; and nearly 60 percent were in racially diverse tracts. Almost all of these sales were to two and three star NOAH type properties.

Number of rental housing properties and units sold per year in the SW Corridor from 2006 to 2017 as of August 2017



NOAH in the SW Corridor

- Approximately 11,400 units of naturally occurring affordable housing (NOAH) exist along the Southwest Corridor in 327 properties, home to renters with affordable rent. NOAH accounts for 93 percent of existing apartment buildings along the corridor. At the regionwide scale, these buildings represent over 9 percent of the market affordable rental units in the metro region.
- During the last five years, the corridor shows a split of very low- and very high-income renter households. After 2010, 81 percent of newly built multifamily housing units in the corridor were luxury apartments. Although 70 percent of units existing in the corridor are currently affordable to families with low to moderate income, the recent influx of high income renters and housing market investment made in the corridor suggests that upscaling of NOAH will become more attractive with the coming public investment in high speed transit.
- Recent apartment sales of NOAH type housing in SW corridor are increasing and rising in price per unit. The average sale price along the corridor skyrocketed significantly, with a 274-percent increase.
- When upscaling of NOAH happens along the corridor, the most vulnerable households will be low-income renters of color having large size family. Two-thirds of corridor NOAH sales are in low-income census tracts; nearly 40 percent are in racially diverse areas.
- If we consider NOAH as most susceptible to upscaling, there is the potential for over 11,000 rental units to be upgraded in the corridor. Over 4,000 of these units are located in large buildings of more than 100 units, with the potential to displace large numbers of renters with one building sale.



Sold 2006-17 Units Buildings		Star Rating and Description*	
0	0	★ Possibly functionally obsolete. May require significant renovation.	 
2,335	129	★★ Purely functional with little or no landscaping or exterior spaces.	 
1,792	31	★★★ Average aesthetics and finishes, with a few shared facilities and spaces; modest landscaping.	 
801	6	★★★★ Higher end finishes, representing recent trends and standards in design.	 
353	4	★★★★★ Luxury end of multi-family construction.	 
5,281	170	Total number of units and buildings sold in SW Corridor, 2006-17	

Source: CoStar Multi-Family Property Database

*The star rating system used by CoStar is a five-star scale that is based on the design and construction of buildings, dwelling units, site and property amenities.

Footnotes:

¹ Hook, Walter, Stephanie Lotshaw, and Annie Weinstock. 2013. "More Development for your Transit Dollar: An Analysis of 21 North American Transit Corridors." Report for the Institute for Transportation and Development Policy. Retrieved (4/14/15) from: https://www.itdp.org/wp-content/uploads/2013/11/More-Development-For-Your-Transit-Dollar_ITDP.pdf

² Dawkins, C., & Moeckel, R. (2016). "Transit-Induced Gentrification: Who Will Stay, and Who Will Go?" Housing Policy Debate, 1-18.

³ Golub, A., Guhathakurta, S., & Sollapuram, B. (2012). "Spatial and temporal capitalization effects of light rail in phoenix from conception, planning, and construction to operation." Journal of Planning Education and Research, 32(4), 415-429.

⁴ Pollack, Stephanie, Barry Bluestone, and Chase Billingham. 2010. Maintaining Diversity in America's Transit-Rich Neighborhoods: Tools for Equitable Neighborhood Change. Report of the Dukakis Center for Urban and Regional Policy, Northeastern University.

