

RESOLUTION No. 37389

Adopt the Southwest Corridor Equitable Housing Strategy and direct early implementation actions (Resolution)

WHEREAS, affordable housing and transit are anchors for a just and equitable society; and

WHEREAS, Portland is a leader in the nation with innovative and progressive housing, land use, and transportation policies to advance race and social equity and the City Council wishes to continue to advance equitable public policy; and

WHEREAS, the Portland City Council adopted the Barbur Concept Plan in 2013, the Portland Plan's Equity Framework in 2012, and the 2035 Portland Comprehensive Plan in 2016 with new equitable growth policies to increase the geographic distribution of market rate and affordable housing in Portland and mitigate displacement pressures on low-income households and people of color resulting from major rezoning and infrastructure projects; and

WHEREAS, the City of Portland has participated in the planning of the Southwest Corridor light rail project throughout the environmental impact analysis and will consider an ordinance on October 10th 2018 to approve the locally preferred alternative for the light rail alignment; and

WHEREAS, in 2016 the Portland City Council directed the Bureau of Planning and Sustainability to develop a Southwest Corridor Equitable Housing Strategy in anticipation of a regional investment in light rail transit improvements; and

WHEREAS, the City of Portland recognizes that past housing strategies related to new light rail investments were not funded or fully implemented and did not successfully prevent the displacement of communities of color and low-income households; and

WHEREAS, while it has long been assumed that there is a trade-off between equity and economic efficiency, evidence shows that regions that work toward race and social equity have stronger and more resilient economic growth – for everyone; and

WHEREAS, race and social equity planning includes not only shared distribution of the benefits and burdens of growth and investments, but partnership in the process resulting in shared decision-making and more equitable outcomes; and

WHEREAS, the City works to create racial equity by explicitly naming and addressing the historic and current day impacts of institutional and structural racism in our policies, procedures, programming, initiatives and budgetary decisions; and

WHEREAS, the City acknowledges that structural and institutional racism, including redlining, restrictive racial covenants, and other discriminatory practices led to racial segregation and current racial disparities

in quality of life outcomes such as access to quality education, living wage employment, healthy environment, affordable housing and transportation; and

WHEREAS, in 2017 the Bureau of Planning and Sustainability was awarded a Metro planning grant to co-develop the Southwest Corridor Equitable Housing Strategy with the Portland Housing Bureau and the City of Tigard, in collaboration with Metro's Southwest Corridor Equitable Development Strategy process; and

WHEREAS, an advisory group of leaders from government, housing development, community-based organizations, finance, and philanthropy developed and endorsed the Southwest Corridor Equitable Housing Strategy's goals, affordable housing preservation and construction targets, and housing investment and regulatory strategies through an inclusive planning process that reflected a broad diversity of voices in the corridor, Exhibit A; and

WHEREAS, community-based organizations working directly with low-income households and communities of color in the corridor were resourced by the City of Portland and City of Tigard to engage those populations and ensure the Southwest Corridor Equitable Housing Strategy reflects the priorities of those households most impacted by institutional and structural racism and the increasing cost of living in our region; and

WHEREAS, the City of Portland recognizes the benefits of co-locating quality transit and affordable housing for low-income residents to lower their combined household costs of housing and transportation and providing better access to the quality jobs, educational opportunities, and other amenities in the region; and

WHEREAS, the City of Portland envisions the Southwest Corridor as a place of economic opportunity and high quality of life for all people; and

WHEREAS, low-income households and communities of color are experiencing displacement pressures resulting from a dearth of regulated affordable housing relative to other economically and racially diversifying areas of the city and insufficient tenant protections and services; and

WHEREAS, a large stock of unregulated affordable apartment buildings are being rapidly sold and rents are increasing, over 12,000 low-income households living in the corridor are vulnerable to economic displacement pressures, and another 3,000 diverse households forecasted to move into the corridor will be in need of a variety of housing prices and types; and

WHEREAS; to ensure a new Southwest Corridor light rail line benefits rather than displaces the most vulnerable households, a new holistic approach to development is needed that commits to new tenant protections and meaningfully capitalizing housing funding tools as a pre-condition to the City's support for the light rail project; and

WHEREAS, the Planning and Sustainability Commission supports the Southwest Corridor Equitable Housing Strategy and will continue to be involved in implementation; and

WHEREAS, the Tigard City Council passed a resolution on July 17th, 2018 accepting the Southwest Corridor Equitable Housing Strategy.

NOW, THEREFORE BE IT RESOLVED, that the Portland City Council adopts the Southwest Corridor Equitable Housing Strategy (Exhibit A) as binding City policy; and

BE IT FURTHER RESOLVED, the Portland City Council wants the Southwest Corridor Equitable Housing Strategy to be implemented in a transparent and accountable manner and thus directs the Bureau of Planning and Sustainability and the Portland Housing Bureau, working with community-based organizations, to report to City Council before each budget cycle with metrics on progress to date, performance measures, data on community indicators of displacement, and recommendations; and

BE IT FURTHER RESOLVED, the Portland Housing Bureau, in cooperation with Prosper Portland and the Bureau of Planning and Sustainability, shall bring a financing plan back to City Council that identifies potential funding sources including a possible urban renewal area along the corridor; and

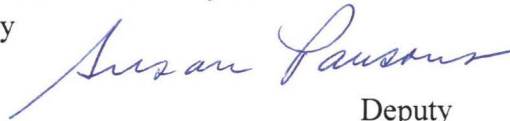
BE IT FURTHER RESOLVED, the Bureau of Planning and Sustainability is directed to conduct station area planning and pursue public private partnerships when appropriate to maximize public resources including increased development entitlements and publicly owned land to incentivize affordable housing; and

BE IT FURTHER RESOLVED, the Bureau of Planning and Sustainability, Portland Housing Bureau, and Prosper Portland are directed to continue to advance the City of Portland's racial equity, housing, and economic development priorities through their participation in Metro's Southwest Equitable Development Strategy process and the development of Metro's future transportation measure.

Adopted by the Council: OCT 04 2018 **Mary Hull Caballero**

Auditor of the City of Portland

By



Deputy


Mayor Ted Wheeler

Prepared by: Ryan Curren

Date Prepared: September 18, 2018

Agenda No.
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 (Resolution)

INTRODUCED BY Commissioner/Auditor: Ted Wheeler	CLERK USE: DATE FILED <u>SEP 25 2018</u>
COMMISSIONER APPROVAL Mayor—Finance & Administration – Wheeler Position 1/Utilities - Fritz Position 2/Works - Fish Position 3/Affairs - Saltzman Position 4/Safety - Eudaly	Mary Hull Caballero Auditor of the City of Portland By:  Deputy
BUREAU APPROVAL Bureau: Planning and Sustainability Bureau Head: Susan Anderson <i>Jill Kolek</i> Prepared by: Ryan Curren Date Prepared: September 18, 2018	ACTION TAKEN:
Impact Statement Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/>	
Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
City Auditor Office Approval: required for Code Ordinances	
City Attorney Approval: required for contract, code, easement, franchise, charter, Comp Plan	
Council Meeting Date October 4, 2018	

AGENDA	FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:	
TIME CERTAIN <input checked="" type="checkbox"/> Start time: 2:00 pm Total amount of time needed: 90 minutes (for presentation, testimony and discussion)		YEAS	NAYS
CONSENT <input type="checkbox"/>	1. Fritz	1. Fritz	<input checked="" type="checkbox"/>
REGULAR <input type="checkbox"/>	2. Fish	2. Fish	<input checked="" type="checkbox"/>
Total amount of time needed: _____ (for presentation, testimony and discussion)	3. Saltzman	3. Saltzman	<input type="checkbox"/>
	4. Eudaly	4. Eudaly	<input type="checkbox"/>
	Wheeler	Wheeler	<input checked="" type="checkbox"/>