



## SOUTHWEST CORRIDOR PLAN

# Equitable Development Strategy

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# Creating a Southwest Corridor Equitable Development Strategy

*Equitable development is an approach for meeting the needs of underserved communities through policies and programs that reduce disparities while fostering places that are healthy and vibrant.*

Housing and education costs are rising significantly in the greater Portland region, and changes in workforce demands and rising population growth continue to put pressure on the region's existing infrastructure and social services.

The Southwest Corridor – the communities and transportation routes from downtown Portland to Tigard and Tualatin – will be one of the highest growth locations in the region over the next 20 years. To address the transportation needs of the corridor, the Southwest Corridor Plan was adopted in 2013. The plan outlines the types of investments needed to address the corridor's future transportation and transit related challenges, including a planned MAX line. These investments will help address growth needs in the corridor, but building a transit line and other public transportation improvements do not fully address the challenges people face every day.

Historically, decisions on major public investments have not fully involved the people impacted by the immediate or downstream effects of these investments. Without bringing in the perspectives of the full range of impacted stakeholders, the social and economic implications of major transportation, land use and economic development decisions are not adequately explored. This lack of direct dialogue results in missed opportunities to effectively address key concerns, develop sustainable solutions and, ultimately, achieve equitable outcomes.



## Faces of the Southwest Corridor



In April 2018, Admira Baltic received a life-changing opportunity: a grant that pays for her training to become a pharmacy technician.

The program covers the cost of tuition, books, uniforms and accreditation, and pairs grantees with a career coach from the Immigrant & Refugee Community Organization. The new job will offer Baltic a higher income, affording her housing security to stay in her neighborhood near the proposed light rail line. OHSU and IRCO are expanding this program to a new cohort with support from a Metro grant.

"I know my mom she came here because she had big hopes for us," Baltic said. "And getting this grant, now I'm going to make my mom happy but I'm also going to make my children happy, and my life will be much easier."

Recognizing these negative historical trends associated with previous large-scale infrastructure projects, Metro saw an unprecedented opportunity to engage community as active partners in planning the upcoming light rail extension through the Southwest Corridor. Emerging best practices in equitable community development demonstrate that new approaches are needed to engage with and ensure that community planning benefits extend to people of all incomes, races, and ethnicities.

Metro and community partner organizations actively working along the Southwest Corridor teamed together to create this Southwest Corridor Equitable Development Strategy (SWEDS). Thanks to an initial Federal Transit Administration grant, Metro has worked with its partners to explore how a proposed light rail and other investments in the Southwest Corridor can support community development and improve the quality of life for people of all incomes and backgrounds.

The SWEDS charts a new approach for community-driven decision-making. The Strategy offers actionable ideas and initiatives that support the needs stated by the community, address existing inequities, and reduce associated impacts and risks of displacement.

The goal is to foster a community that promotes inclusivity, encourages a diverse range of housing options, increases access to quality schools, parks, and open spaces, connects community members to family wage jobs, and empowers existing and marginalized populations with the ability to help shape a more equitable future.

The SWEDS is the culmination of years-long strategic discussions about equitable development along the Southwest Corridor, a significant investment in activities to enable authentic community engagement, and an achievable strategic vision.

# The Southwest Corridor

The Southwest Corridor – stretching from downtown Portland to Tigard and Tualatin – is home to more than 10 percent of the metro area population and more than 250,000 jobs. In recent years, the Southwest Corridor experienced increased traffic congestion, growing demand for transit service and unsafe conditions for people walking and biking.

The Interstate 5 and Barbur Boulevard corridor between Portland and Tualatin is one of the fastest-growing and most congested areas in the state. By 2035, the Southwest Corridor's population is expected to grow 25 percent over 2015 levels. That growth is equivalent to adding another city the size of Tigard to the area over 20 years. As a result, congestion in the corridor is expected to worsen.

Light rail extending out of downtown Portland reaches areas north, east, northeast, west and southeast. The Southwest Corridor light rail investment fills a major gap in the region's high capacity transit system, bringing more travel options to an area with limited transit access. The new MAX light rail will extend the existing Green Line MAX from downtown Portland near Portland State University. It will then travel down the middle of Southwest Barbur Boulevard to the Barbur Transit Center, maintaining two travel lanes in each direction and building continuous bike lanes and sidewalk.

South of the Barbur Transit Center, the route will travel adjacent to Interstate 5. At the city limits between Portland and Tigard, the train will cross over Interstate 5 and under Highway 99W, and then travel southwest to Tigard.

In Tigard, the train will travel on Southwest 70th Avenue until Elmhurst Street, cross over Highway 217, and run east of Hall Boulevard adjacent to downtown Tigard. It will continue southeast parallel to the freight tracks until it reaches I-5, where it will turn and run adjacent to the freeway to the southern terminus at Bridgeport Village.

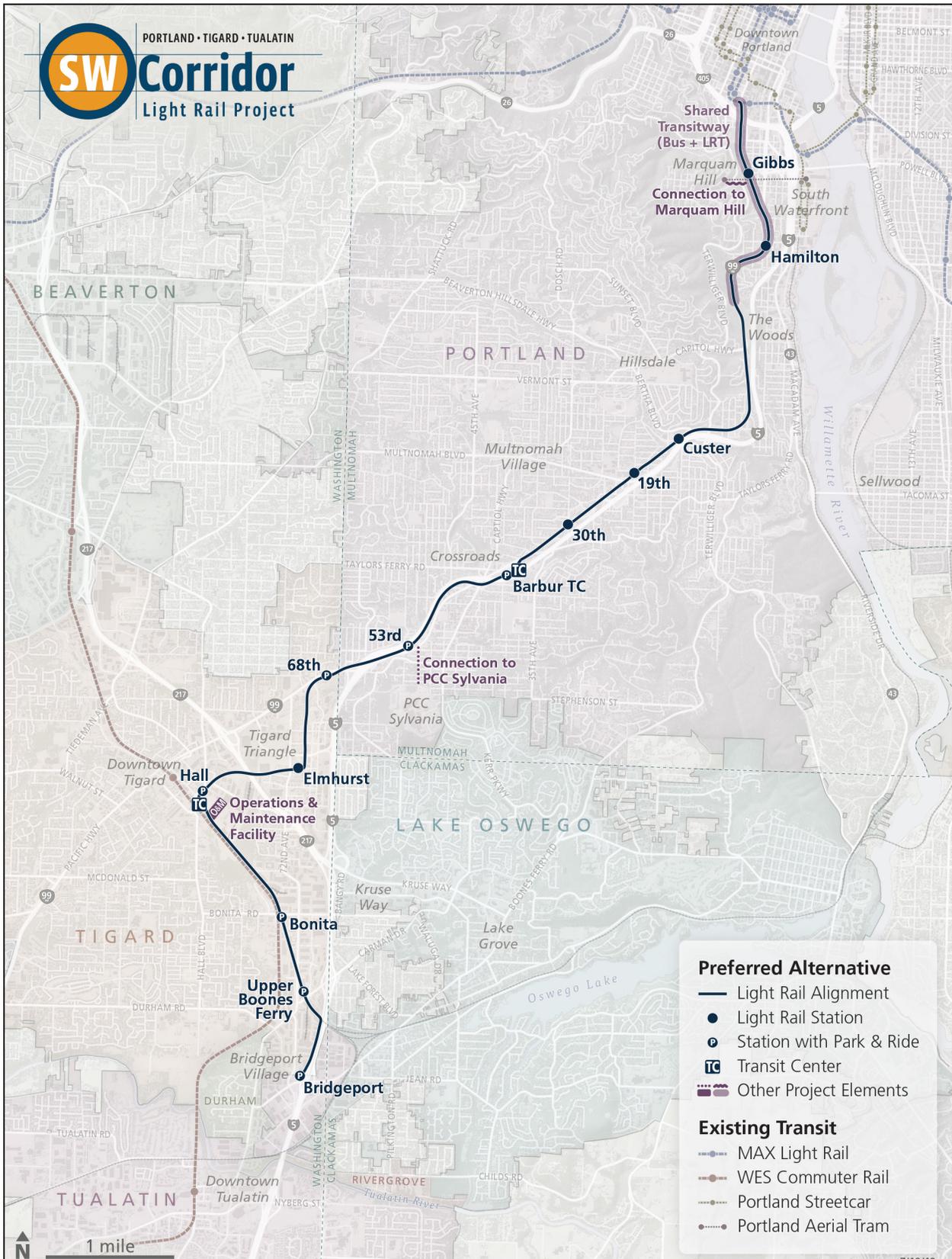
The project will include a pedestrian connection to Marquam Hill and OHSU, a shuttle to the Portland Community College Sylvania Campus, a new light rail maintenance facility, roadway and infrastructure improvements to keep traffic moving on Barbur Boulevard and Highway 99W, and accompanying walking and biking improvements.



Any major transportation investment will affect the communities it serves. The SWEDS strategy is working to ensure the development that occurs in the corridor equitably distributes the benefits and burdens of the impacts.

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# SW Corridor Light Rail Project



# Why create a strategy?

Equitable communities are not a natural outcome of major infrastructure projects. Large-scale public infrastructure projects can have a substantial economic effect on the areas they are built in, and many may see this increase in value as a positive. However, without thoughtful planning, this can shift wealth, economic opportunities, and quality of life in the area from current residents – who may be already marginalized or at-risk – to more affluent households.

Public investments must be paired with policy measures to mitigate their negative impacts on marginalized populations, especially those already living in the corridor, and ensure that expected positive impacts are shared by all. The region must learn from our past efforts in making major public infrastructure investments and start to put advance measures in place to address displacement risks and establish intentional and sustained efforts to generate equitable development that responds to key challenges in the community.

An ongoing commitment is needed by multiple partners to improve access to economic opportunity, affordable living and a higher quality of life for households of all backgrounds, incomes and employment conditions. Letting the community lead will help ensure that the community that exists today in the Southwest Corridor is around to experience the opportunities that this important public investment will bring.

This work is beyond the reach of any single agency or organization. Fulfilling the objectives to advance equitable development in the corridor requires a collaborative approach. Government, nonprofit and private entities will all have a responsibility in refining the shared strategy and implementing key actions. Community engagement and leadership training is crucial to make sure that commitments are made and fulfilled and the right policies, actions and investments are put in place over the next 10 years.

To embark on new approaches to community planning and equitable development, the SWEDS established equitable development principles and goals that have governed the entirety of the project.

## **Past and ongoing planning efforts**

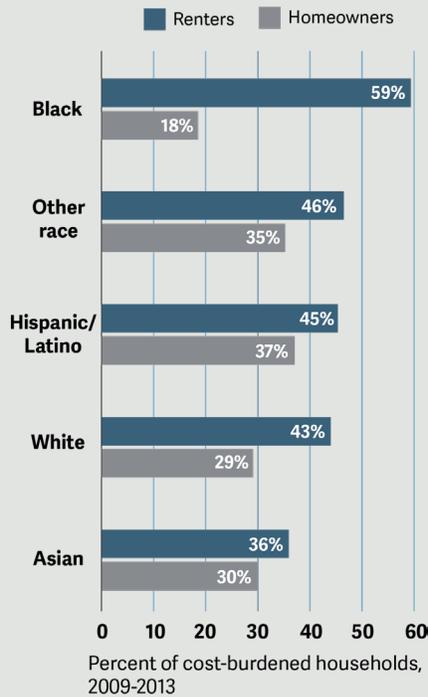
This strategy is informed by, and builds upon, numerous other planning efforts focused on the Southwest Corridor. Some are complete and others are ongoing. This strategy draws from these planning efforts to include goals and actions across numerous sectors. These efforts include:

- Southwest Corridor Plan and Shared Investment Strategy (Metro, TriMet, Oregon Dept. of Transportation, local cities, and counties)
- The Southwest Corridor Equitable Housing Strategy (Portland and Tigard)
- Barbur Boulevard Concept Plan (Portland)
- Tigard High Capacity Transit Land Use Plan
- Linking Tualatin Transportation Plan
- Portland 2035 Comprehensive Plan
- Tigard Triangle Strategic Plan and Urban Renewal Plan
- Southwest Corridor Draft Environmental Impact Study (DEIS)

# Southwest Corridor: housing and growth snapshot

## SW Corridor cost-burdened households by race and ethnicity

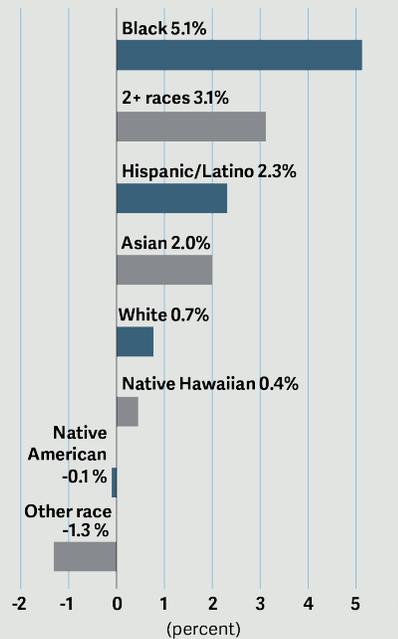
Households spending more than 30 percent of income on housing, 5-year ACS estimate, 2011-2015



Source: American Community Survey (ACS)

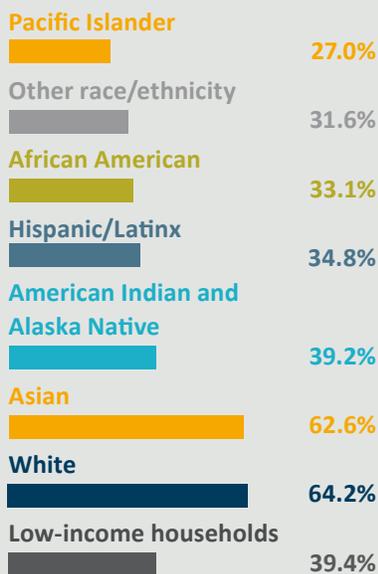
## SW Corridor population growth and diversity

2000, 2011-15 population growth by race/ethnicity



Source: SW Corridor Equitable Housing Strategy, Cities of Portland and Tigard, 2018.

## Homeownership rates in the greater Portland region



Source: 2010 U.S. Decennial Census

## The cycle of inequity

Homeownership is cited as a key tool in both personal and family wealth development and community stabilization.

Not only do people of color face issues of inequity in access to education and pay, the legacy of systemic racism is reflected in current homeownership rates, which differ greatly by race.

As housing costs increase, families who own homes benefit from increased home value, while people who rent are forced to move farther from job centers and the community resources they rely on, increasing their daily travel cost and time.

# Equitable development goals and principles

Understanding the need for input, leadership and guidance from communities already working and advocating in the communities of the Southwest Corridor, the SWEDS project created equitable development principles and goals.

These principles and goals came from many different inputs, including international and national best practices, similar efforts in Seattle and other regions, local efforts here in Portland, and Metro's own guiding principles for promoting social equity. Most importantly, the principles and goals came from direct conversations with community partner organizations. The principles and resulting goals helped prioritize the recommended actions, guided the implementation plan and were used to inform and evaluate the pilot project grants.

The vision for building on the existing community oversight of the Southwest Equitable Development Strategy, or SWEDS, is for a Southwest Equity Coalition to continue forward through the implementation of the strategy. Going forward as the Southwest Equity Coalition considers the recommended actions for implementation, both the underlying principles and the resulting goals should be continually revisited by the community and its leaders to ensure they remain appropriate.

## **Goals for the Southwest Corridor Equitable Development Strategy**

- Expand the breadth and depth of influence among affected people
- Reduce disparities and improve conditions for affected people
- Preserve and expand affordable housing
- Advance economic opportunity and build community capacity for wealth creation
- Address residential and business displacement
- Promote transportation mobility and connectivity
- Develop healthy and safe communities

## **Principles for the Southwest Corridor Equitable Development Strategy**

- Target equitable development issues in evaluations of the corridor
- Clarify the elements of equitable development to support coordinated engagement
- Focus on building an action plan and final strategy that targets key equitable development issues specific to community needs
- Provide guidance on priorities for pilot projects and community sub-grants
- Act as a framework for jurisdiction and organization commitments and resolutions

## Faces of the Southwest Corridor



High school senior Ibrahim lives close to the Oregon Islamic Academy, his school in Tigard. Driving is convenient to get to class, but the afternoon commute to Portland to his job gives him anxiety.

Ibrahim would benefit from a faster and more reliable transit option from Beaverton, but he fears the market forces that tend to change communities when light rail comes to new neighborhoods.

“There’s all sorts of trade-offs,” Ibrahim said. “If there is a MAX station right there in downtown Tigard, transportation would be really accessible. But I would probably end up having to move out.”

He hopes regional decision-makers consider those potentially most affected by the construction of a light rail line and address their concerns. Ibrahim says, “I feel like as long as their lives are maintained and taken into consideration, I’d say go for it and I would really appreciate the project.”

## Community engagement and empowerment

The new MAX line has the potential to transform the Southwest Corridor. It will impact large and small businesses, residential communities, communities of faith and many people and populations that have historically been excluded from the community planning table. In an effort to move from historic, exclusionary planning models to an equitable development approach, Metro and its partners know that engaging with people of all incomes, races and ethnicities helps to ensure that community planning benefits extend to everyone.

To reach historically marginalized voices, the SWEDS prioritized collaboration with underrepresented communities, actively including and connecting with leadership from communities of color and other historically marginalized populations (e.g., immigrants, refugees, low-income renters). A broad range of partners representing underrepresented groups in the Southwest corridor created the SWEDS. In addition, the project:

- leveraged existing partnerships with the Coalition of Communities of Color Bridges Program and Momentum Alliance youth program to include a broad set of voices into the project
- provided stipends to support participation of community partners limited in their capacity to engage in the process, and to honor the value that community and lived experiences are known to bring to the discussion
- funded aspects of pilot projects to strengthen capacity and create momentum among historically marginalized communities and bring intergenerational leadership development and engagement that will continue to inform the strategy.

The vision is to build a strong and diverse coalition of partners, generate new ideas to solve real, existing problems, create space for community leaders already active in their communities to expand their voices, and promote a new crop of advocates and community organizers.

# Oversight committee

This strategy was created by the Southwest Corridor Project Oversight Committee (SPOC). This invaluable group of organizations, business leaders, residents, nonprofit workers, and community advocates met monthly to guide the strategy development process. They defined the principles and goals, recommended solutions, and vetted the implementation steps. Some members of the SPOC will continue to carry on as the Southwest Equity Coalition, leading the implementation and execution of the Strategy actions over the next several years.

- Ascent Funding
- Business for a Better Portland
- City of Portland
- City of Tigard
- City of Tualatin
- Coalition for Communities of Color
- Community Alliance of Tenants
- Community Housing Fund Community Partners for Affordable Housing
- Constructing Hope
- Craft3
- Enterprise Community Partners
- Federal Reserve Bank of San Francisco
- Greater Portland Inc.
- Home Forward
- Immigrant and Refugee Community Organization
- Metro Regional Solutions Center
- Mercy Corps Northwest
- Meyer Memorial Trust
- Momentum Alliance
- Multnomah County Health Department
- Multnomah Village Business Association
- Muslim Education Trust
- Neighborhood House + Hillsdale Neighborhood
- Network for Oregon Affordable Housing
- O’Neill Construction
- OPAL Environmental Justice
- Oregon Health and Science University
- Portland Community College
- Prosper Portland
- Proud Ground
- Southwest Neighborhoods, Inc.
- State of Oregon
- TriMet
- UNITE Oregon
- Venture Portland
- Washington County
- WorkSystems Inc.

## Faces of the Southwest Corridor



Johnnie Shepherd has settled in Southwest Portland in an apartment building that’s operated by Central City Concern. Having his own apartment brings him great joy – after “couch-surfing” for 20 years. And so does his neighborhood, which he describes as “centrally-located.”

He’s close to bus lines, the MAX, Portland Streetcar, businesses and restaurants but remembers how long his commutes would take when he lived in West Linn, Lake Oswego and Tualatin.

Shepherd likes the plan to bring light rail to the Southwest Corridor and believes light rail will create many opportunities for the area, from new jobs constructing the project to new connections for existing businesses.

“It creates more business for people; it gets easier for them to get customers,” he said. And “it’s easy for the customers to get to the particular business, restaurants or whatever. I think it’s just a good thing in general.”

## Pilot projects and outcomes

Concurrent to developing this Strategy, the SWEDS project deployed equitable development pilot projects focused on two outcomes: (1) to test and inform effective actions for inclusion in the Strategy and (2) supporting immediate, community-driven initiatives to prepare communities for the changes and opportunities that transit investments might bring to the Southwest Corridor. The SWEDS funded pilot projects officially started their work on July 1, 2018.



**Mercy Corps NW** is establishing services and targeted assistance to help stabilize and prepare underserved entrepreneurs to minimize the pressures they will face during light rail construction. The project focuses on business education, outreach, and micro-lending. The work encourages good savings practices, access to new funding sources, and increasing awareness of the business community along Barbur Boulevard and in downtown Tigard.

*"They save \$600 and then we match that with \$3,000 in grant money... It could be health or medical or maybe just something like a piece of equipment that breaks down, and to be able to have the resilience to survive something like that is really important. Savings is a good way to do it." —Andrew Volkman, Mercy Corps Northwest's director of small business development services.*



**Immigrant & Refugee Community Organization** is identifying new ways to help people currently working in the Southwest Corridor gain skills and find opportunities for higher wage jobs within the corridor. This project specifically identifies lower-wage, lower-skilled individuals of color or those belonging to other historically marginalized populations from the Southwest Corridor who work in entry-level roles at Oregon Health Science University. The project involves training them for middle-skill health care roles, understanding that by securing new, higher-wage jobs, they can establish a pathway to career advancement and financial independence.

*"This program shows Metro and OHSU's dedication to helping people who might not have all the resources available to them, but who want to stay in the area... It opens up so many more avenues just to be able to get ahead, maybe even buy a house one day instead of just rent." —Cameron Johnson, program participant*

**Community Partners for Affordable Housing** is advancing two initiatives: (a) adjusting a site design process for existing and future affordable housing properties and (b) elevating lessons learned to inform future housing developments. The lessons learned come from engagement with community organizations to inform future housing development design, including how to incorporate culturally relevant employment and health services that should be within close proximity or co-located with affordable housing developments.



**Home Forward** is addressing potential displacement by supporting 43 ethnic groups (around 3,000 people) associated with Muslim Education Trust by assisting the community in navigating the maze of government programs and agencies providing housing support services.



**Proud Ground** is addressing permanently affordable homeownership opportunities through: targeted outreach with existing non-profit partners, working with Habitat for Humanity and other development partners to secure permanent affordability among the pipeline of units available to households between 35 to 80% AMI, and developing a business plan that focuses on the creation of a land bank model for the Southwest Corridor.



**Unite Oregon** is strengthening capacity among historically marginalized communities (communities of color, immigrants, refugees and low-income renters) in the Southwest Corridor through intergenerational leadership development and engagement.



# Strategic actions

## Faces of the Southwest Corridor



AJ Romero-Gemmell has a long commute to get from his home in Milwaukie to the Sylvania campus of Portland Community College in Southwest Portland. It takes one and a half to two hours to get there in the morning and usually even longer, fighting traffic, to get home at night.

“I’m traveling, constantly,” he said. “I wake up at 5:30 in the morning to make it to an 8:30 a.m. class at PCC.”

Romero-Gemmell puts serious thought into planning his trips, often asking, “Am I even going to be able to get home from Cascade to my house at that point in time?”

He would like to see more frequent TriMet MAX service to make the light rail car less crowded during his rush-hour commute. In addition, he’d like to see expanded bus service hours in Milwaukie so he doesn’t have to walk home from the Milwaukie/ Main St. MAX Station.

The Equitable Development Strategy focuses on principles and goals that have been defined by and for the communities of the Southwest Corridor. The strategic actions demonstrate actions needed in the corridor to ensure it remains an accessible, affordable, quality place to live and work for residents, workers and business owners of all walks of life.

This section outlines the details of the early-stage strategic actions that community partners believe can help Southwest Corridor communities grow equitably. These strategic actions have been reviewed and prioritized by the community organizations who are poised to execute them.

The strategy moves quickly on the most pressing issues and opportunities, while allowing the community to continue developing a long-term structure for sustained, equitable decision-making, development and investment.

Because an individual action may work toward multiple equitable development principles, the actions are organized around five goals:

**Goal: Equity and social justice** Focus on efforts that empower the community through leadership training provided by local advocacy groups; advocate for equitable development; enhance culturally and linguistically specific services; and gain more direct, community-informed guidance on future development.

**Goal: Equitable housing** Identify tools to increase supply and meet demand for diverse places to live to fit the needs of individuals and families of all incomes and sizes.

**Goal: Workforce stability** Identify ways to prepare current and future corridor residents for existing and emerging industries.

**Goal: Business stability** Identify and encourage business and workforce support for stabilization, identify and encourage creation to provide individuals and families with sufficient to allow them to live in the corridor.

**Goal: Community development** Advance new strategies to finance and secure community assets and increase access to lending resources and wealth building opportunities that benefit the community.

In addition to these goals, the summary chart on the next page includes actions to establish the coalition and help meet the direct community needs of health and mobility.

## Coalition 2-5 year action initiatives and current status

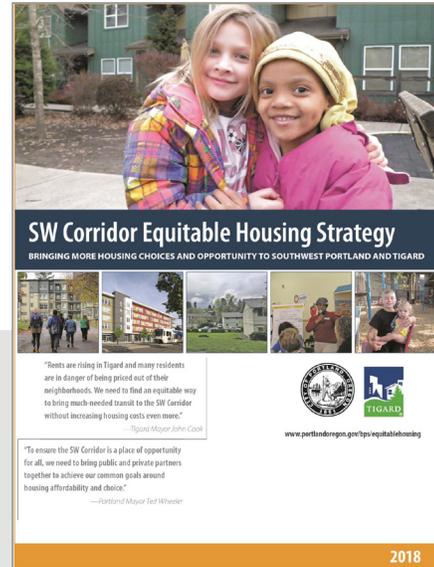
		 Early concept	 Pilot/early work	 Partially resourced	 Resourced/underway	
	<b>2-5 year initiative</b>				<b>Lead/possible lead organization</b>	<b>Status</b>
Influence	Formation and operationalization of the Southwest Equity Coalition				Unite Oregon and Community Alliance of Tenants	
	Leadership trainings and targeted engagement to empower low-income residents, communities of color and community-based organizations				Unite Oregon	
Equity	Community Preservation Work Group to provide anti-displacement services and provide parity of tenant protections				Community Alliance of Tenants	
	Implementation of the Southwest Equitable Housing Strategy				City of Portland and City of Tigard	
Equitable housing	Implementation of Regional Affordable Housing Bond in the Southwest Corridor				Metro, Washington County and City of Portland	
	Multi-jurisdictional Memorandum of Understanding to coordinate acquisition and redevelopment of public properties and station area planning				TriMet, Metro, cities and counties	
	Extension of SWEDS pilot projects to implement housing design and siting criteria refinements identified through outreach on culturally specific needs				Home Forward and CPAH	
	Identification of sites for directing outside capital to affordable housing in Southwest Corridor through a Real Estate Investment Trust				Meyer Memorial Trust	
Workforce stability	Major employers engagement to train entry level workers from diverse backgrounds for middle skill/wage career advancement pathways among major employers				IRCO, Worksystems Inc. and OHSU	
	Aligned and expanded workforce development resources and programs between Multnomah and Washington counties				Worksystems Inc.	
	Exploration of community and/or public benefits agreements in the Southwest Corridor				Metro and O'Neill Construction	
Business stability	Inventory and survey of disadvantaged businesses to establish improved representation and activate anti-displacement financial and technical resources				Prosper Portland and Mercy Corps NW	
	Improved access to affordable commercial space for disadvantaged businesses				Craft 3 and Prosper Portland	
Community development	Exploration of Community Investment Trust to leverage successful model in East Portland to capture increased property values for community wealth creation in the Southwest Corridor				Mercy Corps	
	Establishment of community land bank organization to secure property for community assets such as affordable housing and/or job/service centers				Proud Ground	
	Groundwork for a tax increment finance district in the Southwest Corridor that advances equitable development outcomes				Prosper Portland	
	Tigard Triangle equitable tax increment finance district implementation				City of Tigard	
Health	Collaboration with coordinated care organizations to improve healthy food access and address other health equity needs in corridor				Oregon Health Authority	
Mobility	Identification of resources and construction of MAX light rail line along with walking, biking and roadway projects in the Southwest Corridor				Metro and TriMet	

# Early results: Equitable housing strategy

With a grant from Metro, the cities of Portland and Tigard developed a Southwest Corridor Equitable Housing Strategy in 2018. The strategy sets tangible housing targets and policy recommendations, created in partnership with community representatives, that are incorporated into the larger Southwest Corridor Equitable Development Strategy. Implementation of the strategy recommendations will:

- prevent displacement of vulnerable households
- increase housing choices for all people over the next 10 years.

The full report is available at [portlandoregon.gov/bps/bps/73445](http://portlandoregon.gov/bps/bps/73445).



## Policy goals for affordable housing

*From City of Portland report:*

Additional parameters will direct affordable housing funding to achieve the [targets]. Implementing partners should incorporate the following policy goals into their programming for the corridor:

- Invest in family sized homes. The proportion of new homes with two or three bedrooms should be greater than the proportion within the current stock of affordable housing in the corridor.
- Invest in housing for those in greatest need. The proportion of new homes affordable to households with incomes between 0-30% MFI should be greater than the proportion within the current stock of affordable housing in the cities of Tigard and Portland.
- Prioritize housing for those displaced by the light rail project. Households directly displaced by the light rail project are given preference for new affordable homes if they meet all other program requirements.
- Invest in more homes accessible to people with disabilities. A greater percentage of accessible newly constructed homes than is required by the Americans with Disabilities Act should be created for those with disabilities.
- Create homeownership opportunities. At least one newly constructed affordable TOD project should be dedicated for first time low-income homeowners and prioritize reducing the racial homeownership gap.
- Prevent displacement of people of color. Acquisitions prioritize buildings in areas where the proportion of households of color is greater than the proportion of households of color in the corridor population.
- Acquire larger apartment buildings. Acquisitions prioritize buildings with more than 50 homes.
- Build larger new affordable apartment buildings. Land acquisitions prioritize parcels that can support 100 or more homes.

## Southwest Corridor Equitable Housing Strategy affordable housing targets

The following tables reflect the affordable rental housing minimum targets with existing resources compared to the actual need and establishing affordable rental housing targets if new resources become available.

### Affordable rental housing inimum targets with xisting resources ompared to actual need

	Minimum targets with existing resources		Actual need
SWC Portland	<ul style="list-style-type: none"> <li>150 constructed through inclusionary housing</li> <li>150-200 acquired or converted</li> <li><b>Total: 300-350 homes</b></li> </ul>	<p>14% of need 300-350 homes</p> <p>Portland 100% of need 2,560 homes</p>	<ul style="list-style-type: none"> <li>910 constructed</li> <li>1,650 acquired or converted</li> <li><b>Total: 2,560 homes</b></li> </ul>
	<ul style="list-style-type: none"> <li>Up to 13% of Portland's need met</li> </ul>		<ul style="list-style-type: none"> <li>100% of Portland's need met</li> <li>~\$830 million total development costs</li> </ul>
SWC Tigard	<ul style="list-style-type: none"> <li>450 constructed</li> <li>50 acquired or converted</li> <li><b>Total: 500 homes</b></li> </ul>	<p>32% of need 500 homes</p> <p>Tigard 100% of need 1,580 homes</p>	<ul style="list-style-type: none"> <li>730 constructed</li> <li>850 acquired or converted</li> <li><b>Total: 1,580 homes</b></li> </ul>
	<ul style="list-style-type: none"> <li>32% of Tigard's need met</li> </ul>		<ul style="list-style-type: none"> <li>100% of Tigard's need met</li> <li>~\$550 million total development costs</li> </ul>

### Recommended affordable rental housing stretch targets with new resources

SWC Portland	<ul style="list-style-type: none"> <li>550 constructed</li> <li>150 through inclusionary housing</li> <li>350-700 acquired or converted</li> <li><b>Total: 1,050-1,400 homes</b></li> </ul>	<p>Stretching to meet the current and future needs in the SW Corridor</p> <p>Actual need 4,140 homes 100%</p> <p>Stretch target 2,300 homes 55%</p> <p>Minimum target 850 homes 20%</p>
	<ul style="list-style-type: none"> <li>39 to 53% of Portland's need met</li> <li>\$350-450 million total development costs</li> </ul>	
SWC Tigard	<ul style="list-style-type: none"> <li>600 constructed</li> <li>150-300 acquired or converted</li> <li><b>Total: 750-900 homes</b></li> </ul>	
	<ul style="list-style-type: none"> <li>48 to 58% of Tigard's need met</li> <li>\$300-350 million total development costs</li> </ul>	

## Policy goals for affordable housing



Additional parameters will direct affordable housing funding to achieve targets set out in the Southwest Corridor Equitable Housing Strategy.

Implementing partners should incorporate these policy goals into their programming for the corridor.

- Invest in family sized homes.
- Invest in housing for those in greatest need.
- Prioritize housing for those displaced by the light rail project.
- Invest in more homes accessible to people with disabilities.
- Create homeownership opportunities.
- Prevent displacement of people of color.

## Southwest Corridor Equitable Housing Strategy racial equity commitments

### **Prioritize existing resources early on** (strategy 1-2)

Existing funding will not be diverted from commitments to other equity and anti-displacement agendas in other parts of the region, such as North, Northeast and East Portland.

### **Strengthen partners to steward and champion the strategy** (strategy 1-3)

Any organizational structure will include meaningful decision-making authority for and accountability to low-income people and communities of color and equitable funding for community based organizations to participate.

### **Preserve existing unregulated affordable rental housing** (strategy 2-1)

Prioritize funding for culturally specific housing development organizations to acquire and preserve affordable housing where communities of color are established such as the area around the Islamic Center of Portland and in parts of Tigard where Hispanic/Latino households reside.

### **Strengthen tenant protections and provide anti-displacement services** (strategy 2-2)

Prioritize funding for culturally specific organizations to provide culturally targeted anti-displacement services in areas where communities of color are established such as the area around the Islamic Center of Portland and in parts of Tigard where Hispanic/Latino households reside.

### **Secure and develop opportunity sites for new construction of equitable TOD** (strategy 3-1)

Prioritize funding for culturally specific organizations to develop affordable rental housing and reduce the racial wealth gap through homeownership opportunities.

### **Regulate land use and zoning to create affordable and market rate housing** (strategy 3-2)

Use best practices of inclusive and equitable engagement during planning processes. Operationalize Portland Comprehensive Plan anti-displacement and equitable housing policies through station area plans.

## Next steps

The current model seeks to provide resources to a specific set of engaged SWEDS oversight committee partners dedicated to racial equity to develop, staff and structure the Southwest Equity Coalition as it gets off the ground.

The coalition members are applying for philanthropic funding to support the initial phase of work. This group is exploring how to partner together as a funding or executive committee that can advance the initiative. The goal is for each organization to receive funding to staff and support the Southwest Equity Coalition in these crucial first years. This support will help leverage and enhance existing work to advance leadership training and empowerment.

This funding would also help advance developing a Community Preservation Work Group for anti-displacement services and tenant protections and would pay for staff time to participate in the committee.

The group is seeking additional resources to fund an Equity Coalition Coordinator to be housed at Unite Oregon. This position would be an external co-manager of the Southwest Equity Coalition, representing the overall coalition and managing the project alongside Metro staff.

Additional fundraising from local philanthropies will support specific implementation efforts prioritized by the coalition.





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.

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