



Metro

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)

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2018 MPAC Work Program

as of 1/3/18

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

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| <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> |

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| <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) |

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| <p><u>Wednesday, October 10, 2018</u></p> <ul style="list-style-type: none"> • MPAC Recommendation to Metro Council on Adoption of 2018 RTP and Strategies for Freight, Transit, and Safety (Ellis; 60 min) | <p><u>Wednesday, October 24, 2018</u></p> |
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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

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Portland, OR 97232-2736
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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

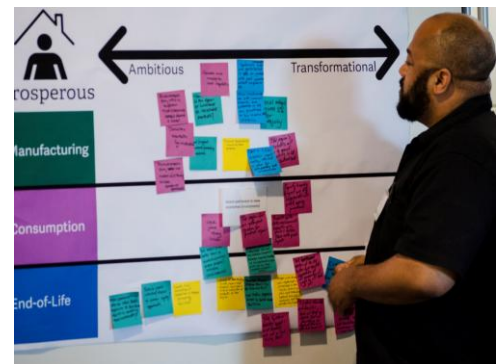
Phase 2 will identify the plan's vision and goals. Metro will collect input from each of the engagements described below to help shape the vision and goals.

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.

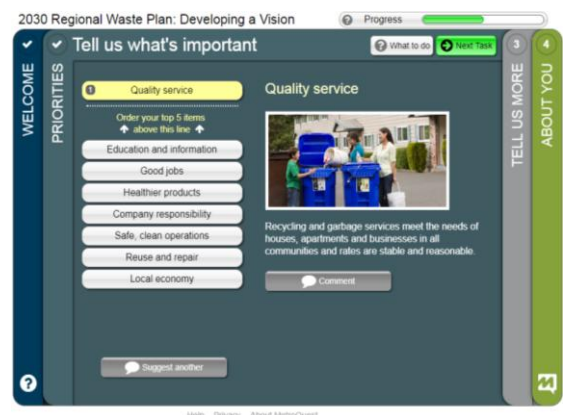
During the workshop, participants considered the future of the garbage and recycling system. First, participants were asked to provide feedback on a future scenario that reflected where the region would be if we followed the current trajectory of existing plans and policies. Then, participants were asked 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.

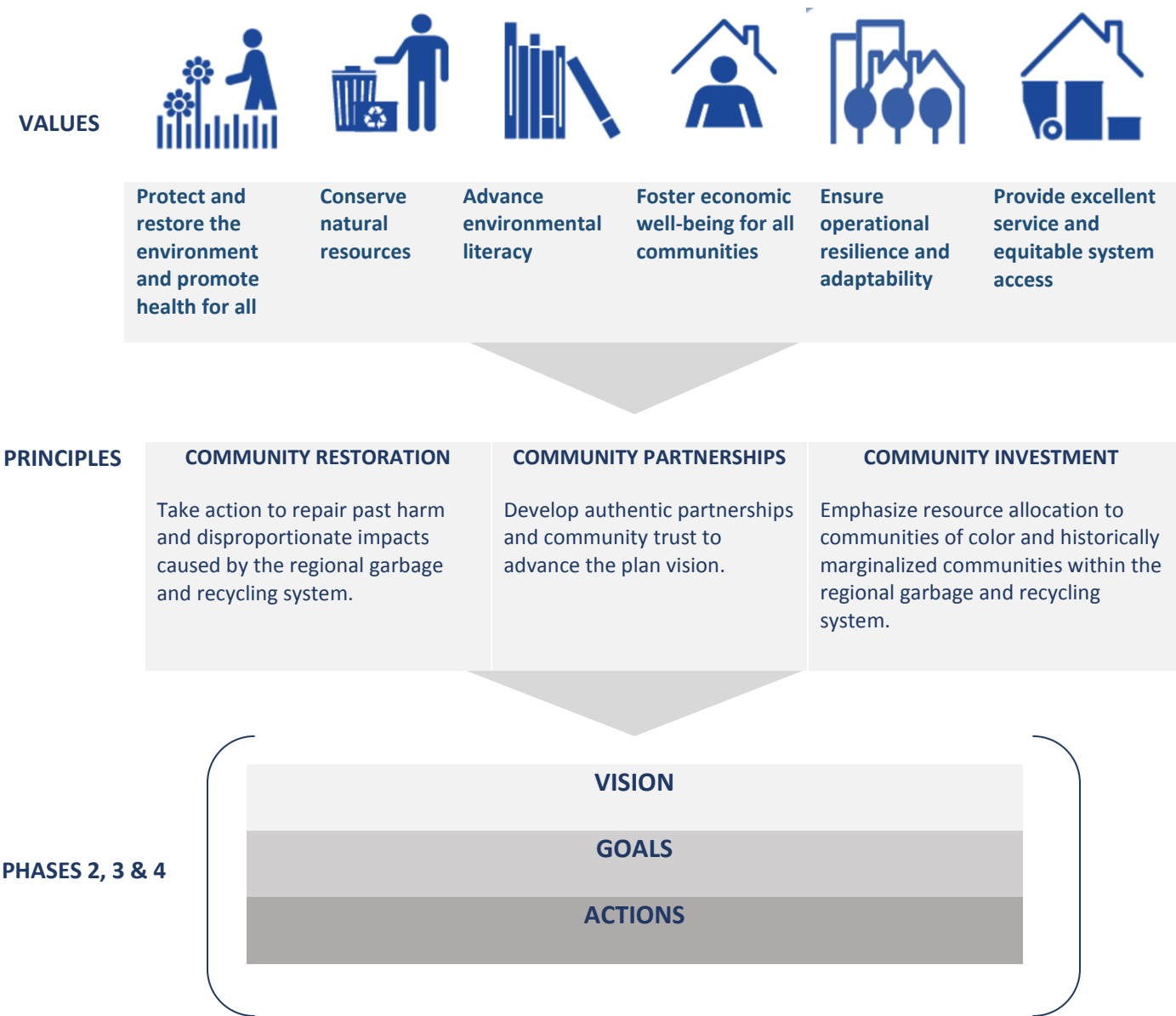


2030 Regional Waste Plan

January 2018

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.

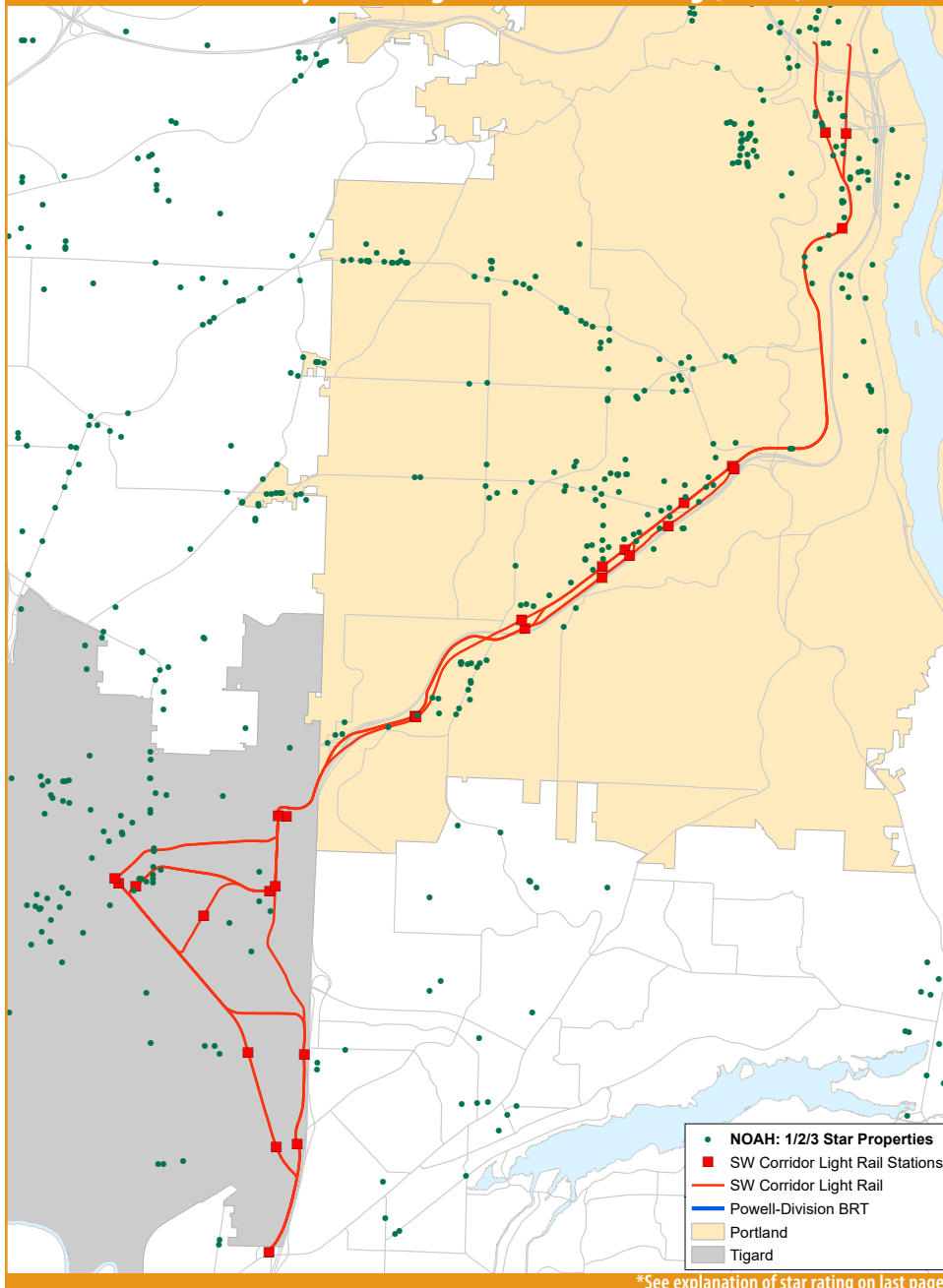


This summary is from a report entitled
*Preserving Housing Choice and Opportunity:
A study of apartment building sales and
rents in the SW Corridor*

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.

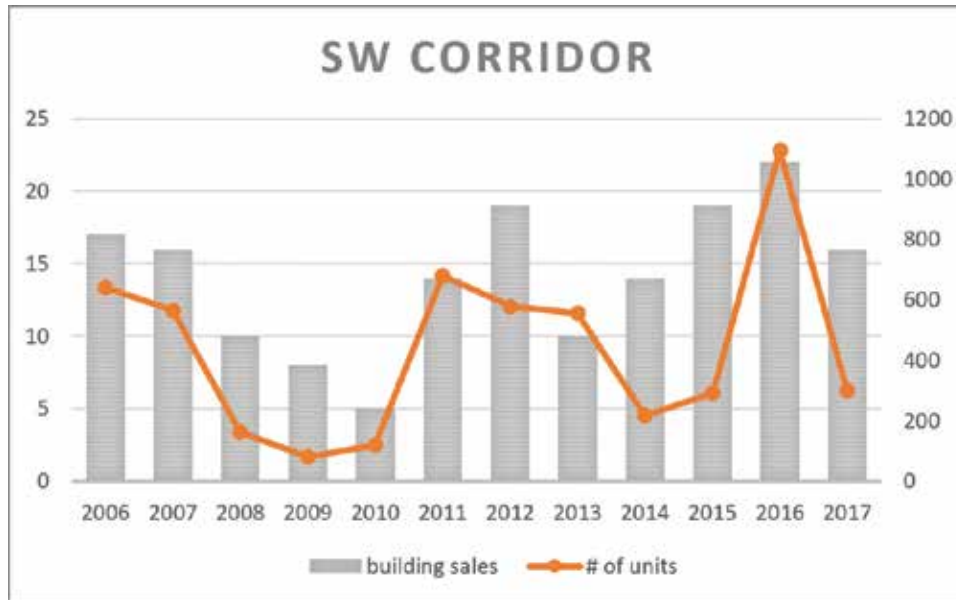
SW Corridor – Naturally Occurring Affordable Housing (NOAH)



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.



Materials following this page were distributed at the meeting.

Memo

Date: January 3, 2018
To: Metro Council
cc: Metro Policy Advisory Committee
From: Ted Reid, Principal Regional Planner
Subject: 2018 urban growth management decision: letters of interest from cities

Background

The Council intends to take an outcomes-based approach in its decisions. To that end, the 2018 urban growth management decision will be structured around the merits of city proposals for urban growth boundary (UGB) expansions into concept planned urban reserves. This is intended to help ensure that expansions result in desired development. As the Council is aware, an initial step in this new approach was to solicit letters of interest from cities that wish to propose expansions. The deadline for those letters was December 29, 2017. We received letters (attached) from five cities.

Working with its partners, the Council has adopted policies that establish expectations for the topics these five cities should address when they submit a full proposal by the end of May, 2018. The Metro Policy Advisory Committee and Metro Council will have the opportunity to hear directly from city representatives in June. In the meantime, following is some basic information about the letters of interest. All numbers are preliminary and subject to change.

Summary of city proposals

City-proposed expansions total 2,817 gross acres.¹ All five cities have proposed primarily residential uses with some incorporating supporting employment uses. Together, the five city expansion proposals could produce 13,276 to 14,327 housing units. For context, in past forecasts Metro has expected a long-term average of about 10,000 additional households per year in the UGB. Regardless of the Council's decision on these five proposals, most residential growth is expected to continue in existing urban areas with the goal of protecting farms and forests and enhancing existing downtowns and main streets.

| Proposed expansion | Gross acres | Housing units |
|--|-------------|------------------|
| Beaverton – Cooper Mountain | 1,242 | 3,700 |
| Hillsboro – Witch Hazel Village South | 150 | 850 |
| King City – Urban Reserve 6D | 528 | 3,300 |
| Sherwood – Sherwood West | 626 | 4,268 to 5,155 |
| Wilsonville – Frog Pond East and South | 271 | 1,158 to 1,322 |
| TOTAL | 2,817 | 13,276 to 14,327 |

¹ It is important to note that not all of those acres are buildable. Accounting for environmental protections and future rights-of-way will result in a lower (sometimes 50 percent lower, depending on circumstances) net buildable acreage in the proposed expansion areas. Final concept plans for each area will describe those deductions and average densities.



Mayor's Office

December 21, 2017

Martha Bennett
Chief Operating Officer
Metro
600 NE Grand Avenue
Portland, OR 97232

Dear Ms. Bennett:

On behalf of the City of Beaverton, I would like to express the city's intent to submit an application to add the entire Cooper Mountain Urban Reserve and its 600 acres of net developable land to the urban growth boundary during the 2018 expansion cycle.

This expansion will allow the region and Beaverton to ensure land is available in the mid-2020s to create livable, walkable, sustainable neighborhoods; provide essential housing supply to promote affordability; and ensure a comprehensive approach to making the South Cooper Mountain Concept Plan become a reality, such as through public infrastructure investments.

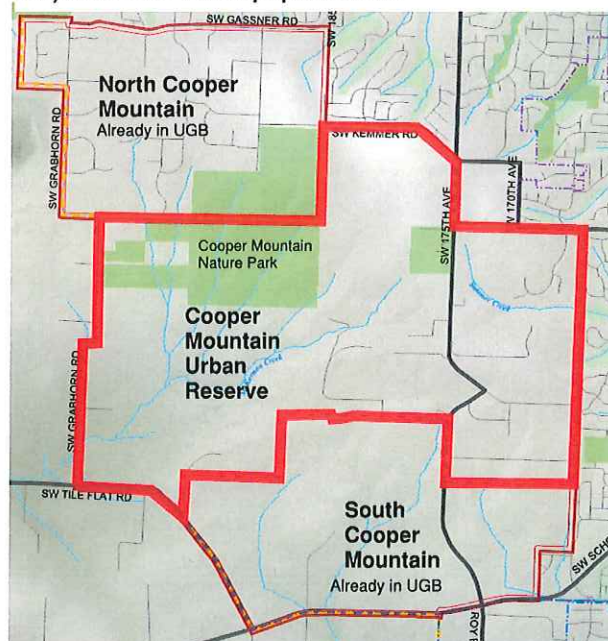
Beaverton believes it is the right time to start the expansion process because Beaverton's current large urbanizing area, South Cooper Mountain, is projected to be built out before the urban reserves are available for development.

The Cooper Mountain Urban Reserve contains 1,242 acres but is estimated to have about 600 acres of developable land that could accommodate 3,700 housing units.

Concept Plan

The Cooper Mountain Urban Reserve area has an acknowledged concept plan. It was part of the 2,300-acre South Cooper Mountain Concept Plan (available at www.BeavertonOregon.gov/SCM) that the city adopted in 2014 as the

Figure 1: Cooper Mountain Urban Reserve (outlined in red) and other concept plan areas



culmination of an 18-month public planning process. We appreciate the Metro grant that provided funding for the plan. It includes three major areas, described north to south:

- 1) **North Cooper Mountain:** 510 acres that were added to the UGB in 2002 and are currently part of unincorporated Washington County.
- 2) **Cooper Mountain Urban Reserves Area:** 1,242 acres located between the areas of North Cooper Mountain and South Cooper Mountain.
- 3) **South Cooper Mountain Annexation Area:** 544 acres added to the UGB in 2011, annexed into the City of Beaverton in 2013, and expected to be nearly fully developed by 2023-24.

The concept plan met Metro's Title 11 requirements and was acknowledged by the State of Oregon.

For the Cooper Mountain Urban Reserve, the concept plan's land use framework (shown in Figure 2 on page 4) calls for a range of housing types, including apartments, condominiums, townhomes, small-lot single family, and single-family neighborhoods with houses on 5,000- to 7,000-square-foot lots. In addition, some areas are designated for large lot single-family homes to reflect existing development patterns or allow natural resource protection.

According to the concept plan, development would occur in five landscape areas based on topography, natural resources, and existing development patterns with residential densities ranging from 7.1 housing units per acre to 14.7 housing units per acre.

After the reserve is added to the UGB, Beaverton will complete a more detailed community plan and establish zoning districts for the area.

This community plan will provide the opportunity to update concept plan ideas based on today's conditions, apply lessons learned from South Cooper Mountain development, and explore the potential to add neighborhood commercial and affordable housing.

Development in South Cooper Mountain

As mentioned earlier, South Cooper Mountain is expected to be mostly or completely developed by 2023-24. The area was annexed to Beaverton in 2013, and the status of development is:

- 1,852 housing units have received land use approval.

- Mountainside High School opened in 2017, with an ultimate capacity to serve 2,200 students.
- 725 homes are under construction or awaiting final permits.
- Preliminary plans for additional park, school, and commercial areas have been proposed.

Development Readiness

The City of Beaverton is working with service providers to ensure that the utility master planning for the entire South Cooper Mountain Concept Plan Area will be completed in time to allow development to occur. The city also is working with Washington County on future transportation needs. Because Cooper Mountain Urban Reserve is in the middle of the concept plan area, its addition to the urban growth boundary is important to logical, comprehensive utility and road provision that serves the entire area.

Assuming similar timelines for the future annexation and development of the Community Plan for the Urban Reserve Area as occurred with the South Cooper Mountain Annexation Area, we would expect that following a successful application for UGB inclusion, this area could be (after UGB expansion, community planning and annexation) ready for development beginning about 2023-24.

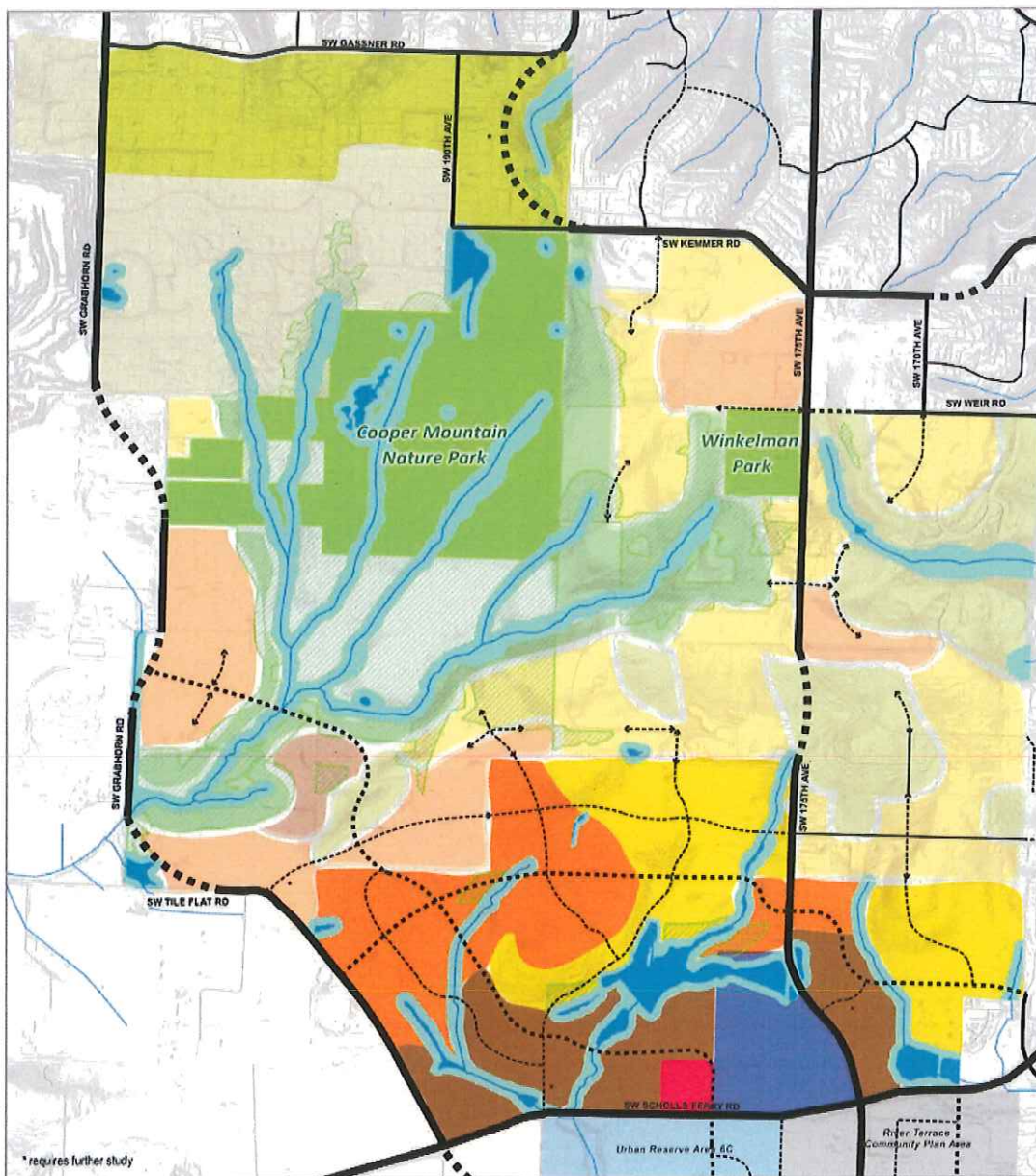
We look forward to submitting our application and working with you to continue to implement the South Cooper Mountain Concept Plan. Please let us know if additional information would be helpful for your analysis process.

Sincerely,



Denny Doyle
Mayor

Figure 2: South Cooper Mountain Concept Plan Land Use Framework



Concept Plan Land Use Framework

- Urban Growth Boundary
- Streams
- Open Water/Wetland/Probable Wetland
- Riparian & Wetland Buffers
- Class A Upland Habitat
- Planned High School Site
- Study Area Tax Lots

Transportation Framework

- Arterial
- Collector
- Neighborhood Route

Near Term (0-20 Year) Land Use

- Very Low Density Neighborhood
- Low Density Neighborhood
- Single Family Neighborhood
- Compact Neighborhood
- Urban Neighborhood
- Main Street Commercial

Future Land Use

- Future Low Density Hillside Neighborhood
- Future Cluster Neighborhood
- Future Single Family Neighborhood
- Future Compact Neighborhood
- Future Urban Neighborhood
- Future Neighborhood Commercial

See also Transportation Framework maps. Realignments and new roads shown in dashed lines. New alignments are conceptual.

Prepared By: Angelo Planning Group
 This map is intended for informational purposes only.



Date: 11/14/2014
 0 500 1,000 2,000
 Feet



December 27, 2017

Martha Bennett
Metro Chief Operating Officer
Metro Regional Center
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Ms. Bennett,

The City of Hillsboro is preparing a concept plan to help guide future development of an approximately 150-acre area located in Washington County adjacent to the City's southern edge. The City intends to submit an Urban Growth Boundary expansion request for this area, known as Witch Hazel Village South (WHVS), in 2018. The WHVS area is located within a larger 940-acre urban reserve area, referred to as Metro Urban Reserve Area 6A or "the South Urban Reserve Area" (please see attached map), which has been designated by Metro as suitable for accommodating urban development over the next 50 years. The 150-acre WHVS area is distinguished from the remainder of Urban Reserve Area 6A due to its proximity to existing urban infrastructure and because it is composed of property owners who have worked cooperatively to support the planning efforts necessary for future urban development.

Given Hillsboro's demonstrated shortage of land for single-family housing and the region's need for more housing, the area is proposed to be primarily residential. WHVS will provide diverse housing opportunities in a well-planned and innovatively designed community with ready access to regional parks, schools, jobs, and retail services. The WHVS community will offer a mix of housing types, including apartments, townhomes, and single family housing. At build out, the WHVS community is expected to contain approximately 850 units at a density of approximately 11.6 units per acre.

Building on the success of the development in South Hillsboro and the financial tools being used to provide infrastructure improvements to accommodate new growth in the area, WHVS has a high likelihood for successful development.

The City looks forward to submitting a full proposal in May of 2018.

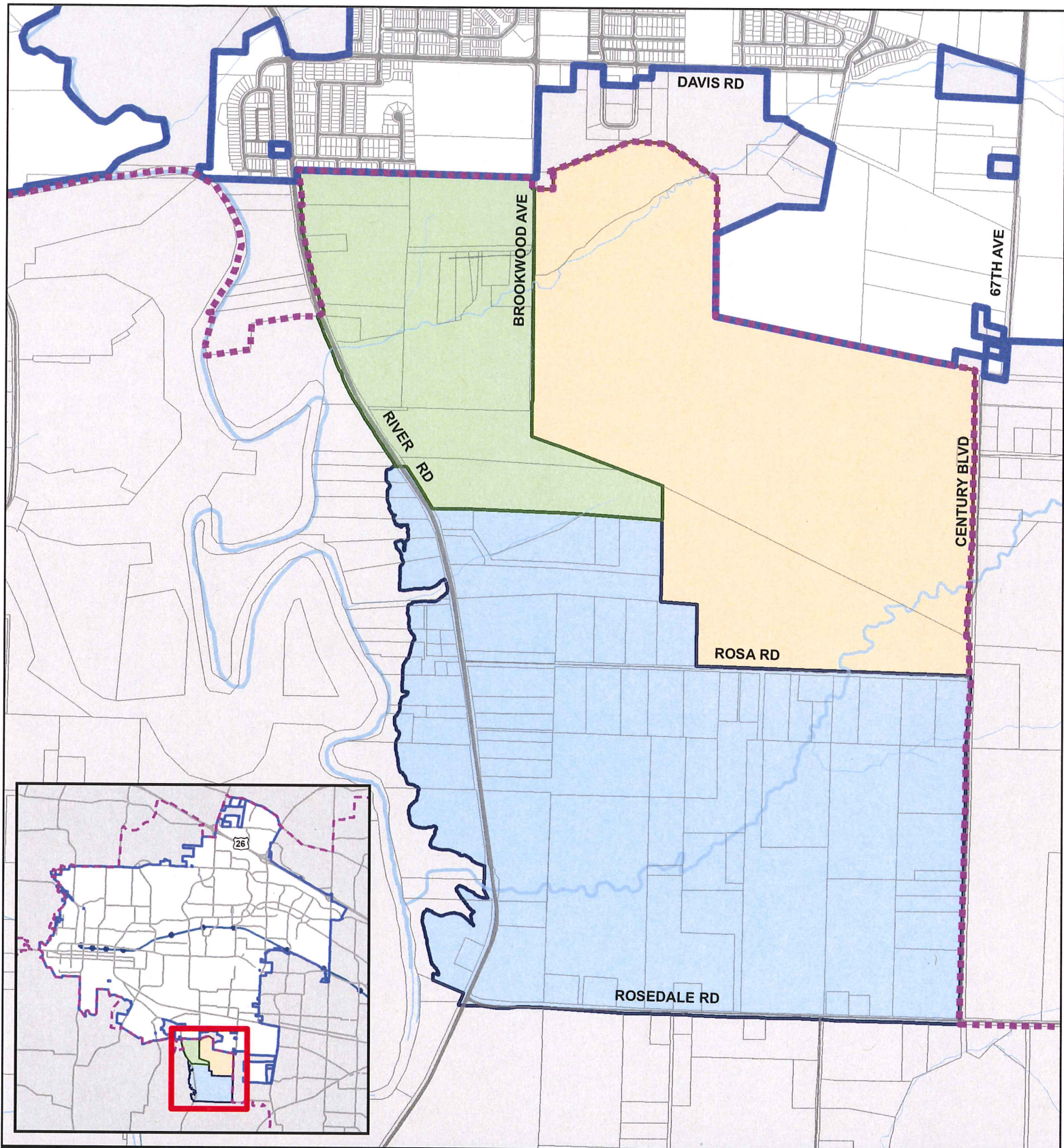
Sincerely,

CITY OF HILLSBORO PLANNING DEPARTMENT







A handwritten signature in green ink, reading 'Colin Cooper', is written over the printed name of the Planning Director.

Colin Cooper, AICP
Planning Director

Attachment: Witch Hazel Village South Concept Plan Area and South Urban Reserves Map



Witch Hazel Village South and South Urban Reserve Area

- | | |
|--|---|
|  Witch Hazel Village South |  City of Hillsboro |
|  South Urban Reserve Area |  Urban Growth Boundary |
|  The Reserve Golf Course |  Tax Lots |



0 500 1,000 2,000
Feet

Data Source: City of Hillsboro 2017 | Plot Date: September 5, 2017



Hillsboro Planning Department
150 East Main St, Hillsboro, Oregon



City of King City

15300 S.W. 116th Avenue, King City, Oregon 97224-2693

Phone: (503) 639-4082 • FAX: (503) 639-3771

www.ci.king-city.or.us

December 22, 2017

To:

Martha Bennett
Chief Operating Officer
Metro
600 NE Grand Ave.
Portland, OR 97232

SUBJECT: Letter of Interest to Consider Urban Reserve Area 6D for UGB Expansion

Dear Ms. Martha Bennett,

Please accept this letter of interest on behalf of King City. Over the past two years the City of King City has worked diligently to create a concept plan that will satisfy the regions needs for equity in affordable housing, higher density housing, light industrial jobs, and a cultural center for King City residents who want to live and work in King City. Our Plan takes into consideration the Urban Reserve Area 6D (URA 6D) for incorporation into the Urban Growth Boundary and eventually King City. The City intends to submit an Urban Growth Boundary expansion request for the entirety of this area in 2018.

URA 6D is an area comprised of 528 acres west of the current city limits of King City. There are five drainages intersecting the subarea ultimately constraining the buildable land area to about 400 acres. The largest non-constrained developable land is on the westernmost portion of the subarea between Elsner and Roy Rogers Road. The entire subarea is projected to accommodate approximately 3300 residential units over the next 10-15 years and perhaps as many as 8000 units are possible overtime.

In addition to residential components the city is seeking to develop and design a new cultural towncenter/mainstreet – in accordance with the guidance provided in Metro in Title 6 - Centers, Corridors, Station Communities and Main Streets – that incorporates the key concepts of equity, diversity, inclusiveness, and affordability. Through the City's master planning efforts projected through 2020 the City hopes to design and implement planning and zoning criteria and a new comprehensive plan that will encourage vertical mixed use in a vibrant city and cultural center on the west side of the subarea between Elsner and Roy Rogers (See Attached Exhibits). Based on our Market Study conducted by Leland Consulting Group, the City projects the area will reasonably accommodate 80,000-120,000 square feet of Commercial/Retail space, possibly a 70-80 Unit Boutique Hotel, and an additional 20-25 acres of Industrial Lands.

In designing our concept plan the City took into consideration a variety of housing types, and intends to pursue these opportunities into our Master Planning efforts. The city strives to provide a variety of housing options for different income levels and intends to promote affordable and attainable housing through our Comprehensive Planning and Zoning efforts. We have reviewed a variety of promotional considerations, including density credits, SDC reductions, parcel acquisition,

and Development Code modifications to encourage affordable and attainable housing types throughout the City and Subarea.

Of particular interest to the City is our desire to acquire a parcel of land that will accommodate a New City Hall, Recreation Center, and Library. The City is currently negotiating with a few property owners in the area to investigate our options for a land purchase. If successful the City should be able to provide land for affordable housing or work collectively with a developer to promote affordable housing in and around the future towncenter/mainstreet. Our desire to site a New City Hall in the Area will promote equity with a diverse and inclusive cultural town center and gathering place for the residents of King City and the surrounding areas and enhance the dynamics of the City.

The City's desire to be a regional contributor has prompted the makeup of the concept plan to look more at the ways the City can address some of the larger concerns of the region. By establishing a commercial/retail town center, industrial lands, and promoting the preservation of the natural resources in the subarea, our plan strives to create a live and work environment that will address residential, transportation, economic, recreational and ecological needs of the City and the Region as a whole.

The City has proposed a network of internal streets designed to diversify the transportation options and spread the traffic loads across a broader network of interconnected streets. In addition the City's plan proposes a trail system along the Tualatin River that promotes alternative modes of transportation and allows for a rich environmental interaction with the natural setting along the Tualatin River. The trail connection along with current plans to extend the existing Riverfront Trail will create a continuous trail system from Hwy 99 to Roy Rogers; and, when the neighboring communities complete their segments of the trail system the Trail will connect to the Tualatin Greenway Trail, through to Cook Park and into Tualatin and Lake Oswego.

In Sum, King City feels that the development of this area will provide a number of benefits to the entire region. The City's buildable lands are almost entirely exhausted and by the end of next year will have little to no developable or unconstrained lands left within the City Limits and Urban Growth Boundary. Expansion of the City's UGB will present a real opportunity to test many of Metro's guiding principles and design a vibrant, equitable, and culturally active City for the 21st century. Our plan implements exciting new elements conceived through years of hard work and experience in areas of community planning and place making. When complete, this will be an exciting center comprised of a mixture of commercial, industrial and residential components within walking and biking distance of one another, integrated with a robust transportation network that will link both old, and new King City together with a new cultural hub that services not only King City, but the greater region as well.

Thank you for your consideration of our interests.

Sincerely,



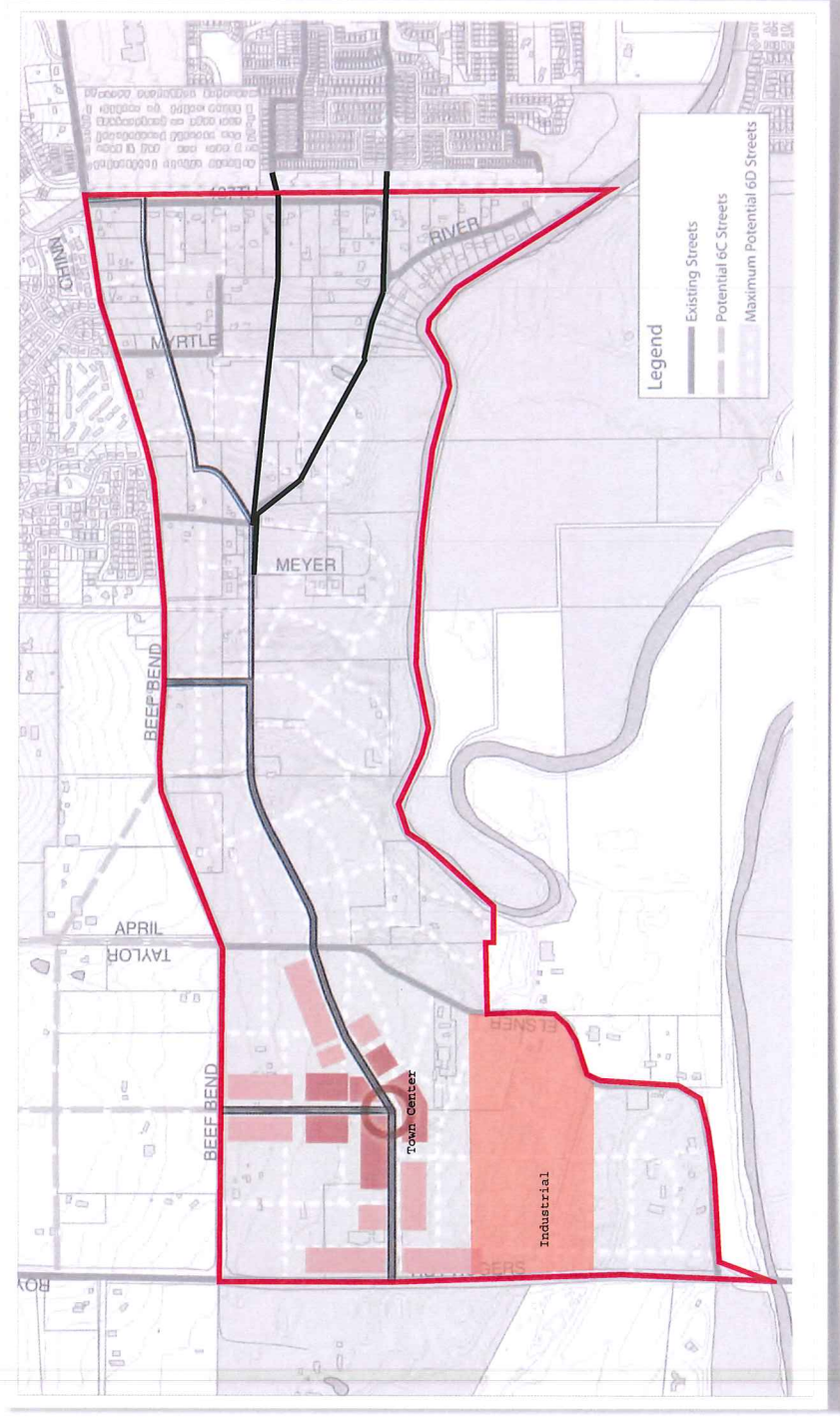
Michael J Weston II, MPA
City Manager, King City



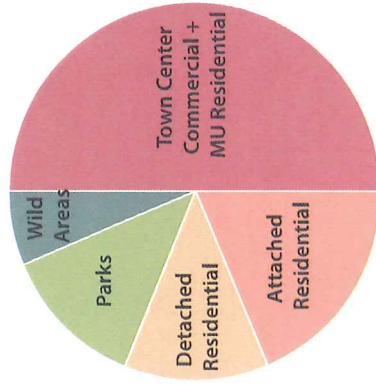
Kenneth Gibson
Mayor, King City

Town Center

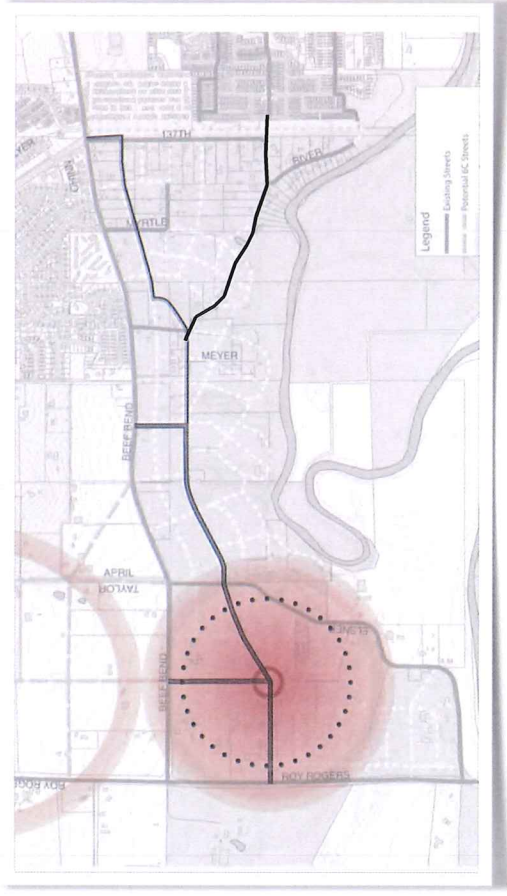
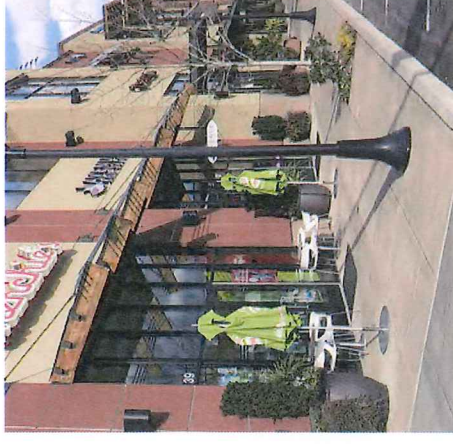
- ✓ Along north-south connector street
- ✓ Along east-west connector street
- ✓ Ideally both streets accommodate complementary civic and commercial activity
- ✓ Major activity at intersection



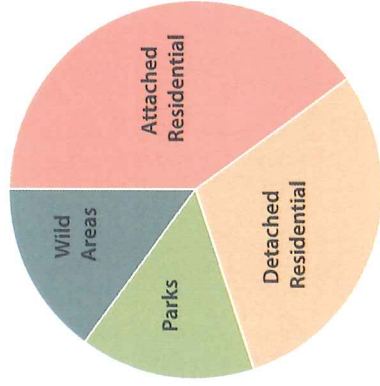
Town Center



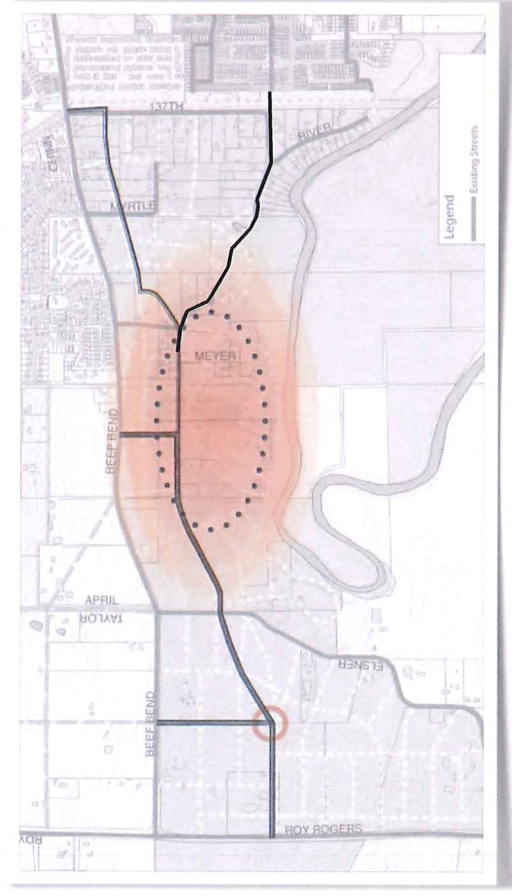
- ✓ Major activity at intersection
- ✓ Taller buildings with residential over retail
- ✓ 3-5 story buildings
- ✓ Single-story retail and restaurant
- ✓ Civic uses, such as library, city hall, school
- ✓ Places for gathering



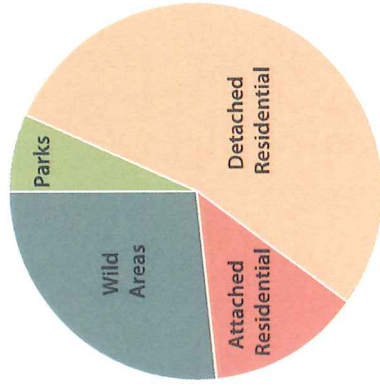
Residential Neighborhood



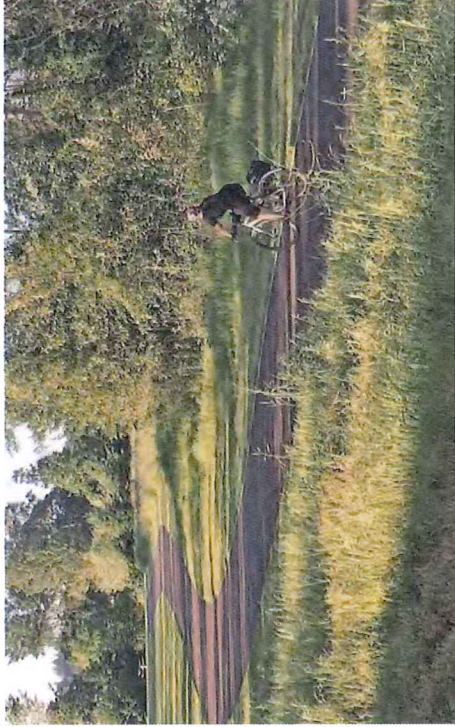
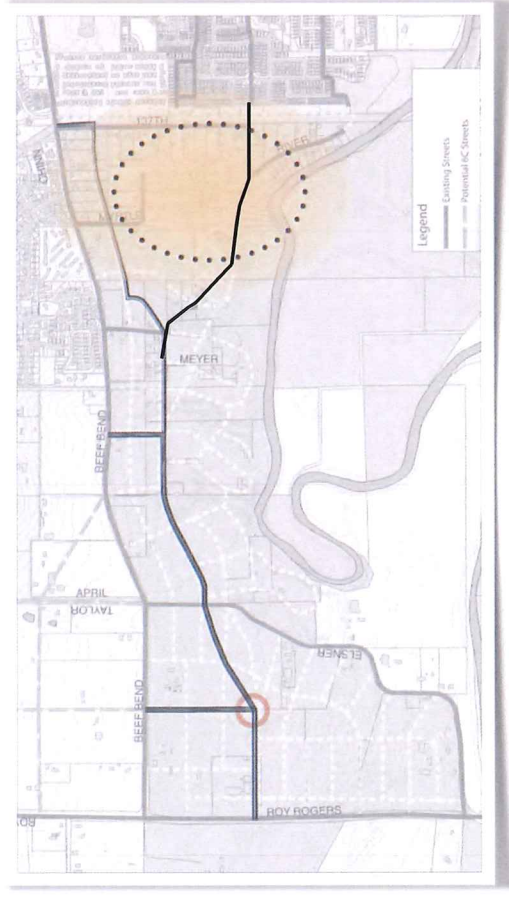
- ✓ Residential Character
- ✓ Connected neighborhoods
- ✓ Primarily attached and detached single family homes
- ✓ Parks and Open Spaces
- ✓ Natural areas on the edge



Rural Neighborhood



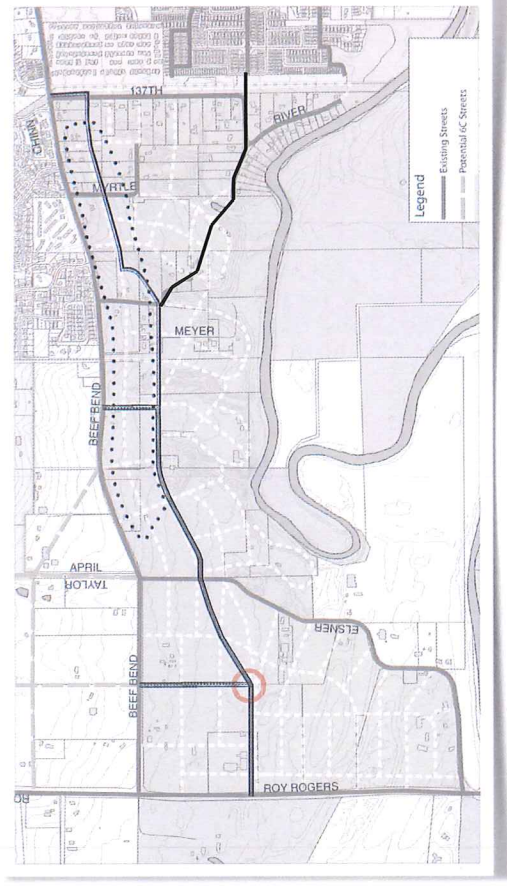
- ✓ Rural and low density residential character
- ✓ Streets with gravel shoulders and shared by all modes
- ✓ Incremental development
- ✓ Minimize paved areas
- ✓ Low volume traffic
- ✓ Natural areas on the edge and within neighborhoods



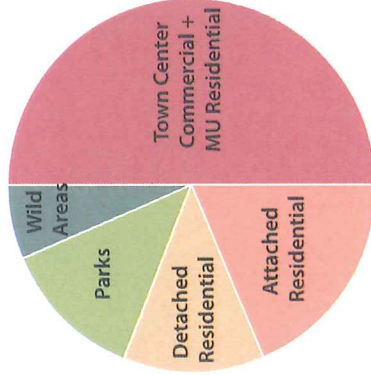
Beef Bend Neighborhood



- ✓ Green boulevard (Beef Bend) with separated multi-use path
- ✓ Attached and detached residential development
- ✓ Connected neighborhoods
- ✓ Parks and some wild areas
- ✓ Potential neighborhood commercial activity



Town Center



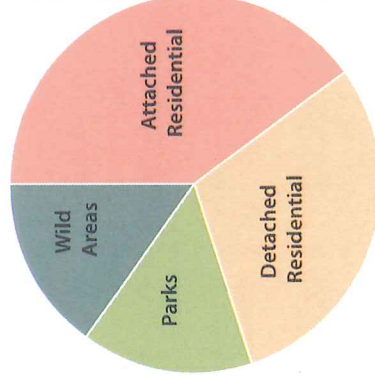
- ✓ Major activity at intersection
- ✓ Taller buildings with residential over retail
- ✓ 3-5 story buildings
- ✓ Single-story retail and restaurant
- ✓ Civic uses, such as library, city hall, school
- ✓ Places for gathering

Beef Bend Neighborhood



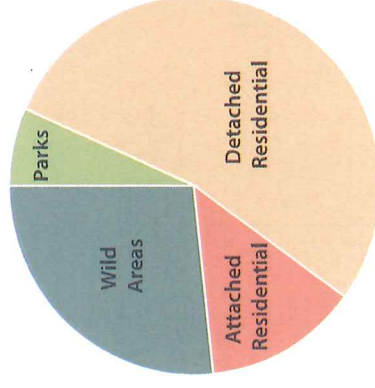
- ✓ Green boulevard (Beef Bend) with separated multi-use path
- ✓ Attached and detached residential development
- ✓ Connected neighborhoods
- ✓ Parks and some wild areas
- ✓ Potential neighborhood commercial activity

Residential Neighborhood



- ✓ Residential Character
- ✓ Connected neighborhoods
- ✓ Primarily attached and detached single family homes
- ✓ Parks and Open Spaces
- ✓ Natural areas on the edge

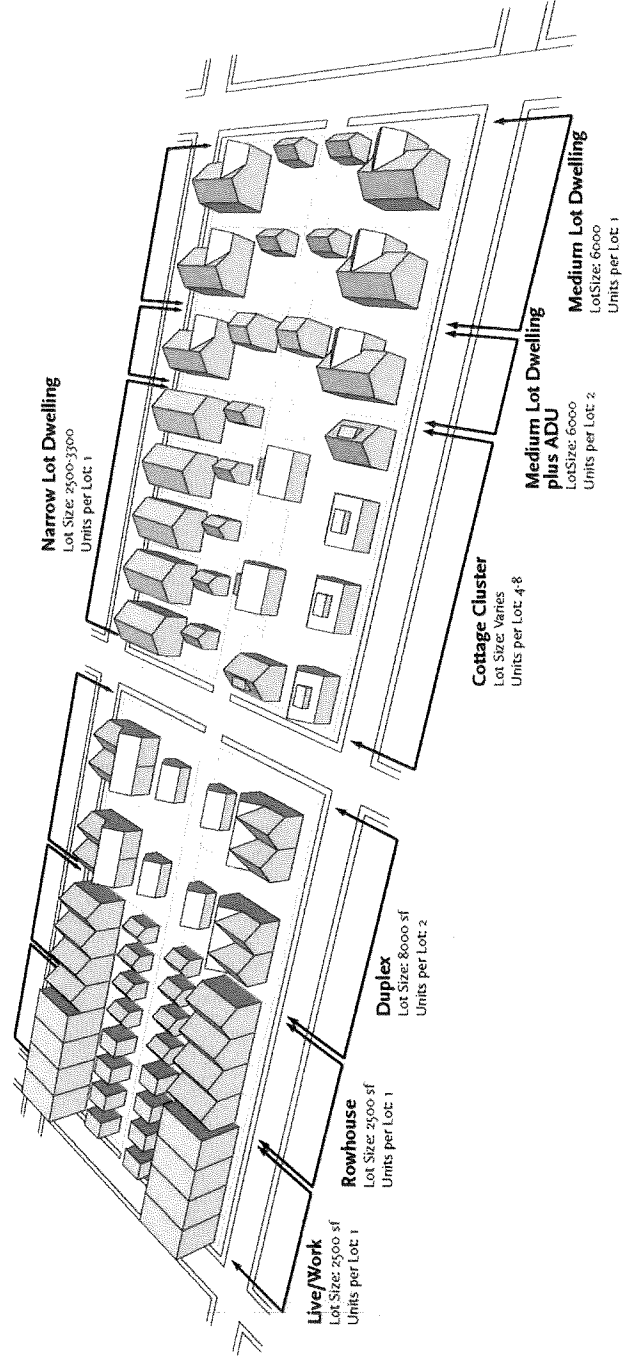
Rural Neighborhood



- ✓ Rural and low density residential character
- ✓ Streets with gravel shoulders and shared by all modes
- ✓ Incremental development
- ✓ Minimize paved areas
- ✓ Low volume traffic
- ✓ Natural areas on the edge and within neighborhoods

Development intensity

- ✓ Higher intensity attached buildings toward Roy Rogers
- ✓ Detached dwellings toward center, south and east sections
- ✓ Market analysis: 500 - 950 units within first 10 years
- ✓ Developable land could accommodate a wide range of density: 3,000 - 11,000 units





Home of the Tualatin River National Wildlife Refuge

LETTER OF INTEREST

DATE: December 22, 2017

TO: Metro Council
600 NE Grand Ave
Portland, OR 97232

FROM: Joseph Gall, ICMA-CM, City Manager
City of Sherwood
22560 SW Pine St.
Sherwood, OR 97140

RE: Metro 2018 Urban Growth Management Decision
Letter of Interest, City of Sherwood

.....

The City of Sherwood is pleased to present this Letter of Interest for Metro's 2018 Urban Growth Management Decision.

Sherwood upholds a strong history of planning. This is demonstrated through its holistic approach to addressing housing and employment needs in its existing urban areas and maintaining a compact urban form. If past trends continue, several thousand people will move to the Sherwood area over the next 20 years, part of a larger regional growth pattern. As a commitment to keeping Sherwood affordable and making sure a reasonable supply of housing is available, the City has done significant work with its urban reserves as the basis for considering an urban growth boundary (UGB) expansion.

In January 2016, the City of Sherwood adopted the Metro region's first preliminary concept plan for an entire urban reserve area called Sherwood West. The Sherwood West Preliminary Concept Plan (SWCP) is a study of 1,291 acres of land designated to Metro's Urban Reserve Area 5B, located west and north of the existing city limits. Developed as a long-range planning tool, the SWCP illustrates how Sherwood West could be incorporated into the fabric of the City over time in a manner that respects and reflects the strong sense of community and livable neighborhoods. The SWCP represents a significant step in beginning a community discussion about growth, urban development, and governance. It is the result of a 14-month planning process that encompassed extensive engagement with area property owners, community members and service providers. The Plan was unanimously recommended by the Citizen Advisory Committee and the Planning Commission to the Sherwood City Council. The Council accepted the plan by Resolution 2016-009 on February 16, 2016.

The vision for Sherwood West was informed by the great community attributes that make Sherwood's existing neighborhoods special. These include:

- **Scale:** understanding how natural features such as creeks, valleys and hills have influenced Sherwood's existing neighborhood form helped reveal the importance of scale as we plan for Sherwood West and walkable neighborhoods. The quarter-mile radius that is typical of these

existing neighborhoods contributes to Sherwood's "small-town feel." This scale of organization is reflected in the walkable, "ten-minute neighborhoods" design of Sherwood West. That design is illustrated and attached in Exhibit A.

- *Access to nature and trails:* Sherwood's livability is in part defined by its access to nature, open space and regional attributes like the Tualatin River National Wildlife Refuge. Sherwood West highlights the importance of access by incorporating a connected network of walking trails, neighborhood parks and nature preserves.
- *Schools:* Sherwood is known for its excellent school system. Sherwood West provides the opportunity to expand school facilities, in addition to regional athletic facilities in order to support growing demand.
- *Neighborhood serving retail:* Sherwood West communities support local, neighborhood retail so that residents of all ages can take advantage of these assets, partly reducing the need to use a car for all trips.

In a formal proposal for submission to Metro Council in May 2018, Sherwood city staff plans to recommend an area of interest (AOI) of 626 gross acres of land within the Sherwood West area be brought into the UGB in 2018 (Exhibit B). Net developable acreage amounts to approximately 455 acres as described in this letter.

This recommended AOI is based on a public process initiated by the City this past fall for Metro's 2018 UGB Expansion Process. City staff and their consultant team sought guidance and feedback from service providers, Sherwood West property owners, Sherwood residents and the Sherwood City Council to help determine the best areas in Sherwood West for the potential UGB Expansion. The City held an open house that was attended by more than 80 community members on October 25, 2017. City staff received an additional 60 written comments associated with that phase. Considering all that guidance planning staff prepared a recommendation for the City Council which included a map showing the recommend expansion area in Sherwood West. Based on additional citizen and property owner comment and City Council direction in early December, staff and their consultants made minor modifications which informs the map we are submitting today.

Several key factors inform the City's decision for where, when and how much to ask for as part of an UGB expansion in this next cycle:

- Sherwood has a deficit of approximately 497 homes in its 20-year supply, of which about 70% are medium to high density residential units. In a prior Housing Needs Analysis (HNA) conducted in 2015 for the SWCP, Sherwood had a surplus of 125 homes. For the purposes of submitting a proposal for Metro's 2018 UGB decision, Sherwood updated the HNA to reflect the 2018-2038 time period and updated 2016 Metro forecasts. This updated analysis showed that the City now has a 497-home deficit. Of note, the type and amount of housing deficit uncovered in the updated HNA has important implications for Sherwood. In essence, the City must and intends to plan for a greater diversity of housing types, some of which are commonly referred to as "missing middle" housing.
- The 497-home deficit is based on the Metro forecasted growth rate of 0.8% average annual growth rate. If Sherwood grows closer to historical growth rates, we anticipate that we will be out of land for residential development within four to ten years. This would significantly impact our ability to provide affordable housing for existing and future Sherwood residents.
- Facing growing demand, the Sherwood School District has chosen a central site in Sherwood West for the location of a new high school. In August 2017, Metro approved the UGB expansion to include the proposed school site in anticipation for annexation.
- Transportation is a key concern for current Sherwood residents. The vertical alignment condition of Elwert Road, a two-lane rural county road in Sherwood West, combined with heavy traffic volumes and the confluence of Chicken Creek at the intersection with Edy Road is a

significant condition that requires additional consideration and a thoughtful solution. The SWCP proposed two alternatives to the realignment of this intersection. With the understanding that Elwert and Edy roads will need to be designed and improved, the recommended area for the UGB expansion carries these two alternatives forth to provide options to address the community's primary transportation-related concern. We are proposing to bring this intersection into the urban growth boundary to enable us to identify and fund an selected improvement.

- The recommended expansion acreage supports three new neighborhoods with 1/4 mile radii, based on Sherwood's complete community attributes, and helps complete a fourth existing neighborhood (see Exhibit A).
- The proposed AOI supports areas where property owners requested to be included in the UGB expansion, demonstrating a reasonable likelihood of development within the 20-year planning period.
- The proposed AOI supports areas most easily served with infrastructure, as detailed in preliminary analyses as part of the SWCP.
- The greater amount of acreage brought into the UGB, the greater the amount of funding available for planning and infrastructure.
 - While the area asked for may exceed our HNA identified need, we know that the costs of providing necessary infrastructure to serve 450 homes is not significantly more than the cost of providing infrastructure to several thousand homes. Furthermore, because the entire area is urban reserve, it is more efficient to plan and fund infrastructure for the ultimate growth than to incur expensive upgrades and expansions to accommodate incremental growth.

The recommended AOI, as illustrated in Exhibit B, is described as follows:

1. **Location:** Sherwood West is located north and west of the existing City limits. The AOI is part of two districts identified in the SWCP: one adjacent to HWY 99W in the south, and the area north and west of the new school site, up to the Chicken Creek confluence.
2. **Acreage:** The AOI is a total of 626 gross acres. Depending on the realignment options for Edy and Elwert, the net developable acreage is 452.80 acres for Option 1 and 455.51 acres for Option 2. Net developable acreage includes all residential, mixed-use and commercial development. It excludes right-of-way, the existing church, land designated for park and open space, as well as creek corridors.
3. **Land uses:** The AOI is part of the West and Southwest districts identified in the SWCP:
 - a. The West District is a mixed-housing district organized around the new high school, a neighborhood park and mixed-use commercial center. The road follows the break in topography to create an area for residential development that is anchored by the new school. Housing intensities range from high (Residential-Mixed-Use) to low (Residential-Hillside on steeper slopes) as they transition away from the neighborhood commercial centers (Mixed-Use Commercial).
 - b. The Southwest District is residential, with varying intensities, and includes a commercial/retail anchor as a "Gateway to Wine Country" (Gateway District). This district is adjacent to HWY 99W which provides opportunities relative to nearby wine-related activities.
4. **Density Assumptions:** The total residential acreage in Option 1 and 2 is 426.75 and 429.56, respectively. With a planned mixture of medium and high density residential development, the AOI could provide a capacity of approximately 4,268 to 5,155 dwelling units at an average of 10-12 DU/net acre. However, as Sherwood grows, we recognize a balance must be struck between density and transportation infrastructure to support it.
5. **Infrastructure:** The AOI includes land that is best suited for development in terms of infrastructure provisioning. Approximately 8,000 linear feet of new sewer line through the Brookman area will be

needed to accommodate some of the new development, and development on the western edge will require a water tower upgrade and pump system for upper elevations.

6. **Transportation:** Internally, a new neighborhood connector street paralleling Elwert serves the neighborhood from the west side. Elwert Road is envisioned to be a multi-modal boulevard and extension of Sunset Boulevard, east of Highway 99W. The intersection of Kruger, Elwert and Highway 99W is reconfigured with a roundabout that conforms to the existing City of Sherwood and Washington County Transportation System Plans. Option 1 shows the intersection of Edy and Elwert Road in a new proposed location to reduce the impact of infrastructure improvements (road widening) on sensitive creek confluences. This shift offers the additional benefit of potentially discouraging regional freight traffic that seeks an alternative north-south route to Highway 99W. Initial cost estimates for improvements to the Edy/Elwert intersection show that the proposed realignment would be more cost effective than improving the existing roads in their current location. However, this requires further study. Option 2 shows the intersection in its original location for purposes of comparison, though it would also include upgrades and a redesign with surrounding development.
7. **Parks and Trails:** A well-connected system of trails is included to provide safe, convenient and comfortable non-motorized connections between all neighborhoods and existing destinations in Sherwood, including historic downtown. Open space and parks follow riparian creek corridors, and parks act as buffers between different land uses. Our Sherwood West landform analysis organizes neighborhoods around natural features, respecting topography and wide riparian buffers.

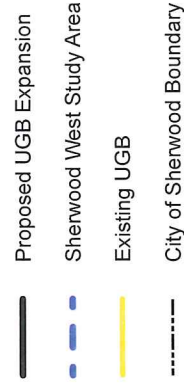
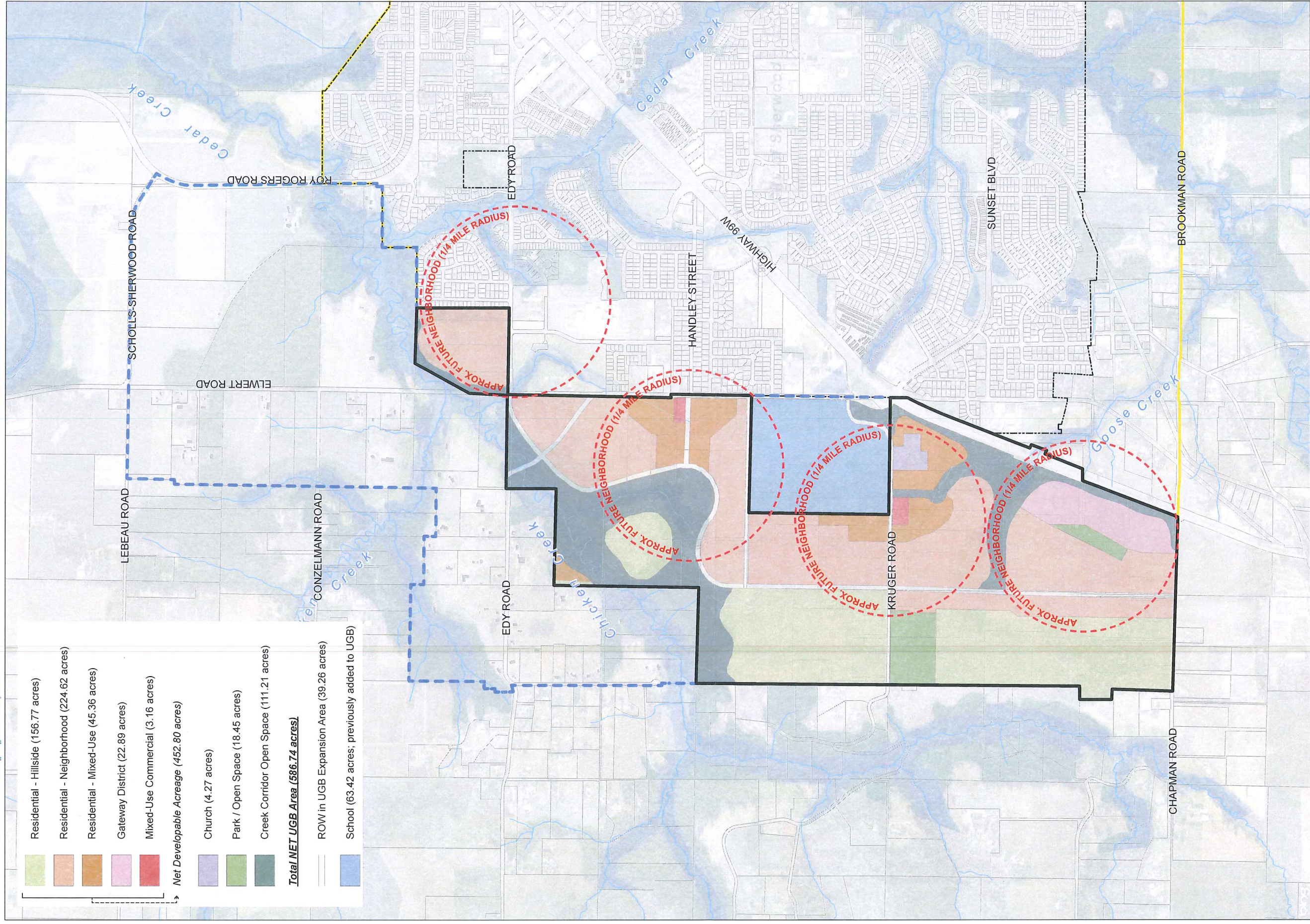
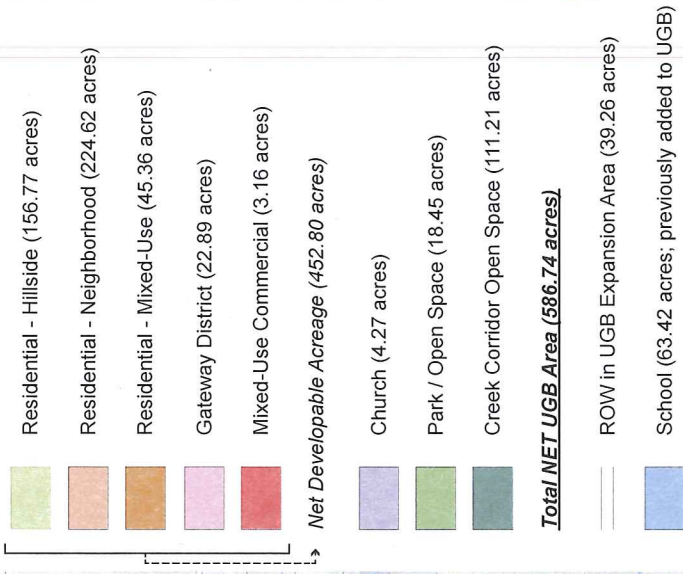
The recommended AOI is based on a funding and phasing strategy outlined in the SWCP. The strategy outlined preliminary costs associated with development, as well as the phasing of infrastructure, services and other elements of the complete communities. This important pre-work will be the basis of refining these analysis and feasibility studies for the City's UGB proposal. The City looks forward to submitting a proposal that balances the importance of readiness, strategy and governance that contributes to efficient land use consistent with our regional and statewide goals.

We look forward to an opportunity to discuss the merits of this request with you. Thank you for your consideration.

Sincerely,

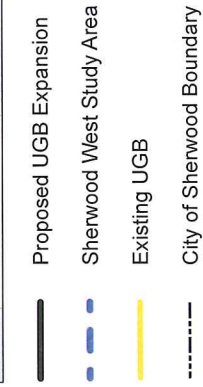
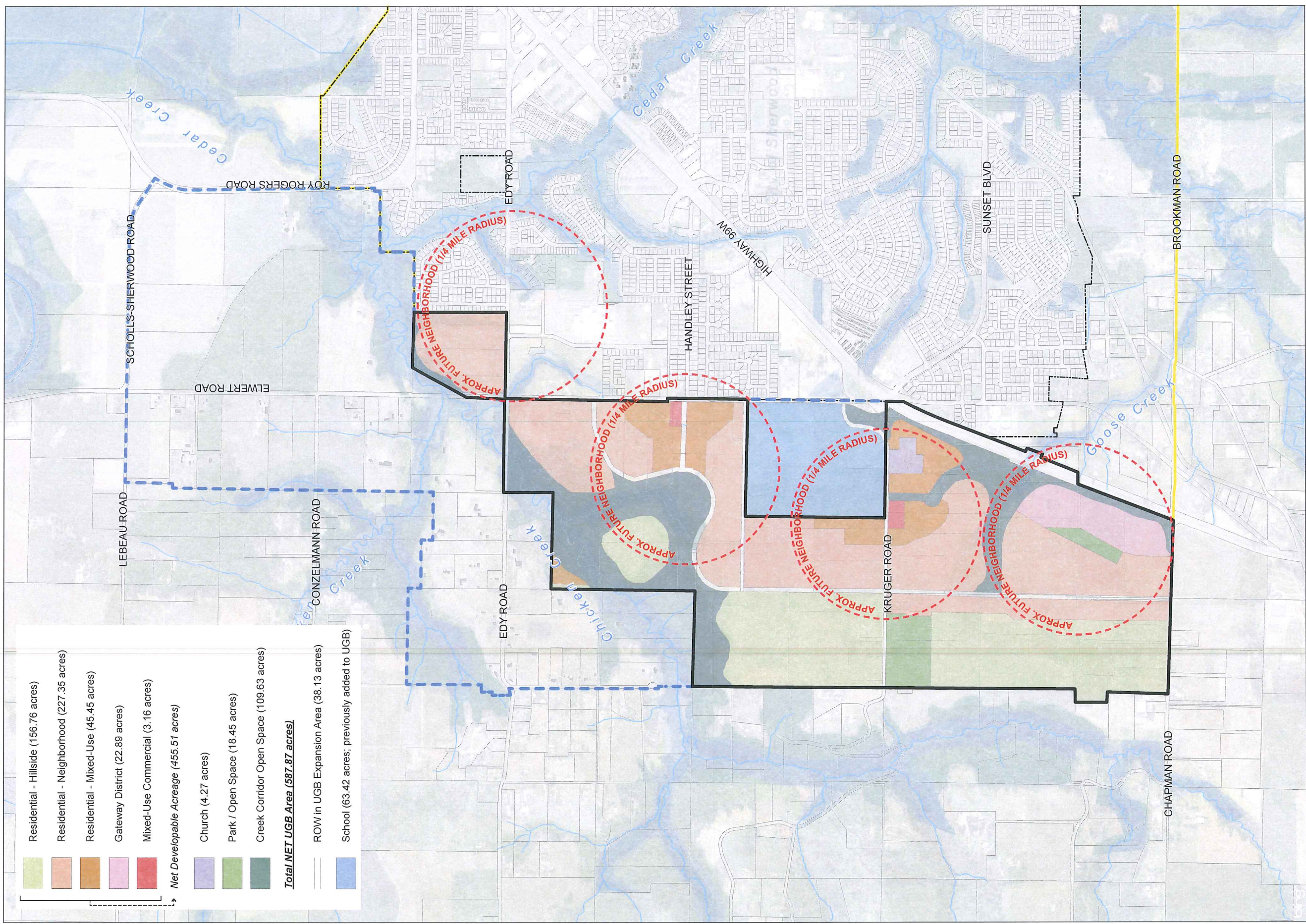
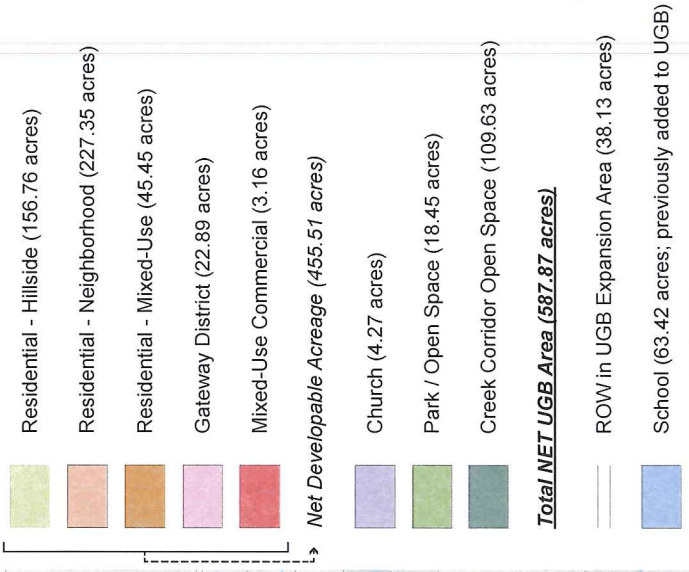


December 22, 2017













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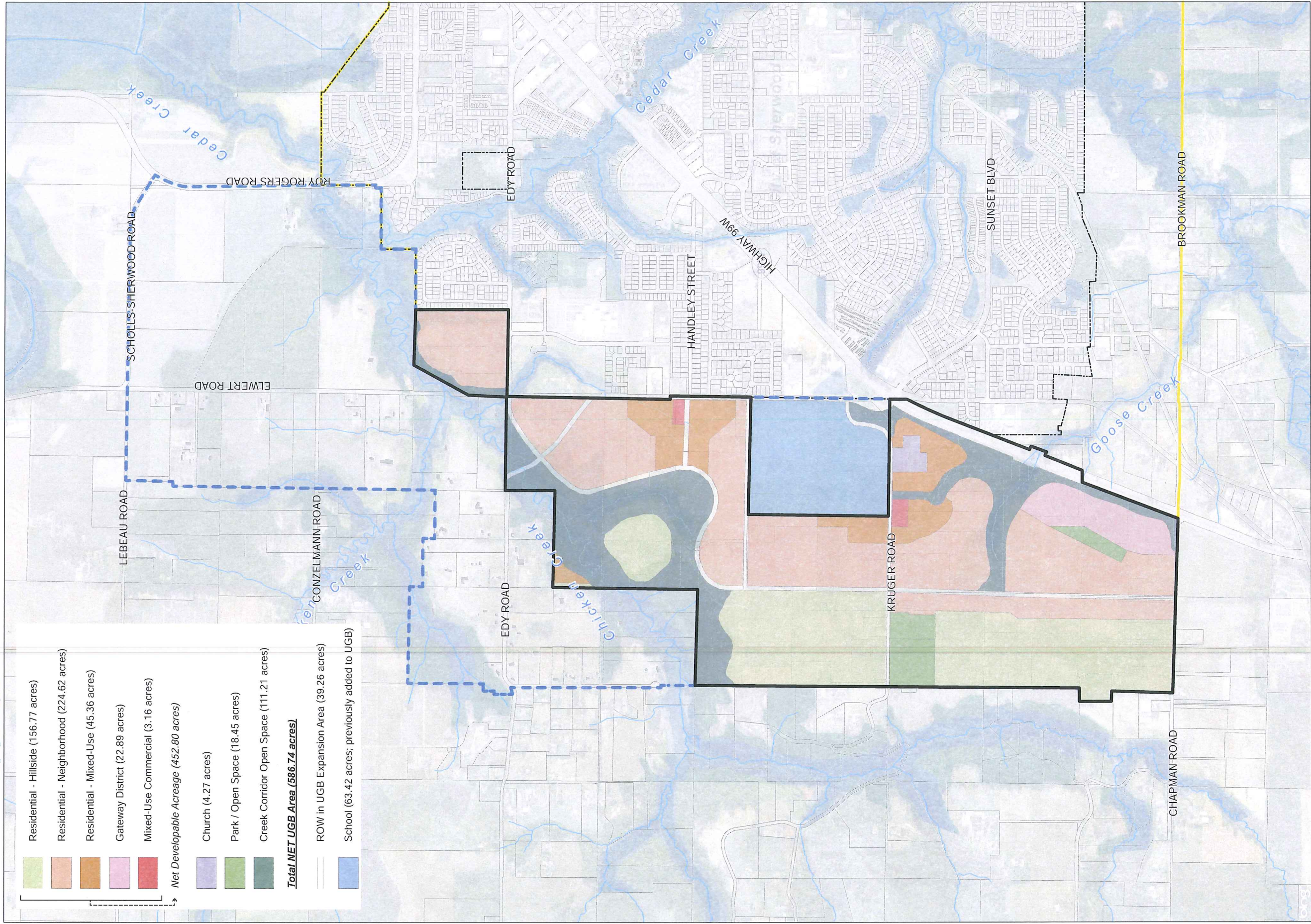
Draft Proposed Sherwood West Urban Growth Boundary Expansion: Option 1 - Area Calculations (626 Gross Acres)



DISCLAIMER: NOT FOR CONSTRUCTION. FOR PLANNING PURPOSES ONLY.

Draft Proposed Sherwood West Urban Growth Boundary Expansion:
Option 2 - Area Calculations (626 Gross Acres)

| | |
|---|---|
|  | Residential - Hillside (156.77 acres) |
|  | Residential - Neighborhood (224.62 acres) |
|  | Residential - Mixed-Use (45.36 acres) |
|  | Gateway District (22.89 acres) |
|  | Mixed-Use Commercial (3.16 acres) |
| Net Developable Acreage (452.80 acres) | |
|  | Church (4.27 acres) |
|  | Park / Open Space (18.45 acres) |
|  | Creek Corridor Open Space (111.21 acres) |
| Total NET UGB Area (586.74 acres) | |
|  | ROW in UGB Expansion Area (39.26 acres) |
|  | School (63.42 acres; previously added to UGB) |

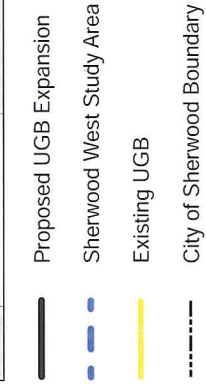
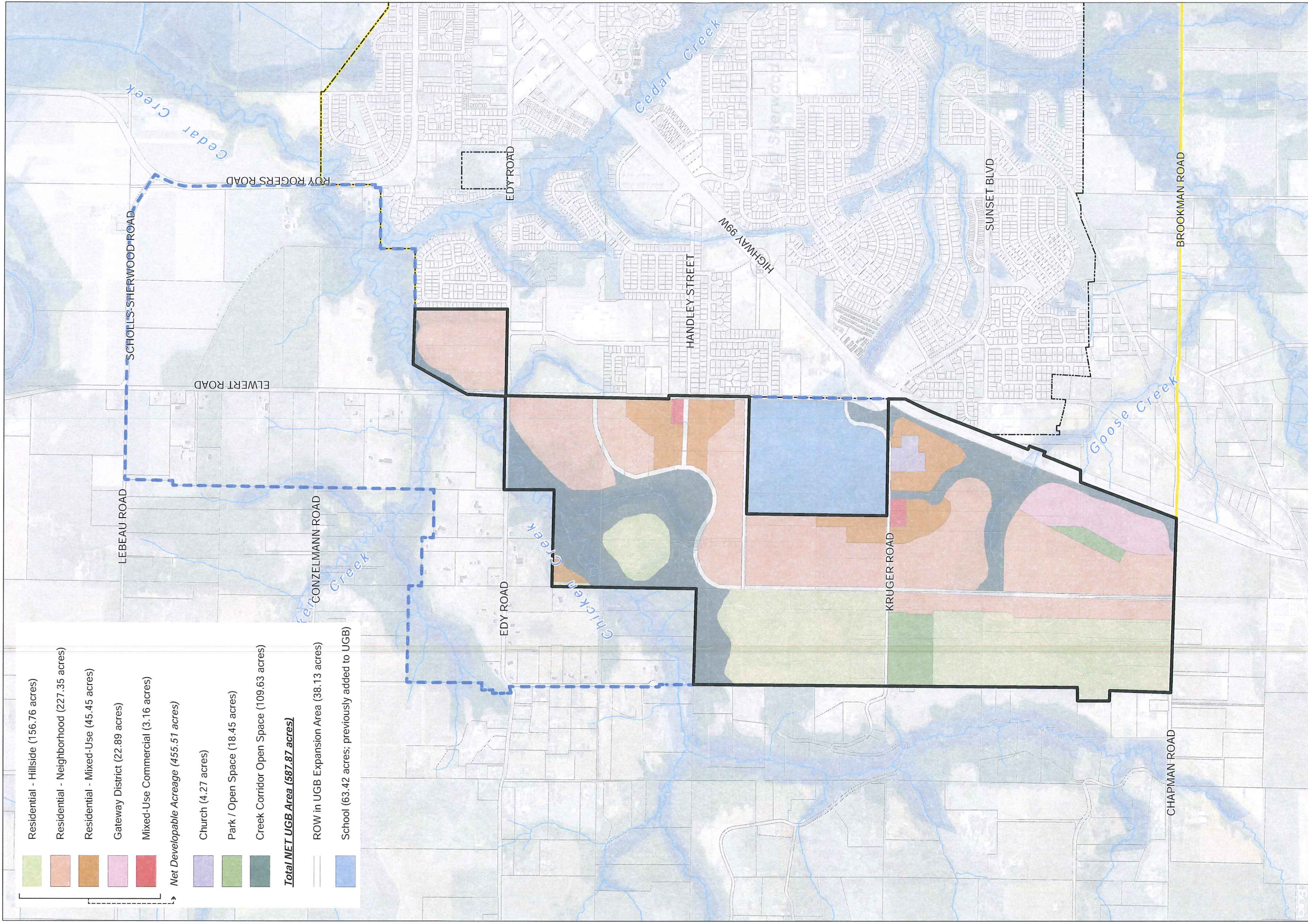
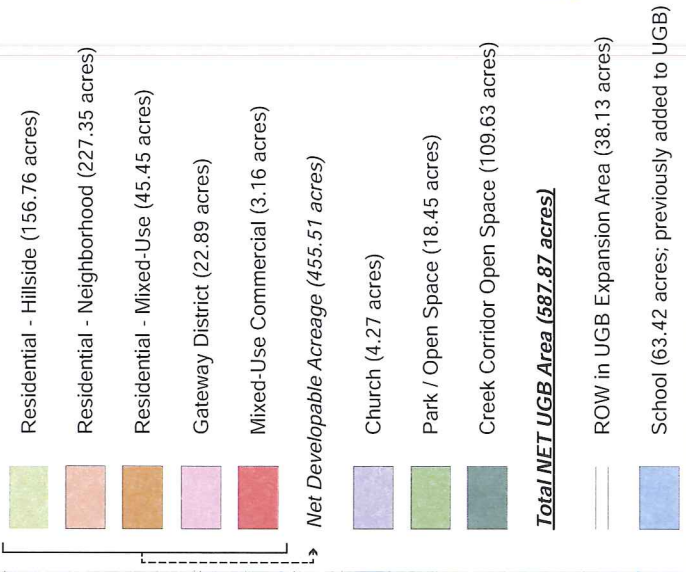


-  Proposed UGB Expansion
-  Sherwood West Study Area
-  Existing UGB
-  City of Sherwood Boundary



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Draft Proposed Sherwood West Urban Growth Boundary Expansion: Option 1 - Area Calculations (626 Gross Acres)



DISCLAIMER: NOT FOR CONSTRUCTION. FOR PLANNING PURPOSES ONLY.

Draft Proposed Sherwood West Urban Growth Boundary Expansion: Option 2 - Area Calculations (626 Gross Acres)

12/19/2017



December 22, 2017

Ms. Martha Bennett
Chief Operating Officer
Metro
600 NE Grand Avenue
Portland, OR 97232

Subject: Letter of Interest for an Urban Growth Boundary expansion

Dear Ms. Bennett,

The City of Wilsonville is in receipt of your letter, dated October 17, 2017, outlining the timelines for the upcoming 2018 urban growth management decision. The City sincerely appreciates Metro's significant and continued effort in working toward process improvements as it relates to the important Urban Growth Boundary (UGB) expansion decision set to occur at the end of 2018. Our perspective is that the process-related changes are positive and will help guide the region toward achieving our collective goals.

The City of Wilsonville proposes to nominate approximately 271 acres in the Frog Pond East and South future neighborhoods for inclusion in Wilsonville's UGB (please see Attachment A - formerly known as the Advance Road area, Metro UGB Analysis Area 4H). The City appreciates the award of a \$341,000 Metro Community Planning and Development grant in 2013 for concept planning the Frog Pond UGB/Advance Road Urban Reserve area. The City also appreciates the Metro Council's consideration of the West Linn-Wilsonville School District's 2013 application to add 40 acres of the Advance Road Urban Reserve to the UGB for a middle school to serve this area of the community. While the Clackamas County portion of Metro's Urban Reserves were not yet acknowledged at the time, the City had sought to commence concept planning for the Advance Road Urban Reserve Area since 2011 when Metro deliberated Ordinance No. 11-1264.

In November 2015, the City completed the Frog Pond Area Plan (concept plan) for three neighborhoods, including the two areas proposed for inclusion into the UGB at this time. Subsequent to the adoption of the Area Plan, the City created the Frog Pond West Master Plan, inclusive of an infrastructure-funding plan, that City Council adopted in August 2017 for the neighborhood already in the UGB. In November 2017, the City Council conducted a work session on the proposal to nominate the East and South Frog Pond neighborhoods for inclusion in the UGB, instructing Staff to make the formal request to Metro.

The Frog Pond East and South Neighborhoods are planned with a mix of housing types on a variety of lot sizes, configurations and price points, including the possibility of vertical mixed use and a small walkable retail node, with parks, trails, schools and open space. Additional master planning of the East and South neighborhoods would lead to entitlements and new home construction. The West Neighborhood is slated to begin construction during the summer of 2018, within one year of adopting the master plan. To date, the interest in the Frog Pond area from the development community has been substantial. The vision established in the Frog Pond Area Plan states:

The Frog Pond Area in 2035 is a Wilsonville community with attractive and connected neighborhoods. The community's hallmarks are its walkable and active streets, variety of quality homes, and connected trails and open spaces. Frog Pond's excellent schools and parks are focal points of the community. Frog Pond is "just a short bike, walk, or bus trip" from all parts of Wilsonville – a highly valued part of the larger city.

Key features of the Frog Pond Area Plan include:

One cohesive plan to guide growth within the current Urban Growth Boundary (Frog Pond West) and potential additions from the Advance Road Urban Reserve (Frog Pond East and South).

Integrated framework plans for land use and community design, transportation, parks and open space, and infrastructure (water, stormwater, and sewer systems).

Three walkable and connected neighborhoods, with a set of schools, parks and trails within and between the three areas.

The East Neighborhood will provide a future neighborhood comprised of a variety of housing choices that includes Attached/Cottage Single Family; land for an estimated 682 to 846 homes at approximately 8.6 – 10.6 dwelling units per net acre; a 3.5-acre neighborhood commercial center to provide small scale walkable retail and a community gathering place; civic/cultural uses at the historic Frog Pond Grange; and a neighborhood park.

The South Neighborhood will be anchored by civic uses that include the new Meridian Creek Middle School (opened September 2017) and a future 10-acre community park; and comprised of detached housing choices on a variety of lot sizes for an estimated 476 homes at approximately 8.8 dwelling units per net acre.

The East and South neighborhoods are integral components to the Frog Pond Area Plan. The East and South neighborhoods will complete the Frog Pond Area. They are essential to build the full mix of housing, multi-modal transportation connections, and services to create a comprehensive community and land use continuity for these neighborhoods. As the Concept Plan and the Frog Pond West Master Plan were developed, all components including the infrastructure-funding plan, comprehensive plan and zoning code amendments contemplated the East and South neighborhoods. This forethought will enable the City to quickly Master Plan and apply the appropriate regulations and investments when these neighborhoods are brought into the UGB.

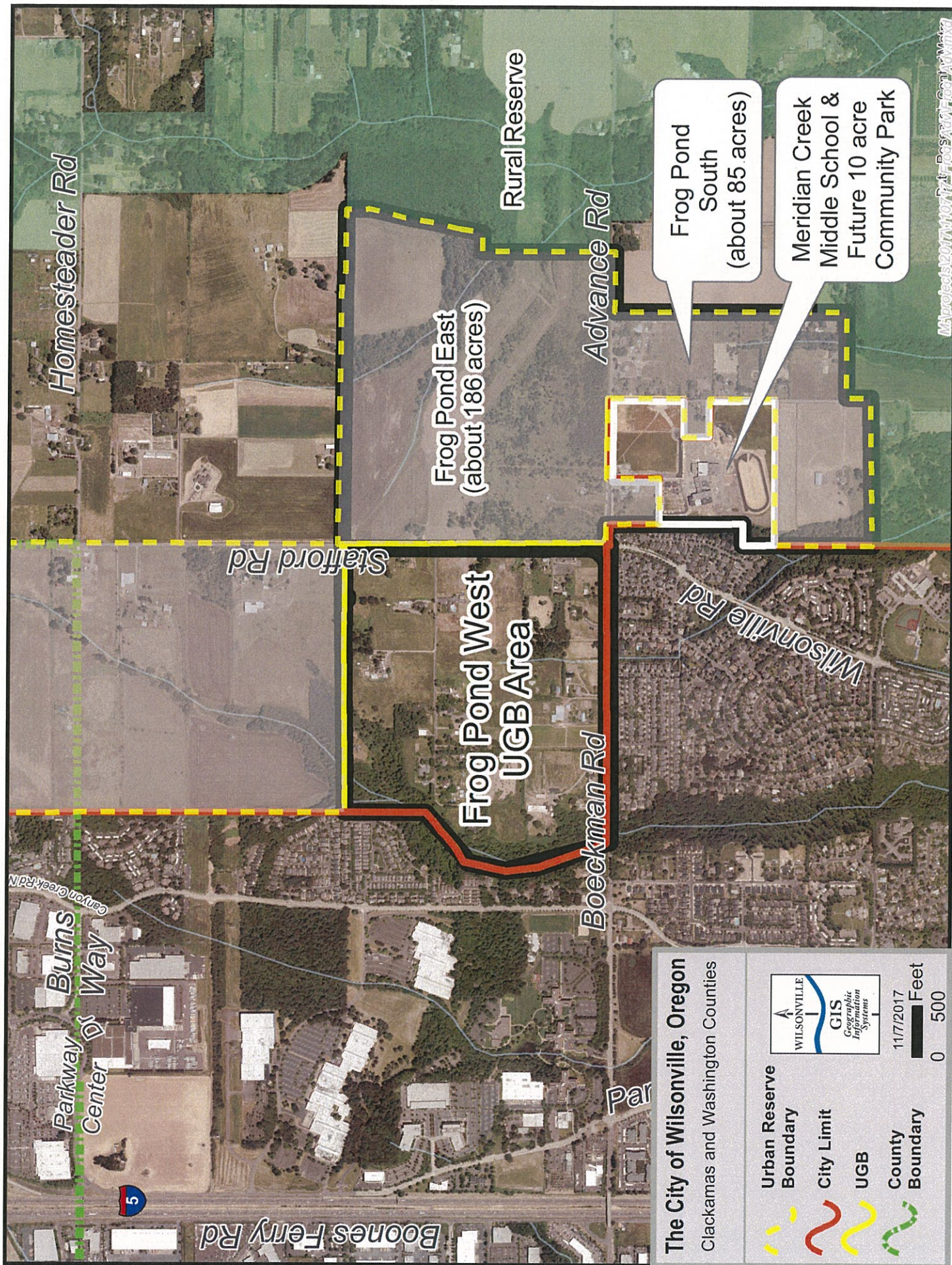
As you can see, the South and East neighborhoods are integral to completing the Frog Pond Area vision. In addition, the City of Wilsonville has done the work necessary to prepare this area for inclusion into the UGB. As progress in Frog Pond West has shown, we anticipate development will be quick to come to these future neighborhoods as well. Our focus for the last three urban growth management cycles has been on this area. We are optimistic for positive results.

Respectfully submitted,

Nancy J. Kraushaar for Bryan Cosgrove

Bryan Cosgrove
City Manager

Attachment A: Map of the Frog Pond East and South Future Neighborhoods





Metro

Community Placemaking grants 2018 cycle

MPAC | January 10, 2018

Today

What is community
placemaking?

2018 grant cycle

Elements of a strong
proposal

Questions and discussion



Community placemaking

Fosters connection
to place

Strengthens social
fabric



Community placemaking

Creative and arts-based

Involves and benefits communities of color or other historically marginalized communities



Community placemaking

Creative, flexible program that moves us closer to achieving 2040 Vision, six desired regional outcomes, and strategic plan to advance racial equity, diversity and inclusion



2017 pilot cycle

**Oregon Human Development Corporation,
Supa Fresh Youth Farm: Metzger School
Park Placemaking Project, Tigard, \$13,049**

**APANO Communities United Fund:
Advancing Vision Zero through Creative
Placemaking on Outer Division,
East Portland, \$20,000**

**King School Museum of Contemporary Art
Northeast Portland, \$19,000**

**Tualatin Riverkeepers: Multicultural
Stormwater Art in Washington County,
Hillsboro and Tigard, \$11,500**

**Friends of Noise/Young Gifted Black/Brown
Portland: Art Saved My Life
Northeast Portland, \$11,400**

**World Stage Theater: Black History Festival
Multiple locations, \$25,000**

Updates for the 2018 cycle

More money available

Shorter grant application

Revised evaluation criteria

Southwest Corridor target area in addition to region-wide grants



Who can apply

Partnerships are key!

Community-based organization need property owner support

Public agencies must have community partners and a plan to involve the broader public

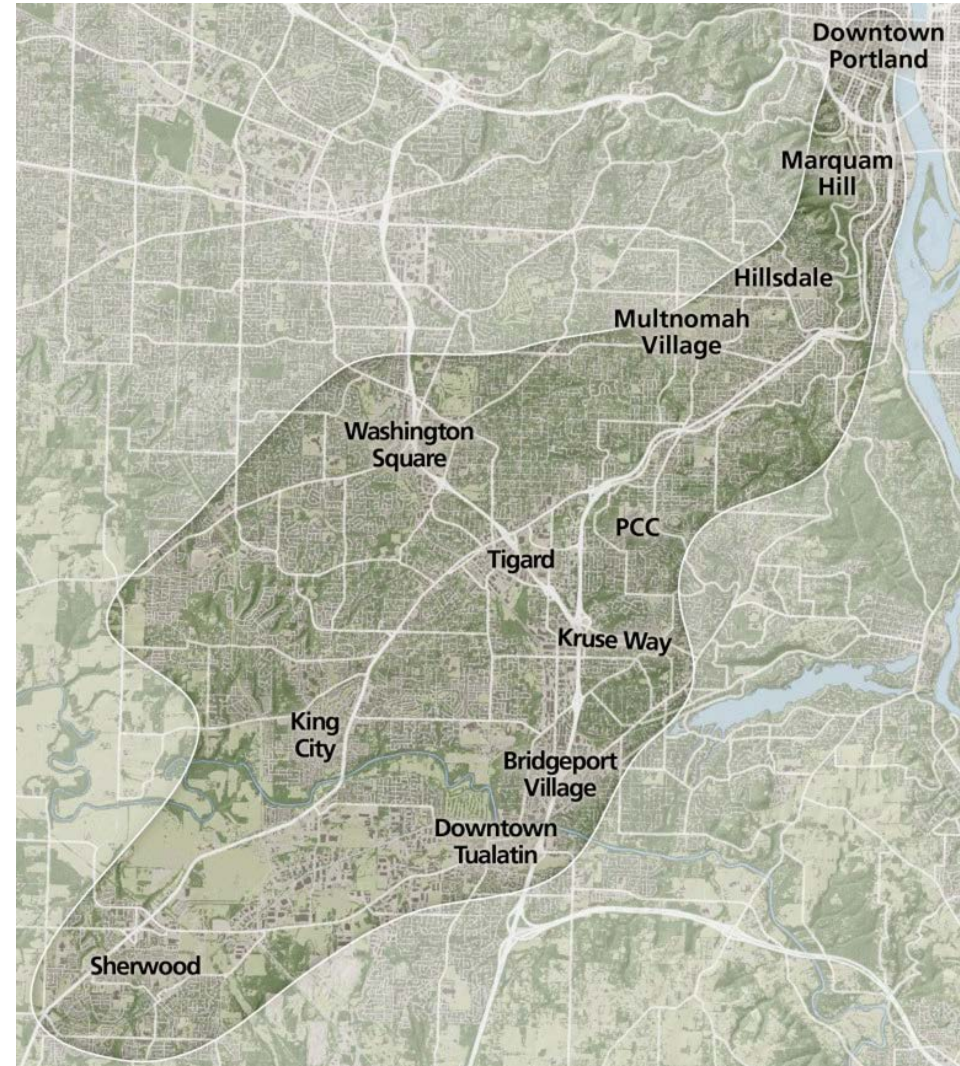


Funds available

- Grants ranging from \$5,000 to \$25,000
- No match is required
- Up to \$100,000 can be awarded to projects in the Metro region outside the 2018 target area
- Up to \$60,000 can be awarded to projects in or related to the target area

2018 target area

Aligns with work within the Southwest Corridor and includes Tigard, Tualatin, Sherwood, Durham, King City and portions of Southwest Portland, Beaverton and unincorporated Washington County



Important dates

| | |
|--------------|---------------------------|
| January 5 | Applications open |
| February 2 | Applications due |
| Mid April | Awards announced |
| Late June | Funds available |
| By fall 2019 | Projects must be complete |

A strong proposal

Community-driven

Addresses a
community challenge
or opportunity

Involves partnerships



A strong proposal

Leadership roles
for people of color
or other historically
marginalized
communities

Uses art as a tool
for engagement
and change





Assistance is available!

Dana Lucero

dana.lucero@oregonmetro.gov

503-797-1755

Learn more
[oregonmetro.gov/
placemaking](https://oregonmetro.gov/placemaking)

oregonmetro.gov





Community Placemaking

2018 grant application handbook

Applications due February 2, 2018 at noon

[Apply online](#)

Updates for the 2018 cycle

- More money available
- Shorter grant application
- Revised evaluation criteria
- Southwest Corridor target area in addition to region-wide grants

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

Stay in touch with news, stories and things to do.

oregonmetro.gov/news

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Bob Stacey, District 6

Auditor

Brian Evans

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700

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COMMUNITY PLACEMAKING GRANT GUIDELINES

The Community Placemaking program helps people tackle community challenges or opportunities through creative, arts-based, equity-focused projects. Grants ranging from \$5,000 to \$25,000 support projects that foster connection to place, strengthen social fabric and involve and benefit communities of color and other historically marginalized communities. Metro's investments are strategically focused to help local communities create or sustain the vibrant places and efficient land use envisioned in the Region's 2040 Growth Concept.

IMPORTANT DATES

| | |
|------------------|---------------------------|
| January 5 | Applications open |
| February 2, noon | Applications due |
| Mid April | Awards announced |
| Late June | Funds available |
| Early fall 2019 | Projects must be complete |

WHO CAN APPLY

Community Placemaking grants are intended to support community-driven initiatives. Partnerships are key to a competitive proposal. Project proposals should demonstrate broad community support for implementing the proposed concept.

The primary applicant may be a community based organization, city or county, property owner, local business owner or other entity, and must satisfy the following:

- a. Community-based organization must have support from the property owner (city or private owner) where the project will take place.
- b. Public agencies must have community partners involved in the implementation of the project and a plan to involve the broader public.
- c. Unincorporated organizations need a fiscal sponsor (a state certified, federally approved 501(c) non-profit) or can partner with a public agency. That fiscal sponsor must have must have a federal employer tax ID number and capacity to contract with Metro.

FUNDING AVAILABLE

Up to \$160,000 is available for the 2018 cycle, 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. 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.

2018 TARGET AREA

The 2018 cycle will pilot a target area approach in addition to the region-wide grants. A Community Placemaking target area can be a specific geography, such as the Southwest Corridor area selected for 2018, or issue-based, such as affordable housing. Investing in projects within or related to a target area supports issues of regional significance where Metro is actively engaged. The target area will change yearly.



Up to \$60,000 can be awarded to projects within or related to the Southwest Corridor, the 2018 Community Placemaking target area

Metro is responsible for planning for the long-term health of our region – how we grow and how we get around. In the Southwest portion of our region, preparing for future growth is taking the form of the [Southwest Corridor Plan](#). The transit system here is overburdened, and the roads are congested and unreliable. People walking and bicycling face unsafe conditions moving within and between local communities. Local leaders are studying the best way to address these challenges, so that residents, commuters and visitors can get around safely, quickly and efficiently for decades to come. Planning is underway for a [proposed 12-mile MAX light rail line](#) from downtown Portland to Tigard and Bridgeport Village in Tualatin, along with numerous walking, biking and roadway projects to help people access stations.

As a complementary effort, the [Southwest Corridor Equitable Development Strategy](#) strives to ensure that, with these big public investments, individuals and families can continue to live, work and thrive in their communities.

The Community Placemaking grants can play an important role. 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.

Here is what you need to know:

- If your proposed project is within or related to the Southwest Corridor target area, you will be asked to describe how your project could make communities more prepared for the changes and/or opportunities these major public investments would bring.

- A more detailed map appears on page 10, 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 is located.
- Want to learn more about the Southwest Corridor Plan before writing your application? Staff is happy to talk with you and your team.

MINIMUM GRANT REQUIREMENTS

- Projects must be located within the Urban Growth Boundary (oregonmetro.gov/urban-growth-boundary).
- Projects must be completed by early Fall 2019.
- Projects must be clearly achievable given proposed resources and personnel.
- Projects in public spaces must demonstrate support from the local jurisdiction.
- Projects must have a designated fiscal sponsor that will be responsible for proper use, accounting and reporting for all grant funds. If the main applicant is not eligible to serve as fiscal sponsor, the applicant must identify a project partner who will serve in this capacity. Note that if the fiscal sponsor is not a non-profit or government entity, grant funds may be considered a gift and may be taxable. Metro reports all grant distributions to the IRS.

GRANT CRITERIA

Grant recommendations are made by an advisory group using the evaluation criteria below. A competitive application will satisfy multiple criteria in each category.

Placemaking

1. Prompts social interaction and connection to place
2. Provides an engaging or creative 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 communities¹

¹ **Historically marginalized** - This program supports cultural and healthy community experiences, values and traditions already innate and important to these populations to be given an opportunity to be celebrated and made visible." Historically marginalized "refers to groups who have been denied access and/or suffered past institutional discrimination in the U.S. and, according to the Census and other federal measuring tools, includes African Americans, Asian Americans, Hispanics or Chicanos/Latinos and Native Americans.

In June 2016, Metro elevated racial equity as a core goal for the agency. Metro focuses on racial equity with the goal of improving life and economic outcomes for all groups, and ensuring that race is no longer the most significant factor in predicting life outcomes. Due to a long history of exclusionary and discriminatory policies, communities of color experience the most widespread barriers to improving social well-being. These barriers prevent communities from thriving and continue to cause our communities of color to experience the worst economic and social outcomes of any demographic group. The barriers that are the most significant for people of color are typically also the most significant for other marginalized groups. These groups may include but are not limited to other ethnicities, adult learners, veterans, people with disabilities, lesbian, gay, bisexual, and transgender individuals, different religious groups and different economic backgrounds.

3. Eliminates barriers to participation in placemaking activities for communities of color or other historically marginalized communities
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 partnerships that bring different or new groups together
3. Includes contributions (financial or otherwise) from other entities
4. Enhances regional efforts where Metro is actively engaged – within the 2018 target area (oregonmetro.gov/swcorridor) or 2040 growth concept areas (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

RESTRICTIONS ON USE OF FUNDS

Community Placemaking grant funds may not be used for any of the following purposes:

- Activities or events held outside the Urban Growth Boundary
- Materials or costs not tied to the proposed project
- Costs that may be incurred in preparing this grant application
- General organizational support, annual appeals or fund drives
- Direct grants or loans that primarily benefit specific individuals or businesses
- Any attempt to: directly influence legislation or public policy; participate or intervene in any political campaign on behalf of or in opposition to any candidate for public office; induce or encourage violations of law or public policy or improper private benefit to occur
- Activities or events held on property whose owner discriminates against individuals or groups because of race, color creed, national origin, sex, age or disability, in violation of Title VI of the Civil Rights Act, as amended; 42 U.S.C. Section 2000d; Section 303 of the Age Discrimination Act of 1975, as amended; 42 U.S.C. Section 6102; Section 202 of the Americans With Disabilities Act of 1990; 42 U.S.C. Section 12132.

APPLICATION REVIEW PROCESS AND TIMELINE

Applications will be reviewed by an advisory group with expertise in creative placemaking; community development and engagement; social justice; racial equity, diversity and inclusion; urban and transportation planning; and urban design.

The advisory group will use your application as the primary basis for their recommendation. It is up to you to ensure your proposed project is clear, compelling and sufficiently defined so they can understand how well it meets the evaluation criteria. Their review may or may not include follow-up communication or requests for refinement. The advisory group will select applications to recommend to Metro's Planning and Development Director and Metro Council for funding. In April 2018, Metro will announce grant

awards. Upon request, suggestions for strengthening an application for a subsequent funding cycle can be provided.

CONTRACTING AND AGREEMENTS

Metro staff will work with successful applicants upon grant award announcement, anticipated in mid April. Grantees and fiscal sponsors (if applicable) will enter into a contractual agreement with Metro that specifies legal and contractual obligations, including insurance requirements. Once the contract is signed by all parties, funds become available. Money spent before this point is not eligible for reimbursement. Grant projects are subject to Metro audits and reviews. Metro and the Community Placemaking program should be acknowledged as grant sponsors on any written or published material, grant product and/or project or signage. These and additional details will be worked out individually with grantees and fiscal sponsors.

GRANTEE GATHERINGS

Grantees and their teams should expect to participate in two gatherings (early and later in the grant cycle) where current and past grantees will share successes, lessons learned and opportunities to support and participate in each other's activities.

EVALUATING YOUR EFFORTS

Metro staff will work with grantees to develop ways to measure the impact of your project. It is helpful for applicants to have a general idea of how the community or place will be different as a result of the grant funded activities. At the close of the project, grantees will submit a brief retrospective to Metro.

GRANT APPLICATION INSTRUCTIONS

APPLICATION ASSISTANCE

Applicants are encouraged to contact Metro staff to discuss the proposed project, project partners (including jurisdictional support) and grant criteria. Staff does not play a role in advocating for applicants or making the funding recommendation, but instead is available to help you make your application as strong as possible. Optional information sessions and individualized assistance is available. Contact Dana Lucero at 503-797-1755 or dana.lucero@oregonmetro.gov.

ONLINE APPLICATION

The Community Placemaking application is available via the online system ZoomGrants.

- Create a log in at zoomgrants.com.
- The 2018 Community Placemaking grant application is available between January 5 and noon on February 2, 2018 at <https://zoomgrants.com/gprop.asp?donorid=2199&limited=1671>.
- An email will be sent within 24 hours from Metro staff via ZoomGrants confirming the application was received. Make sure you receive notices from ZoomGrants by adding notices@zoomgrants.com to your safe senders list.

IMPORTANT NOTES FOR WORKING IN ZOOMGRANTS

- The character limits include spaces. For example, 2,000 characters with spaces is approximately a half-page of text.

- If you cut and paste answers into ZoomGrants, be sure to remove all formatting, (e.g., bullets, super-/subscript, etc.). You will receive an error message when attempting to submit your application, and you will have to locate and fix the formatting to successfully submit.
- Answers are saved automatically in ZoomGrants when you move to another field.
- The primary ZoomGrant applicant can set up ZoomGrant collaborators who can contribute to the application. Note, only the primary applicant can submit the application; the submit button does not appear for those working as collaborators.
- There is a Help button at the top of each ZoomGrants page. You can also contact their tech support at questions@zoomgrants.com. Frequently asked questions, an application tutorial and more can be found at <https://zoomgrants.zendesk.com/hc/en-us>.

STAFF CONTACT INFORMATION

For more information, please visit oregonmetro.gov/placemaking or contact:

Dana Lucero, senior planner
dana.lucero@oregonmetro.gov
 503-797-1755

2018 GRANT APPLICATION QUESTIONS

*The character limits include spaces. For example, 2,000 characters with spaces is approximately a half-page of text.

1. What is the community challenge or opportunity this project addresses? (*max. 1,000)
2. Describe your project. What will you do, and who will you work with? (*max. 2,500)
3. Where will the project happen? Is there anything you want to share about this place/these places? (*max 1,000)
4. How will communities of color be involved? Are there leadership roles for people of color? What about other historically marginalized communities? (*max. 1,500)
5. How will the project make people feel more connected to each other and the place(s) where it will happen? (*max 1,500)
6. How do you think you'll be able to tell if the project had an impact? For instance, what would change? (*max 1,000)
7. Is there anything else you want to share? (*max 1,500)
8. *2018 target area* - Southwest Corridor: (Type N/A if your project is not in or related to the Southwest Corridor target area) Major public investments that will help people get around safely and reliably are being planned for the Southwest Corridor. These include a new MAX line and walking, biking and safety projects. This work also includes a strategy to protect housing affordability and small businesses in the target area.

How can your project help people in your community be ready to play a role in how this area will grow and change in the coming years? (*max 1,500)

9. *Budget table:* Use the budget table to list total anticipated costs by category.

| | Metro funds requested | Other funds or contributions | Total budget |
|--|-----------------------|------------------------------|--------------|
| Professional and artistic (creative) services | | | |
| Equipment, materials & supplies | | | |
| Promotional costs & printing | | | |
| Permitting & fees | | | |
| Indirect or overhead costs <i>Only for expenses directly related to project. Costs are reimbursable up to 10% of total grant award.</i> | | | |
| Other | | | |
| Total | | | |

Budget narrative: Explain how came up with your budget. For example, describe your estimate for professional services (name of individual or company, rate, # of hours, etc.). Include any other information that will help Metro understand the full costs of your project. (*max 1,500)

10. *Milestones, timeline and funds needed:* Describe your project by breaking it into phases (with associated activities) and funds requested from Metro.

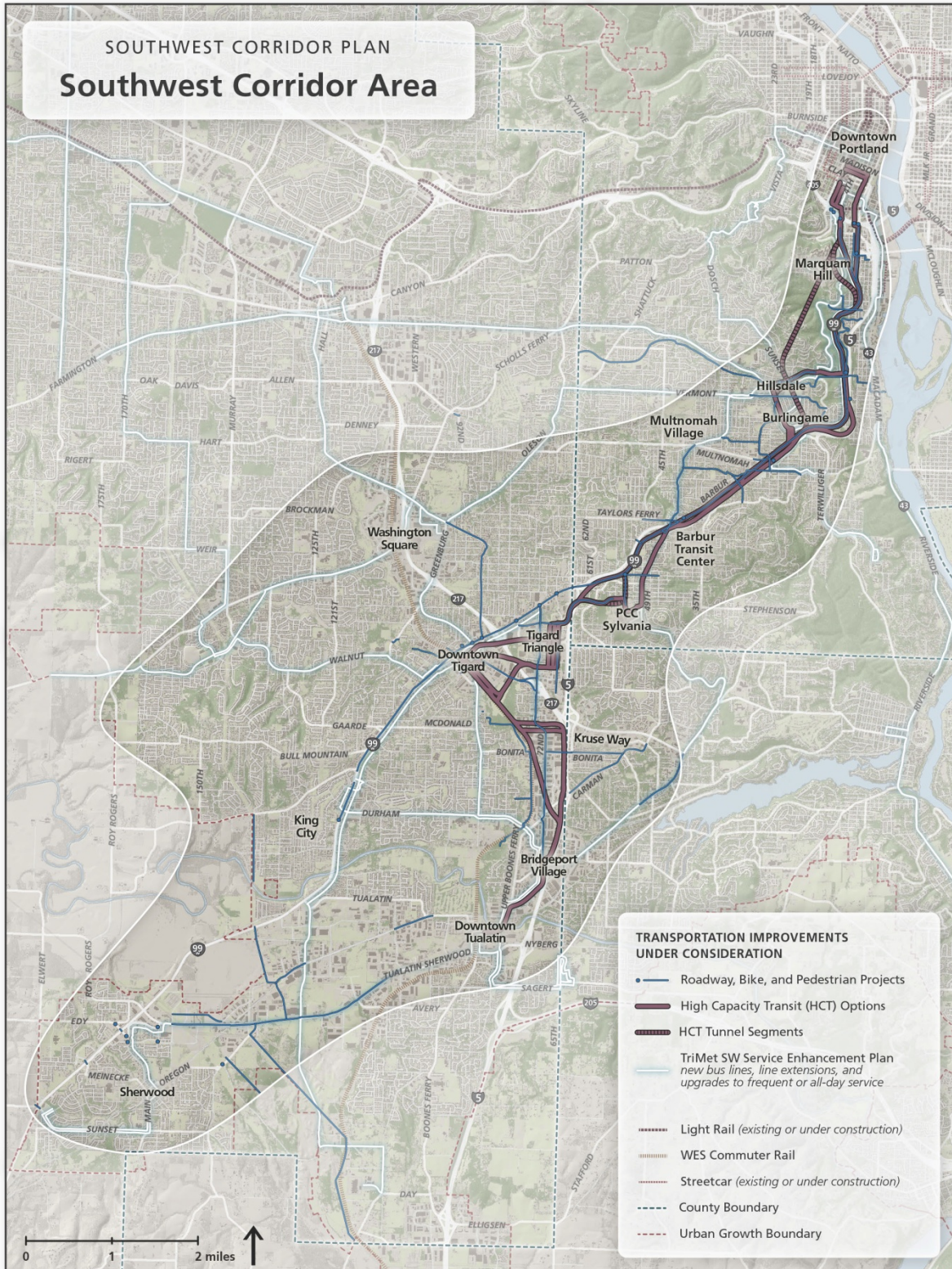
- Phase: List the activities will take place during each phase
- Timeline: When will this phase occur? (e.g., October 1-18 or months 1-2)
- Funds requested: List the funds will you need from Metro to complete this phase.

11. Document uploads

- (Required) Upload at least two letters of support by active partners. (limit 4MB per upload)
- If applicable, upload a letter stating permission to use property by land owner or manager. (limit 4MB per upload)
- Upload your/your fiscal sponsor's 501(c)(3) IRS determination letter or a 501(c)(3) tax-exempt status statement and Employer Identification Number. This is not required for schools or government agencies. (limit 4MB per upload)
- (Optional) Upload photos, maps or materials that help us understand the project. (limit 4MB per upload)

2018 TARGET AREA: SOUTHWEST CORRIDOR

Up to \$60,000 is available for projects within or related to the 2018 Community Placemaking target area. Learn about planning for a new light rail line, pedestrian, bicycle and safety improvements, and equitable development at oregonmetro.gov/swcorridor. 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.





Metro

2030 Regional Waste Plan

Phase 2: Vision and Goal Setting

January 2018

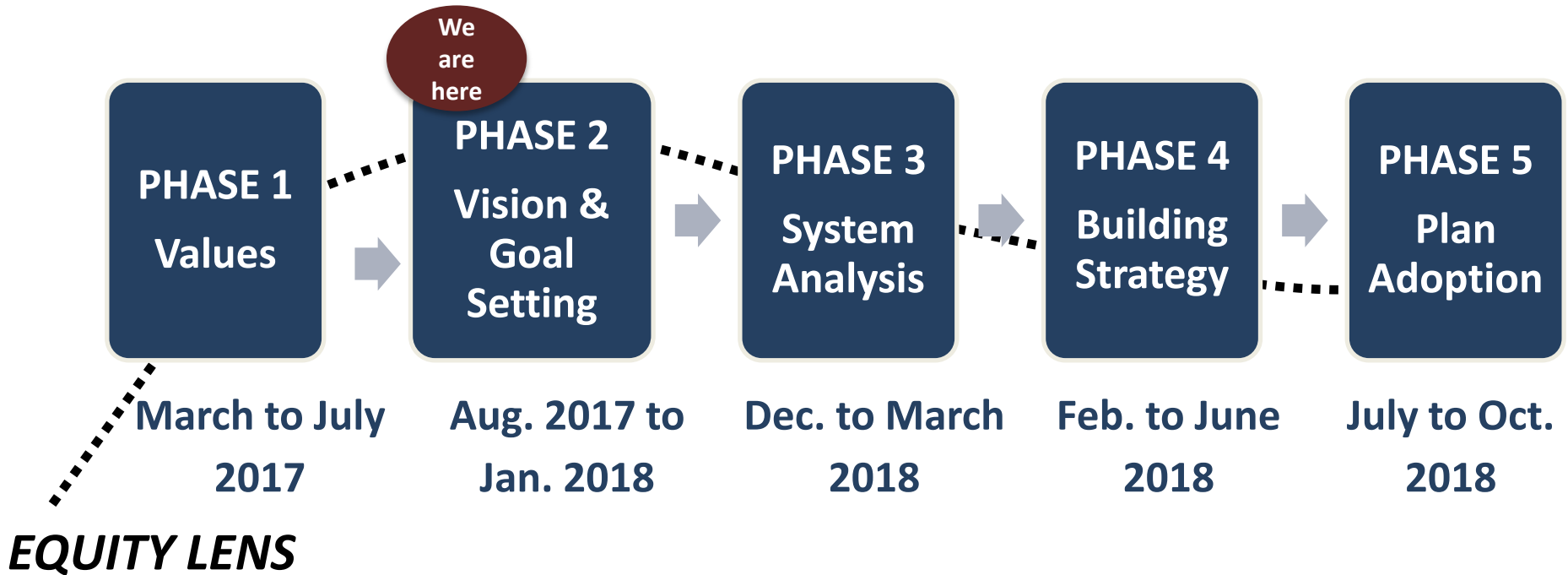


What is the 2030 Regional Waste Plan??

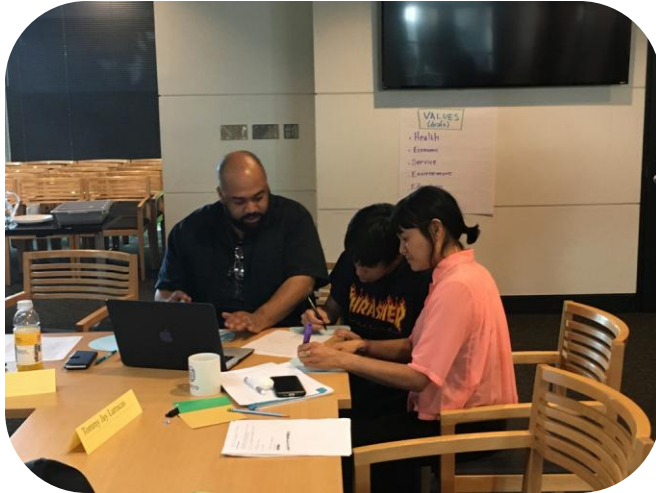


- Establishes direction
 - vision
 - goals
 - actions
- Outlines roles and responsibilities
- Fulfills state requirements and provides cities/counties with framework

2030 Regional Waste Plan Development

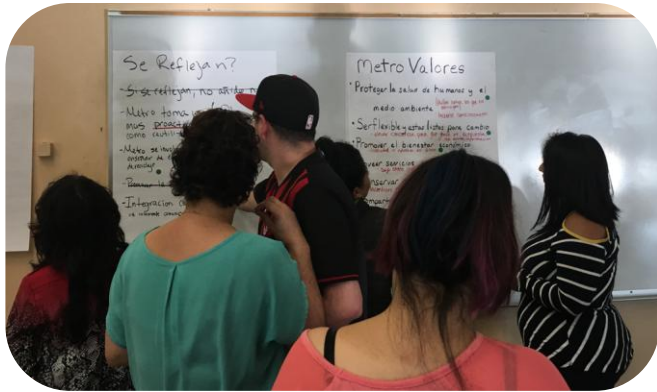


Equity Work Group



| Name | Affiliation |
|----------------------|--|
| Rob Nathan | Individual; Referred by Coalition of Communities of Color |
| Emma Brennan | Oregon Tradeswomen, Inc. |
| Pa Vue | Individual; Referred by Asian Pacific American Network of Oregon |
| Marilou Carrera | Individual; Referred by Oregon Health Equity Alliance |
| Juan Carlos Gonzalez | Individual; Referred by Centro Cultural |
| Andre Bealer | National Association of Minority Contractors of Oregon |
| Tommy Jay Larracas | Individual; Referred by OPAL Environmental Justice Oregon |

Community-Based Organizations



- North by Northeast Community Health Center
- Trash for Peace
- Constructing Hope
- Rosewood Initiative
- Centro Cultural de Washington County
- Momentum Alliance
- Immigrant Refugee Community Organization
- Center for Diversity and the Environment's Environmental Professionals of Color

Phase 1: Values



1. **Protect and restore the environment and promote health for all**
2. **Conserve natural resources**
3. **Advance environmental literacy**
4. **Foster economic well-being**
5. **Ensure operational resilience and adaptability**
6. **Provide excellent service and equitable system access**

Phase 1: Principles

Community Restoration

Take action to repair past harm and disproportionate impacts caused by the regional solid waste system.

Community Partnerships

Develop authentic partnerships and community trust to advance the plan vision.

Community Investment

Emphasize resource allocation to communities of color and historically marginalized communities within the regional solid waste system.

Phase 2: Vision and Goal Setting



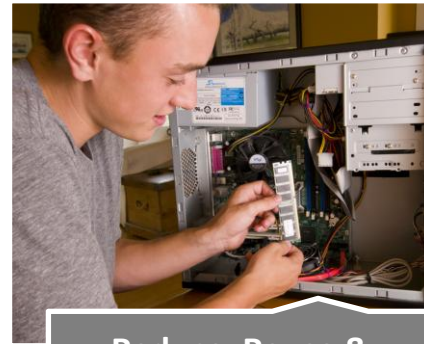
Goal Areas



Healthy Products



Information & Education



Reduce, Reuse & Repair



Quality Service



Good Jobs



Garbage & Recycling Operations



Economic Prosperity



Preparedness & Resilience

Next Steps

Jan 30th, 2018

Metro Council

Dec.- March 2018

Phase 3 System Analysis

Feb.-June 2018

Phase 4 Building a Strategy



2030 Regional Waste Plan

Phase 2: Vision and Goal Setting

Draft vision and goals discussion

Instructions:

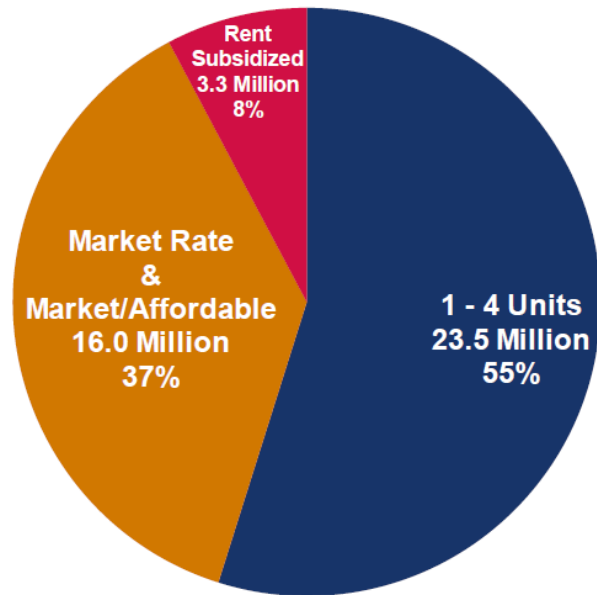
1. With your partner, select one of the goal areas of interest to you both.
2. Review the vision and goals under your selected topic and discuss:
 - Are there any major concepts missing?
 - Do you have any questions or concerns with the goals as drafted?
3. Record comments, questions or concerns in the section below. Select one item to report out to the group.

Comments

Most affordable housing is “naturally occurring”

Slicing And Dicing Rental Housing

U.S. Rental Housing Inventory By Units



Sources: U.S. Census Bureau; CoStar Portfolio Strategy

As of August 2016

- CoStar rating system reference

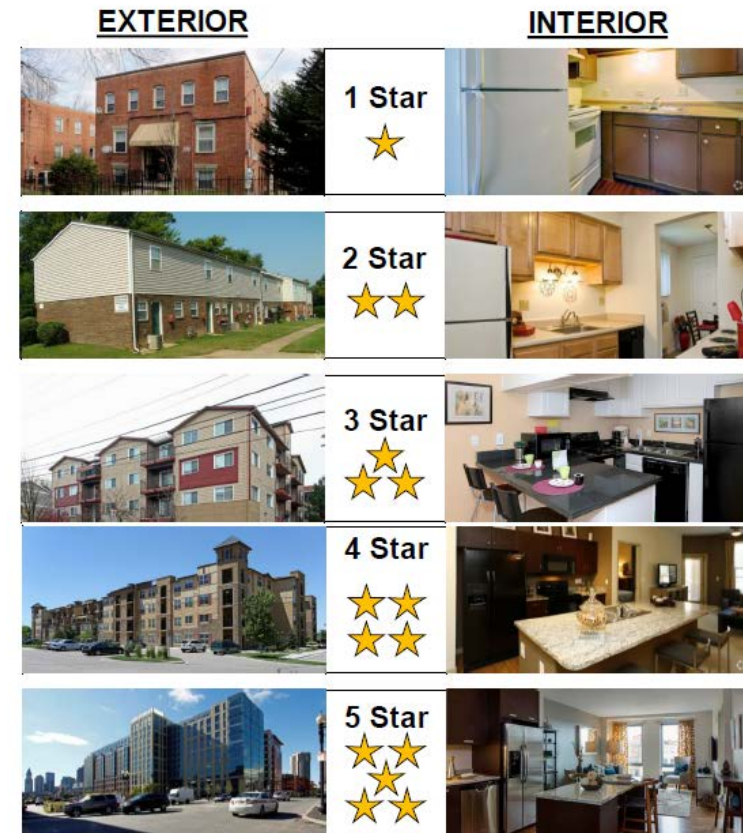
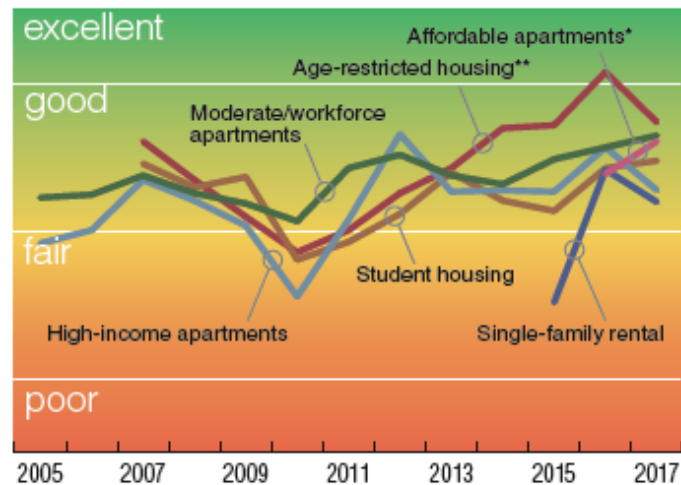


Exhibit 4-7 Apartment Investment Prospect Trends

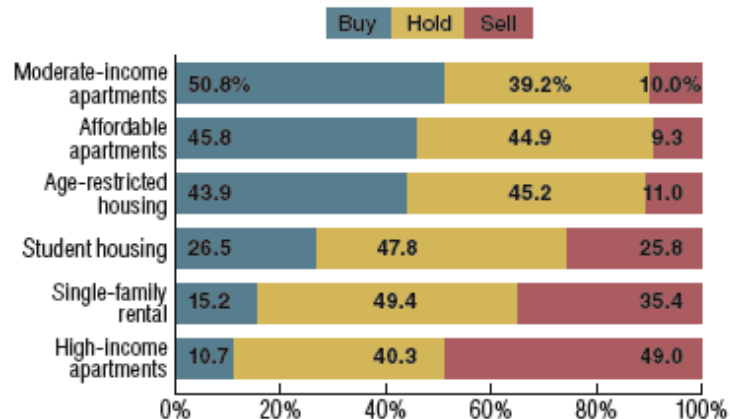


Source: *Emerging Trends in Real Estate* surveys.

*Second year in survey.

**2005–2016 data reflect the previous category of "senior/elderly housing"; 2017 data reflect the new category of "age-restricted housing."

Apartment Buy/Hold/Sell Recommendations



Source: *Emerging Trends in Real Estate 2017* survey.

Note: Based on U.S. respondents only.

National trends in urban real estate make these apartments 'hot'

Emerging trends in real estate US and Canada 2017

Pwc and ULI report

Increasing multifamily construction will not quickly alleviate housing crunch

Table 2 – NOAH (1,2,3 stars) and high quality (4,5 stars) housing in Metro, as of 08/17/17

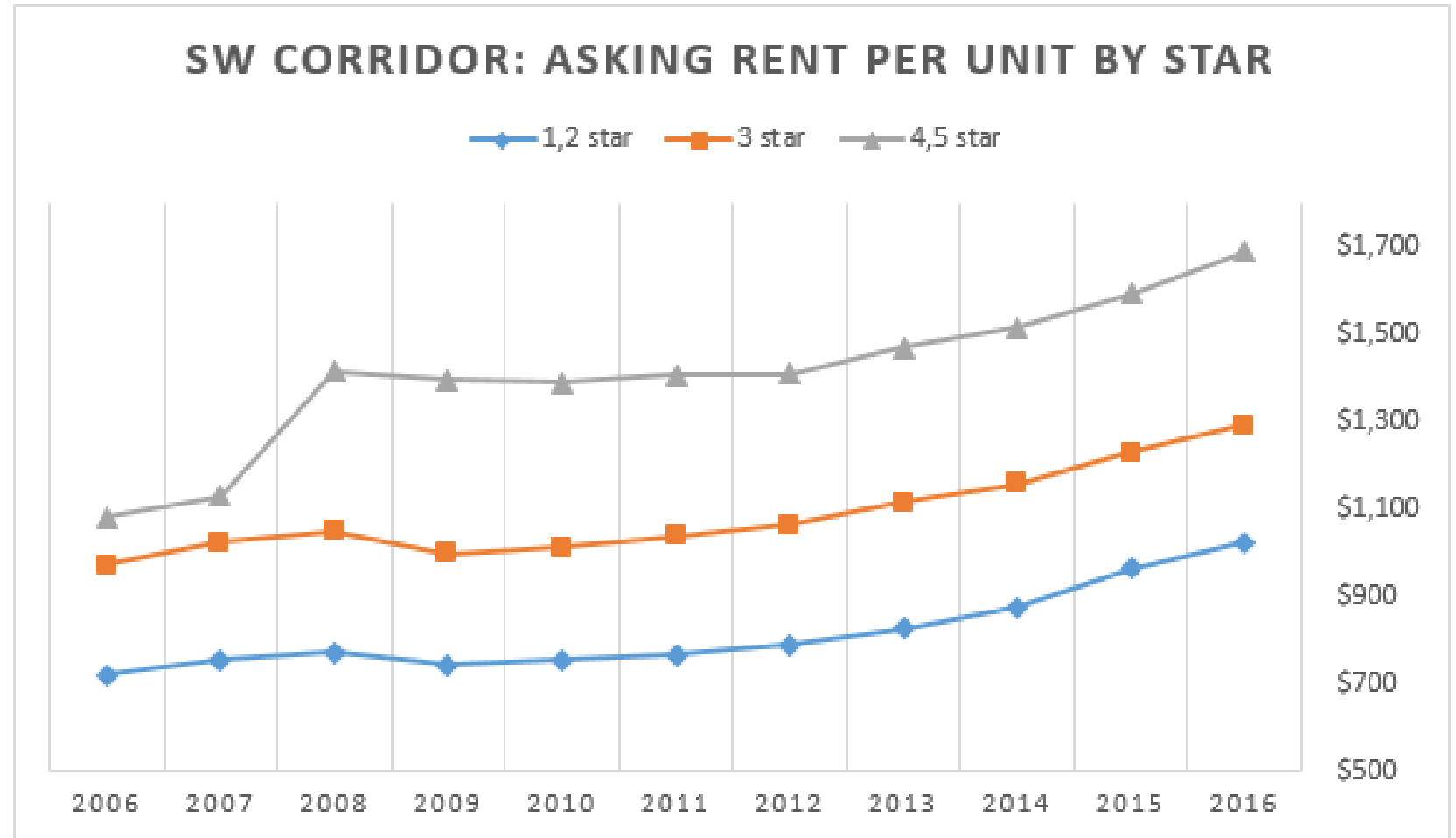
| | NOAH | High quality |
|--------------------|---------|--------------|
| Vacancy rate | 4.4% | 7.8% |
| Studio asking rent | \$903 | \$1,229 |
| 1 bed asking rent | \$1,020 | \$1,405 |
| 2 bed asking rent | \$1,198 | \$1,644 |
| 3+ bed asking rent | \$1,368 | \$1,724 |
| Concessions | 0.9% | 2.3% |

Source: CoStar Multi-Family Property Database (Note. The table was generated by Costar as of 08/17/17.)

Rents are increasing in lower quality units

2 star:
36% increase since 2010
From \$754 to \$1023

3 star:
28% increase since 2010
From \$1011 to \$1292



Portland metro area building sales are robust

Fig. 17 – Number of rental housing properties and units sold per year in Metro, 2006–as of 8/10/17



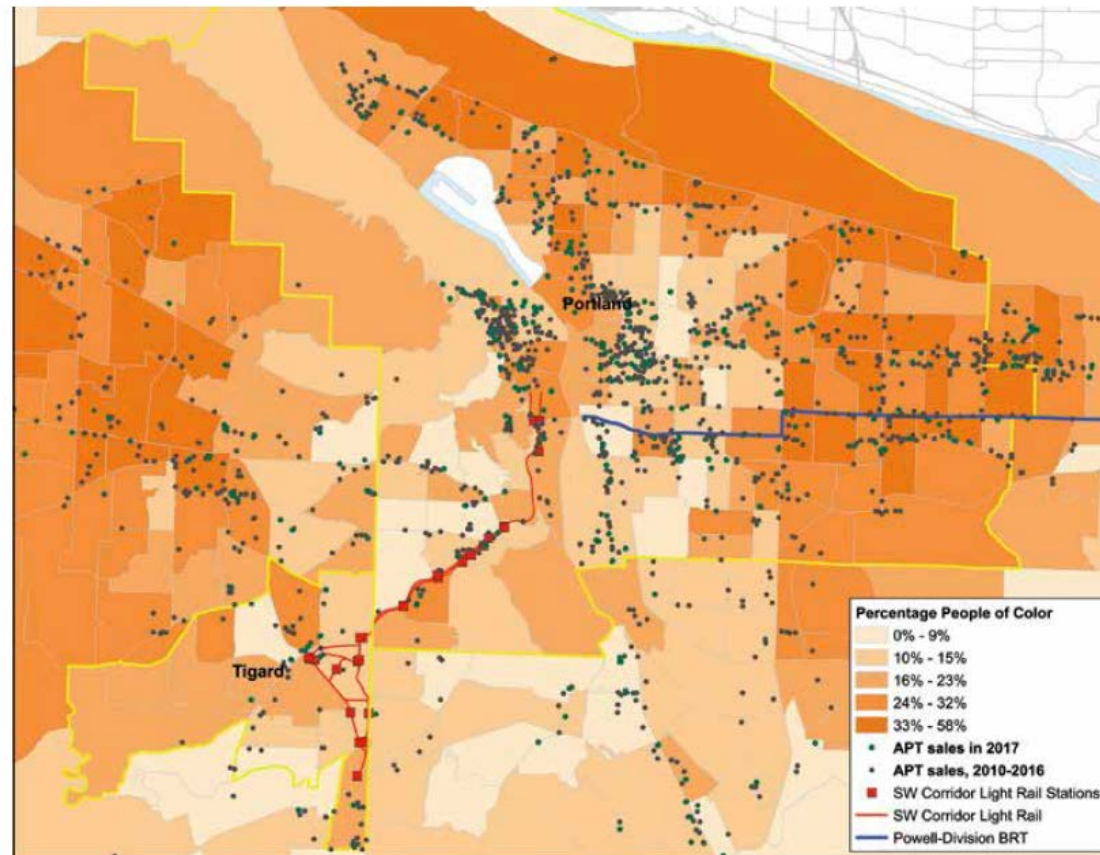
Source: CoStar Sales COMPS database

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

- 2,000 NOAH buildings sold in the Portland metro area from 2006 to 2017—over 68,000 units (51% of total). 20% occurring in the last 18 months.
- Average sale price increased by 78% between 2010 and 2017; 43% increase in the average asking rent.
- 50% of rental units sold were in low-income tracts; 60% were in racially diverse tracts.

There is overlap of high volume sales and communities of color

Fig. 34 – Metro: Map of rental housing property sales (2010–17) and percentage of people of color by census tract in 2015



Sources: CoStar Sales COMPS database, 2011-2015 ACS

40% of units sold are in racially diverse areas that are high volume sales tracts

NOAH in the SW Corridor

- NOAH accounts for 93% of existing apartment buildings along the corridor
- Over 4,000 of NOAH units are located in large buildings of over 100 units
- Recent influx of high income renters and housing market investment made in the corridor suggests that upscaling of NOAH will become more attractive.
- Approximately 11,400 NOAH units—327 properties. 36% of all units were sold in last 10 years.
- The average sale price per units skyrocketed significantly, with a 274% increase.
- Two-thirds of corridor NOAH sales are in low-income census tracts; nearly 40% are in racially diverse areas.

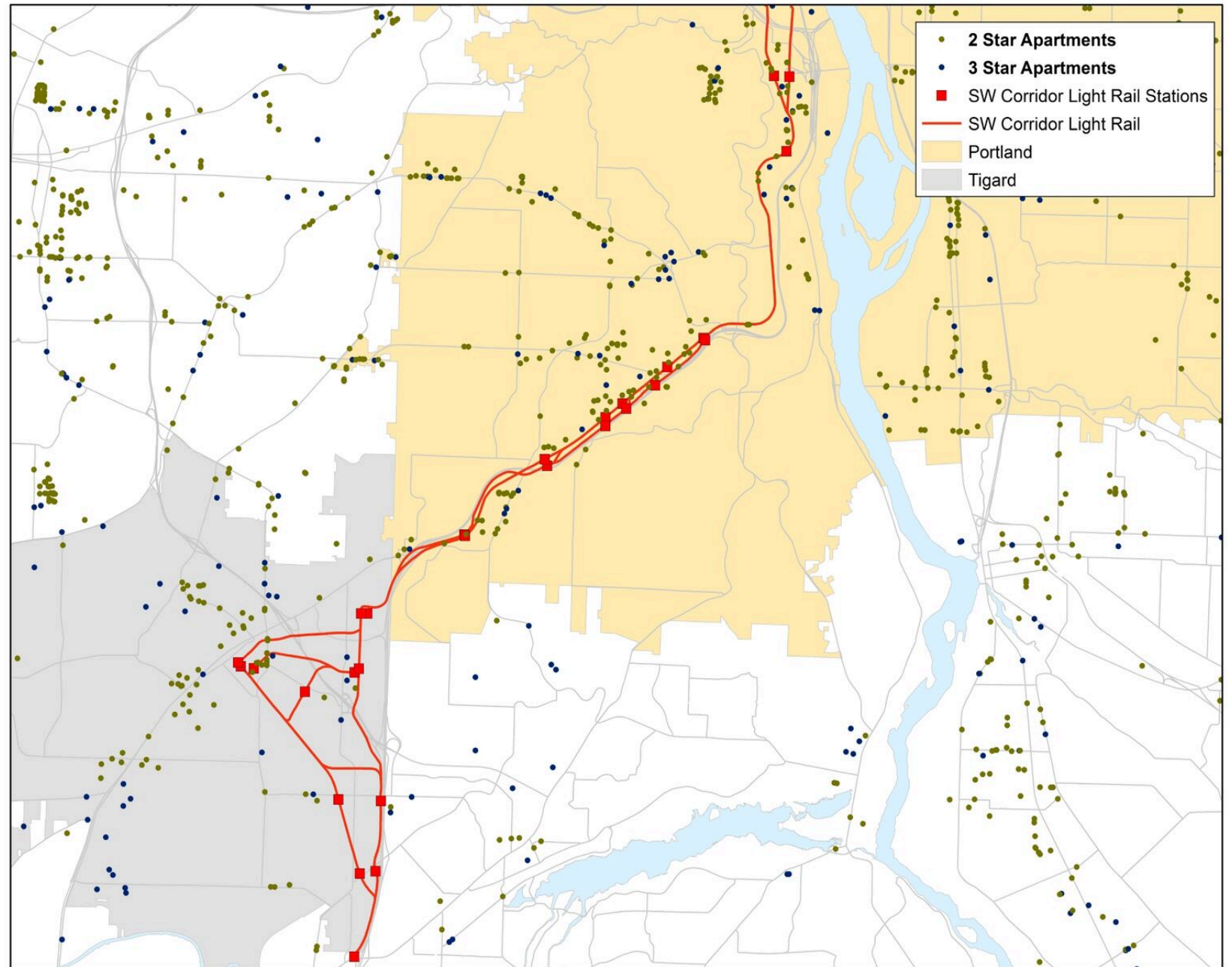
NOAH in the corridor

353 buildings

253 are 2 star

74 are 3 star

11,422 units





SW Corridor Equitable Housing Strategy

BRINGING MORE HOUSING CHOICES AND OPPORTUNITY TO SOUTHWEST PORTLAND AND TIGARD

"To ensure the SW Corridor is a place of opportunity for all, we need to bring public and private partners together to achieve our common goals around housing affordability and choice."

—Mayor Ted Wheeler

Planning is underway for a light rail line in the SW corridor. This multibillion-dollar infrastructure investment will attract additional private and public investments, bringing more jobs and businesses, improved community services and housing options to the area.

The benefits of these once-in-a-lifetime improvements should be available to everybody.

With a grant from Metro, the cities of Portland and Tigard are developing a housing strategy that aligns public investments in transit with our values: inclusion, equal access to opportunity and diversity in our communities. A unified, strategic approach to housing for the entire corridor will leverage more housing investment dollars, ensuring that people — regardless of race, ethnicity, family status or disability — have a range of choices for where to live.

More housing choices and opportunity

As the SW Corridor continues to grow, thoughtful planning will support market rate residential development that meets the housing needs for some people — but not all. Without strategies to create and preserve housing that is affordable for people at all income levels, housing in the corridor will only be accessible to those who can afford to live there.

The SW Corridor Equitable Housing Strategy will help ensure that housing along the light rail line meets the needs of and is accessible to households of different sizes and incomes. This Equitable Housing Strategy will support the cities', and regional efforts to leverage a major public transit project with housing policies and investments.



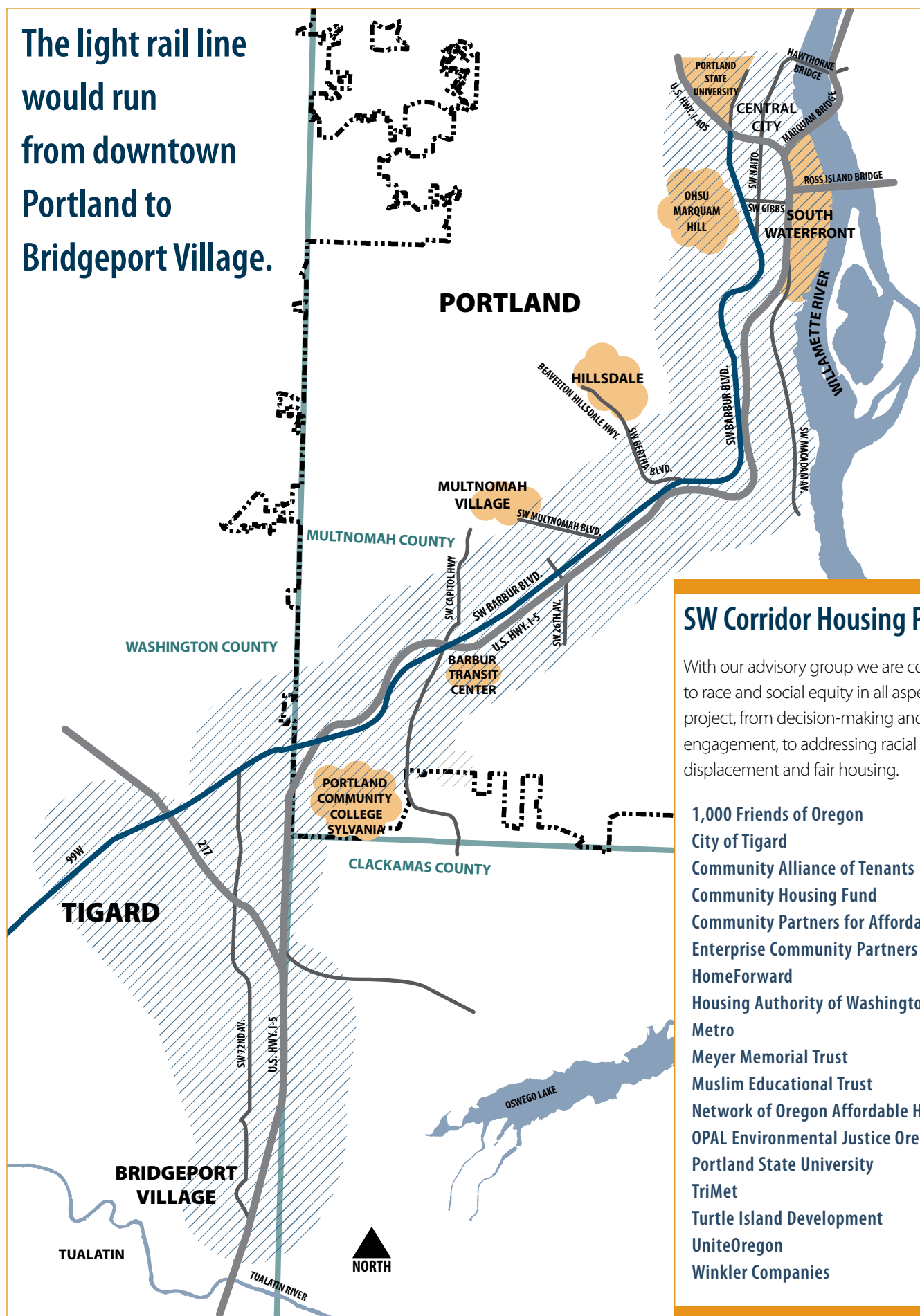
From vision to action

There will continue to be plenty of visioning about the future of the SW Corridor. Now we need to think about ways to ensure housing options are available to everyone. We have lessons from housing strategies along Interstate Avenue, in the N/NE Quadrant of the Central City, and examples from other cities to help us develop a meaningful and actionable strategy.

But how can we do that?

- **Anticipate the needs of vulnerable communities.** We want to better understand where households vulnerable to displacement live and how to meet their needs, especially low-income households and communities of color. Housing-focused nonprofit partners will ensure the project is informed by the lived experiences of low-income households and communities of color in the corridor.
- **Act strategically.** We want to expand the funding sources needed to both preserve existing affordable housing and build more. Planning to secure land early on allows us to get ahead of the anticipated rise in property values once light rail plans are finalized. Planning for market rate housing and commercial development near the future stations will also help provide the full range of housing options as well as goods and services to the area.
- **Engage partners and community.** The Equitable Housing Strategy is a joint effort between the cities of Portland and Tigard, in close coordination with Metro's SW Equitable Development Strategy. We've pulled together an advisory group from government, community, nonprofit, finance, philanthropy and development sectors (see next page). These valuable partners will provide leadership as recommendations are developed and vetted through an inclusive planning process that reflects the diverse voices in the corridor and region. Public open houses will also raise awareness about the project.

The light rail line
would run
from downtown
Portland to
Bridgeport Village.

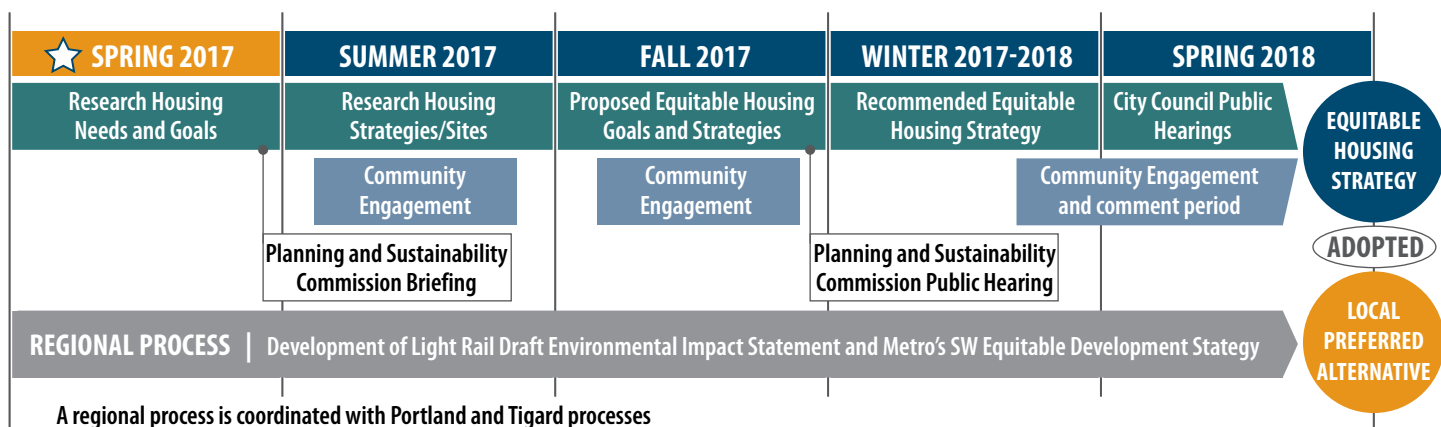


SW Corridor Housing Partners

With our advisory group we are committed to race and social equity in all aspects of the project, from decision-making and community engagement, to addressing racial disparities in displacement and fair housing.

1,000 Friends of Oregon
City of Tigard
Community Alliance of Tenants
Community Housing Fund
Community Partners for Affordable Housing
Enterprise Community Partners
HomeForward
Housing Authority of Washington County
Metro
Meyer Memorial Trust
Muslim Educational Trust
Network of Oregon Affordable Housing
OPAL Environmental Justice Oregon
Portland State University
TriMet
Turtle Island Development
UniteOregon
Winkler Companies

The Equitable Housing Strategy will be adopted by cities when they vote on a locally preferred alternative (LPA) for the transit route through the corridor.



Project outcomes

At the end of this year-long process, the project team will deliver a set of actionable recommendations to the cities of Portland and Tigard:

- **Housing targets to guide action and track progress:** Long-term targets for the preservation and new construction of housing along the corridor.
- **Proposals for housing strategies:** Housing development and preservation tools, funding sources and supportive land use policies to meet the corridor's housing targets.
- **Recommendations for the organizational structure(s):** Strategies to support community and housing organizations working together to champion and implement the Equitable Housing Strategy.
- **Prioritize early opportunity sites:** A number of sites identified for the cities and their partners to acquire and develop or preserve.



For more information

Visit the project website: www.portlandoregon.gov/bps/equitablehousing

Contact project staff:

Ryan Curren, Project Manager, Bureau of Planning and Sustainability
503-823-4574 | ryan.curren@portlandoregon.gov

Matthew Tschabold, Policy and Equity Manager, Portland Housing Bureau
503-823-5607 | matthew.tschabold@portlandoregon.gov

