

Housing Bond Progress Report for Metro Site Acquisition Program | 2022

The purpose of this report is to summarize local progress toward implementing local implementation strategies for the Affordable Housing Bond program. At the end of each calendar year, participating jurisdictions submit progress reports to Metro. Reports are reviewed by the Affordable Housing Bond Community Oversight Committee, which is charged with monitoring progress toward unit production and policy goals and ensuring alignment with guiding principles. Metro staff produce an annual report summarizing regional progress across all implementing jurisdictions.

SECTION 1: UNIT PRODUCTION AND FUNDING

This section is intended to provide a summary of projects and units in each jurisdiction's Affordable Housing Bond pipeline and Affordable Housing Bond funding commitments. With the passage of the Supportive Housing Services measure in 2020, many jurisdictions are seeking opportunities to expand unit production, deepen affordability, or increase the number of supportive housing units across the portfolio. With this in mind, we are also tracking plans to leverage SHS funding for rental assistance and/or services.

Describe progress toward implementing the development plan in your LIS. Please highlight any best practices, lessons learned, or opportunities for improvement. Be sure to address the following elements:

- a. Results of competitive selections, including who was involved and how LIS criteria were applied and impacted the outcome.*
- b. Strategies/outcomes supporting efficient use of Metro bond funds and other sources of public funding in the project; including how projects are responding to increases in LIHTC equity or other additional funding to increase sustainability, durability, and livability for residents, or to reduce the amount of Metro bond subsidy*
- c. Summary of ongoing funding commitments for project-based rental assistance and ongoing supportive services not included within the project's resident services budget; including how Metro Supportive Housing Services (SHS) funding is being integrated or leveraged to support outcomes for serving very low-income households and households experiencing or at risk of homelessness.*
- d. Approach and anticipated timelines for achieving remaining unit production targets, including any priorities for remaining unit production targets. (e.g., location priorities, homeownership, supportive housing etc.*

Portland

Glisan Family and Glisan PSH- In late 2021, Portland Housing Bureau (PHB) selected Related NW as the preferred development partner for Metro's property located at NE 74th Avenue and Glisan Street. Related NW is developing the 1.65-acre property into three separate projects: Glisan Family, Glisan PSH, and a multi-cultural pre-school. Glisan Family is scheduled to close March 2, 2023 and will include 96 units, primarily large units for families. Glisan PSH consists of 41 Permanent Supportive Housing (PSH) units and is scheduled to close in May 2023. Glisan PSH is partially supported through Supportive Housing Services funds through Multnomah County. The multicultural pre-school is not using housing bond funds and is being developed on an independent timeline of the housing projects. It will break ground once separate funding is secured.

Portland Value Inn site- PHB selected Community Partners for Affordable Housing (CPAH) and HAKI as the preferred developer for Metro's Portland Value Inn property located along SW Barbur Boulevard. PHB's solicitation process attracted proposals from four development teams. Each team was interviewed, and their proposal was scored by a four-member community review committee. Two of the four members of the committee participated in Metro's stakeholder outreach process in 2022. This earlier outreach process developed a statement of values for the property that was included in PHB's solicitation. CPAH's project will develop 77 units on the site using the remainder of the Site Acquisition Program's (SAP)Portland allocation and along with PHB Metro Housing Bond funds. Of the 77 proposed units, 39 units will be supported by project-based Section 8 vouchers and 15 of those will receive additional supportive housing funds. SAP staff will soon begin negotiating an exclusive negotiating agreement with CPAH. CPAH plans to begin construction in the summer of 2024. In the meantime, the former motel on the site continues to be operated as an interim shelter by Multnomah County and Do Good Multnomah.

Beaverton

*Elmonica parcel-*The City of Beaverton and Metro selected REACH CDC as the preferred developer for Metro's Elmonica Station site in the first half of 2021. Located at the southwest corner of 170th and Baseline and within walking distance to TriMet's Elmonica MAX Station, REACH is partnering with Bienestar to develop 81 affordable housing units at the property. REACH advanced design through the design development stage in 2022, relying on feedback organized by partner organizations that include Bienestar, Home Plate Youth Services, and Somali Empowerment Circle. Because the Elmonica property was using Metro's Transit-Oriented Development (TOD) Program funds, the TOD Steering Committee must authorize the Development and Disposition Agreement (DDA) with REACH. REACH presented a preliminary design to the TOD Steering Committee in the spring of 2022 and received support for the project's initial design direction. TOD staff will present a refined design later in 2023 before requesting authorization to finalize the DDA. REACH has also submitted the project for land use approval with the City of Beaverton. Land use approval, however, is currently delayed due to an ongoing negotiation with Washington County over allowed vehicular access points to Baseline Road and 170th Avenue.

Hillsboro

Walker Road parcel- Metro's SAP program acquired the 2.33-acre Walker Road parcel located in Hillsboro's Tanasbourne neighborhood in June 2022 for \$2,548,000. Metro and City of Hillsboro worked together to issue a development solicitation for the site in November 2022. Metro and the City have received three proposals for the site, which has a capacity for approximately 60 to 65 units. Each of the proposals include Supportive Housing Services units which will require separate funding from Washington County. The City of Hillsboro expects to select a development team and proposal for concept endorsement in February 2023.

Clackamas County

Boone's Ferry Road parcel- In January 2023 Metro's SAP program acquired the 1.4-acre Lake Oswego, Boone's Ferry Road parcel from the City of Lake Oswego for \$2,500,000. Metro, HACC and the City are now working to issue an RFQ this February to develop the site as a Housing Bond project. The site has the capacity for approximately 50 units of housing.

Gresham

Civic Station NE parcel- The 1.91-acre Gresham Civic Station NE Parcel site was acquired by Metro’s TOD program in 2002. Metro’s SAP program is making the site available to support the development of a housing bond project. The City of Gresham’s January 2023 Notice of Funding Availability (NOFA) is inviting proposals on the NE Civic site. Metro intends to make all of its \$2,972,000 share of SAP funds allocated to Gresham available to support a housing bond project on the parcel. The City will determine whether to commit bond funds to the site based on the responses it receives to the NOFA.

Washington County

Aloha parcel- Metro currently has an accepted Letter of Intent and is in negotiations to acquire a 3-acre property in Aloha, Washington County for approximately \$3.0 million. If successful in acquiring the property, Metro will coordinate with HAWC to draft a developer solicitation that meets HAWC’s LIS goals.

Figure 1. SAP resources committed per jurisdiction

Jurisdiction	Project Name	Expended/ Disbursed (as of 12/20/22)	Committed (signed CE/FA)	Forecasted (earmarked)	Total SAP Share	Notes
Beaverton	Elmonica	\$76	\$3,460,066		\$3,460,142	Project being developed by Reach CDC.
Clackamas	Boones Ferry Road (Lake Oswego)	\$2,561,542		\$10,348,246	\$12,909,788	Developer selection anticipated in February 2023.
Gresham	Civic NE Parcel	\$16,564		\$2,956,435	\$2,972,999	Gresham NOFA issued in January 2023 and closes in March 2023.
Hillsboro	Walker Road	\$2,645,316		\$1,872,137	\$4,517,453	Developer selection expected in February 2023
Home Forward	Troutdale		\$1,764,347	-	\$1,764,347	Project developed by Home Forward. No construction start date due to land use approval delays.
Portland	74th & Glisan (family)		\$11,500,000		\$11,500,000	Construction to commence in May 2023.
Portland	74th & Glisan (PSH)	-	-	-	-	No SAP gap funds will be used on the Glisan PSH building.
Portland	SW 47th & Barbur	\$49,224	-	-	\$49,224	Funds allocated to site due diligence. Metro chose not to acquire site due to development constraints.
Portland	10450 SW Barbur	\$4,560,522	-	\$7,340,985	\$11,901,507	Community Partners for Affordable Housing in partnership with HAKI Community Organization and the Urban League selected as developer in January 2023.
Washington	3140 SW 209 th , Beaverton (unincorporated Wash County)	-	-	\$12,940,615	\$12,940,615	Metro has a signed Letter of Intent (LOI) and is negotiating a Purchase and Sale Agreement with the owner of a property in Aloha, Washington County.
Totals		9,833,244	16,724,413	\$35,458,418	\$62,016,076	

Figure 2. Production progress and resources committed per project

Jurisdiction	Project Name	Total SAP Share	Number of Bond eligible units				Status	Construction Start	Completion
			Total units	30% AMI	Family-sized (2BR+)	PSH units			
Beaverton	Elmonica	\$3,460,142	54	11	29	0	Concept Endorsement	Jan-2023	Dec-2024 (Forecast)
Clackamas	Boones Ferry (Lake Oswego)	\$12,909,788	TBD	TBD	TBD	TBD	Site Acquired		
Gresham	Civic NE Parcel	\$2,972,999	TBD	TBD	TBD	TBD	Developer Solicitation Open		
Hillsboro	Walker Road	\$4,517,453	TBD	TBD	TBD	TBD	Reviewing Developer Proposals		
Home Forward	Troutdale	\$1,764,347	94	39	47	0	Concept Endorsement	Apr-2023 (Forecast)	Oct-2024 (Forecast)
Portland	74th & Glisan (Family)	\$11,500,000	96	15	63	0	Final Project Approval	Mar-2023 (Forecast)	Feb-2025 (Forecast)
Portland	74th & Glisan (PSH)	\$0	41	41	0	41	Concept Endorsement	May-2023 (Forecast)	
Portland	SW 47th & Barbur	\$49,224	NA	NA	NA	NA	Did not acquire		
Portland	10450 SW Barbur	\$11,901,507	77	39	50	15	Developer selected	June-2024 (Forecast)	Jan-2025 (Forecast)
Washington	3140 SW 209 th Ave	\$12,940,615	TBD	TBD	TBD	TBD	Purchase Negotiations		
Total committed or underway		\$62,016,076							
LIS Commitment		\$62,016,076							

SECTION 2: PROJECT HIGHLIGHTS

This section is intended to provide a brief overview of each project in the pipeline—and some of the noteworthy features.

Please provide a brief summary of each project in your portfolio, along with an image of the project. Be sure to describe:

- a. Who the project intends to serve*
- b. Project team and partnerships*
- c. Noteworthy features or highlights (e.g., community space, free wi-fi, climate resilience and sustainability)*
- d. Anything else worth highlighting*

Elmonica



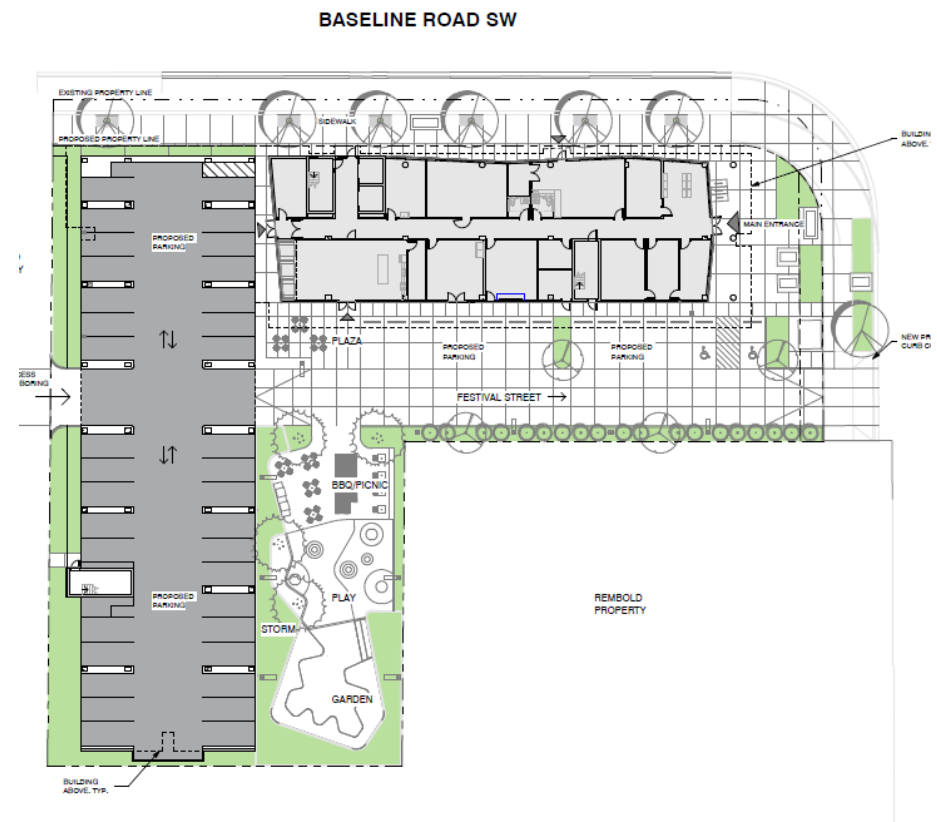
The City of Beaverton and Metro issued a developer solicitation for the Elmonica Station site at 170th and Baseline at the end of 2020, selecting REACH CDC as the preferred team. The site was previously purchased by Metro's TOD Program and is located just north of the Elmonica MAX station in Beaverton. REACH spent 2022 completing project design and is currently seeking land use approval.

REACH's Elmonica project is a four-story, L-shaped, 81-unit building focusing on filling an unmet demand for multigenerational affordable housing that serves families and single-generation households. The development team convened focus groups made up of residents from other REACH communities and representatives from Bienestar, HomePlate Youth Services, Somali Empowerment Circle and the City of Beaverton to gather their ideas on project design. This process highlighted the importance of outdoor space that fosters community and pride in residence.

As a response to its engagement findings, REACH developed a site plan that included a woonerf to help maximize outdoor areas while also addressing the site's access constraints. Other outdoor amenities include a picnic/lawn area, play structures and a pedestrian walking loop. Indoor areas include a fitness room, full-sized kitchen, bike parking, and a community pantry operated in partnership with the Oregon Food Bank. Laundry rooms will be centrally located with flexible community spaces and play areas.

The proposed 81-unit building includes studios and three-bedroom apartments. REACH proposes placing studio units adjacent to three-bedroom units and using a preference policy to prioritize placement of extended family members within those studios. Sixty percent of the units are studios or one-bedroom units based on the strong preference REACH received for those units through their engagement process. Over 40 percent of the units will be available to households earning 30 percent of Area Median Income (AMI) or below.

The development team includes Colas Construction, Bienestar, and Salazar Architect. Colas is the largest Black-owned construction firm in the Pacific Northwest and has ample experience building affordable housing within the region. Bienestar has a long history of working with Latinx and immigrant communities within Washington County and will be providing services to the residents of the proposed project. Salazar



Architects also has a history of designing contemporary and collaborative affordable housing projects, including the recently approved Las Adelitas project in Portland.

Glisan Family

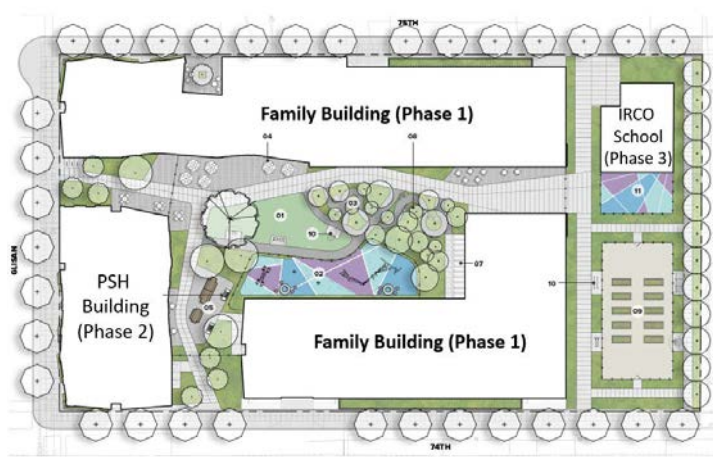


Related NW in partnership with Immigrant and Refugee Community Organization (IRCO) are developing 96 units of family-oriented housing on part of Metro’s property at 432 NE 74th Ave in Portland. Glisan Family, also named Aldea at Glisan Landing, will include studios, one-, two-, three-, and four-bedroom units ranging from 400 SF to 1,200 SF. Income levels will range from 30 percent to 60 percent. The building will be four stories tall and constructed on a concrete podium with 62 parking spaces. IRCO also plans to build a multi-cultural preschool adjacent to the family building on a separate parcel. SApGlisan Family and the preschool parcel are scheduled to close on March 2nd, 2023. While the housing portion of the site will begin construction soon after, additional fundraising is needed for the preschool which is not receiving any housing bond funding. The preschool is anticipated to begin construction at the end of 2023.

Related Northwest is a division of Related California. The company has developed 16,000 residences and has more than 3,000 affordable units in predevelopment in San Francisco, Los Angeles, Irvine and Portland. Related is backed by The Related Companies, L.P. of New York, a privately owned real estate firm with over \$60 billion of assets.

IRCO was founded in 1976 and has over 40 years of experience working with refugee and immigrant communities. IRCO will provide culturally specific family services targeting BIPOC, new arrival families, immigrants, refugees and multi-generational families including seniors. IRCO will also operate the multi-cultural preschool as well as educational classes, translation services and economic programs.

Glisan PSH



Related NW in partnership with Catholic Charities is developing Glisan PSH, a 41 unit enhanced supportive housing building on the remainder of Metro’s property at 432 NE 74th Ave in Portland. Glisan PSH, also named Beacon at Glisan Landing, will include all studio PSH units that will be supported by project-based vouchers and serve residents earning 30 percent of AMI or below. Glisan PSH will build off of Catholic Charities’ experience managing the Kenton’s Women’s Shelter and will focus on providing housing for survivors of domestic violence. The ground floor of the building will include a commercial kitchen and retail storefront operated by Stone Soup PDX, which will provide job training to residents and the community at large. Glisan PSH is scheduled to begin construction in May 2023.

Catholic Charities was founded in 1933 to combat poverty and injustice throughout Western Oregon by operating an array of programs and services to meet the needs of the most vulnerable people in the community regardless of faith. Expanding on their experience operating the Kenton Women’s Village, Catholic Charities will provide wraparound services to the 41-unit permanent supportive housing units.

Portland Value Inn



Community Partners for Affordable Housing (CPAH) and HAKI Community Organization were selected as the preferred development team for Metro’s Portland Value Inn property at 10450 SW Barbur Blvd in Portland. The development team submitted the highest rated proposal following PHB’s 2022 Metro Bond Opportunity Solicitation that closed in January 2023. The team proposes to build 77 units on the one-acre property that will serve formerly homeless families and immigrant communities. It will include eight studios, 19 1-bedroom units, 34 2-bedroom units, eight 3-bedroom units, and eight 4-bedroom units. Planned amenities include a community room with a shared kitchen, a second flexible community space, lending library, computer stations, and flexible outdoor space. The proposed project will also include 44 on-site parking spaces.

Humanity Assistance Kindness Interculturalism (HAKI) Community Organization will provide resident services along with CPAH. These services will include eviction prevention, job training, community building, and both after school and summer youth programs. Urban League of Portland will provide additional culturally specific supportive services for 15 PSH units in the project.

Pipeline Projects

In addition to the four SAP projects with selected developers (Glisan PSH, Glisan Family, Elmonica, and Portland Value Inn), SAP has three sites under control which do not yet have developers selected. These are Gresham Civic NE parcel, Boone's Ferry Road in Lake Oswego, and Walker Road in Hillsboro. A developer solicitation is currently open for the Gresham Civic NE Parcel site. Developer selection is in process for the Walker Road site. An RFQ is scheduled to be released in early February for the Boone's Ferry Road site.

SECTION 3: ADVANCING EQUITABLE OPPORTUNITY IN PLANNING AND CONSTRUCTION

In keeping with the guiding principle of leading with racial equity, local implementation strategies include commitments to advance racial equity through the planning and construction process, including goals for the amount of contract dollars (hard and soft costs) that will be paid to COBID-certified Minority, Women, and Emerging Small Business (MWESB) firms and strategies for encouraging inclusion of women and people of color in the workforce. Goals and tracking commitments for workforce diversity vary across jurisdictions and projects. Within three months of construction completion, each project will report on contracting outcomes and those tracking workforce diversity will report on workforce outcomes. This data will be included in future annual progress reports.

Describe progress toward implementing the equitable contracting and workforce strategies described in your LIS. Be sure to address the following elements:

- a. Progress toward achieving the equitable contracting goals and strategies in your LIS*
- b. Progress toward advancing the workforce diversity goals and strategies in your LIS*
- c. If applicable, work complete or underway to expand local capacity to monitor and report on contracting and workforce outcomes*

Metro's SAP program works in partnership with Local Implementing Partners to set equitable contracting goals and workforce tracking goals for projects developed on SAP sites. For Elmonica Station, REACH CDC established a 35 percent minimum goal for COBID-certified hard cost and professional services. The team has set an aspirational goal of 50 percent COBID participation for hard costs and 70 percent for professional services. Both the project architect, Salazar, the general contractor, Colas, are COBID certified firms. In addition, COLAS is a BIPOC-owned prime contractor with a history of developing a racially equitable and diverse construction workforce.

For the Glisan Family and PSH projects, Related NW with LMC/ALMAR Impact Builders and Holst Architecture established a 35 percent minimum goal for COBID-certified hard cost and 30 percent for professional services. Holst is a certified women business enterprise and disadvantaged business enterprise. LMC is partnering with ALMAR Contracting, a BIPOC owned contractor, to help maximize participation from other BIPOC-owned subcontractors.

Walsh Construction has partnered with O'Neill Construction, a COBID certified minority owned business, to form Walsh O'Neill Community Builder, which will serve as general contractor for CPAH's Barbur Portland Value Inn project. CPAH is targeting a 30 percent COBID participation goal for hard and soft costs.

For current and planned RFQ's, Clackamas County, the City of Gresham, and Washington County have each committed to 20% COBID participation on both hard costs and soft costs.

Figure 3. Equitable contracting goals and outcomes

Project name	Developer, General contractor	Actual/expected construction completion	Contracting goals <i>% of total contract amounts paid to...</i>		Contracting outcomes <i>% of total contract amounts paid to...</i>	
			<i>Project goal (% hard costs)</i>	<i>Project goal (% soft costs)</i>	<i>Project outcome (% hard cost)</i>	<i>Project outcome (% soft cost)</i>
Elmonica Station	REACH CDC, Colas	Oct-2024	35%	35%	TBD	TBD
Glisan Family	Related NW + IRCO, LMC/Almar	Feb-2025	35%	30%	TBD	TBD
Glisan PSH	Related NW + Catholic Charities, LMC/Almar	Feb-2025	35%	30%	TBD	TBD
Barbur Value Inn	CPAH + HAKI, Walsh	Nov-2025	30%	30%	TBD	TBD
Troutdale	Home Forward, Bremik	Oct-2024	28%	20%	TBD	TBD

For projects that provided a minimum and maximum (or "stretch") goal, please use the "minimum goal."

The City of Portland requires workforce tracking on all its housing bond projects and has set aspirational goals of 22% minority workforce participation at both the journeyman and apprentice levels and 9% woman workforce participation at both the journeyman and apprentice levels. For the Walker Road RFQ, the City of Hillsboro will give added consideration to proposals that include workforce tracking. For the upcoming Boone's Ferry Road solicitation, Clackamas County will also require workforce tracking. The City of Beaverton anticipates tracking workforce participation during the construction of Elmonica Station.

Figure 4. Workforce diversity goals/outcomes (as applicable based on LIS and project)

Project name	Implementing Jurisdiction	Developer, General contractor	Workforce tracking?	Prevailing wage	Notes and preliminary progress
			Y/N	BOLI, Davis Bacon, N/A	
Elmonica Station	City of Beaverton	REACH CDC, Colas	Y	Davis Bacon	Project in land use review, construction as soon as Fall 2023
Glisan Family	City of Portland	Related NW, LMC/Almar	Y	N/A	Construction begins March 2023
Glisan PSH	City of Portland	Related NW, LMC/Almar	Y	BOLI	Construction begins May 2023
Barbur Value Inn	City of Portland	CPAH + Haki, Walsh	Y	Davis Bacon	Construction anticipated June 2024
Troutdale	Home Forward/Multnomah County	Home Forward/Bremik	Y	N/A	Project in land use review

For projects that provided a minimum and maximum (or “stretch”) goal, please use the “minimum goal.”

SECTION 4: ADVANCING EQUITABLE HOUSING OPPORTUNITY, ACCESS, AND STABILITY

The guiding principles for the Affordable Housing Bond Program include commitments to lead with racial equity and to create opportunity for those who have been left behind by the region’s housing market, especially communities of color, families with children and multiple generations, people living with disabilities, seniors, veterans, households experiencing or at risk of homelessness, and households at risk of displacement. Each local implementation strategy defines commitments and strategies to ensure affirmative marketing, low-barrier lease up practices, and culturally responsive programming—in addition to location priorities that affirmatively further fair housing and support community stability for those who have experienced displacement or risk of displacement. Once projects begin to lease up, data will be collected to report on marketing and lease up metrics and demographics of the initial resident population.

Describe progress toward implementing your LIS strategies for supporting fair housing access and community stability through project locations, affirmative marketing strategies, and lease up. Please highlight any best practices, lessons learned, or opportunities for improvement. Be sure to address the following:

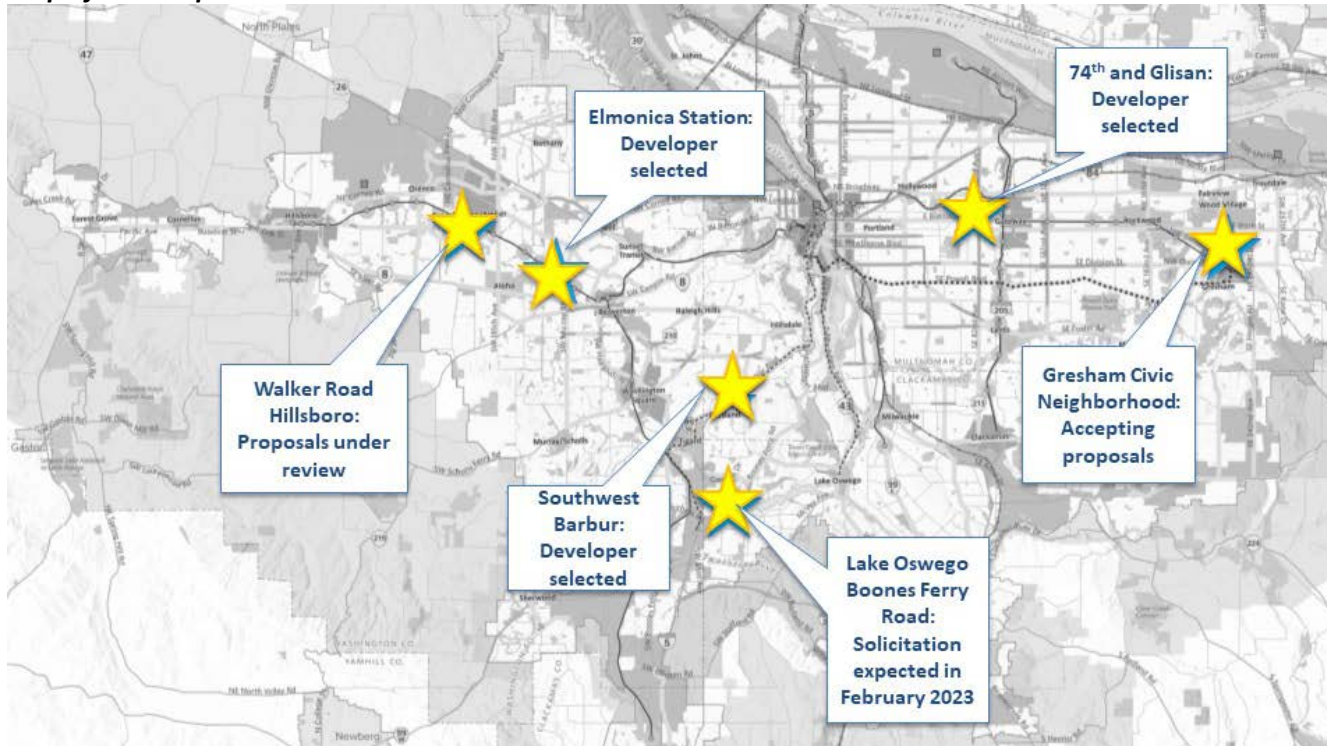
- a. *How locations of selected projects supported the location strategy described in your LIS, and any location priorities for future solicitations (feel free to include a map if you can)*
- b. *How projects are incorporating affirmative marketing strategies, partnerships for referral, and low-barrier lease-up*
- c. *Specific strategies for leasing permanent supportive housing units (e.g. coordinated referrals)*
- d. *Plans and partnerships to align culturally specific/responsive programming and services to meet the needs of tenants.*

- e. For projects that are currently leasing or have completed the initial leasing process, please share any preliminary information about affirmative marketing and fair housing outcomes, including demographics of residents relative to who the project seeks to serve*

Metro's Site Acquisition Program seeks to provide affordable housing sites in a geographically distributed manner within each of the eight implementing jurisdictions. The SAP targets properties that will help expand the affordable housing supply in Metro Equity Focus Areas and/or areas with limited existing income-restricted housing. To date SAP has acquired three properties (Walker Road, SW Barbur, and Boone's Ferry Road) and contributed three Metro TOD acquired properties (Glisan, Gresham Civic, and Elmonica). Based on surveys of residential preferences of affordable housing residents in the SAP LIS, Metro has prioritized sites in locations near key amenities including transit, grocery stores, parks, and elementary schools. Metro has also sought to acquire sites in areas at risk of gentrification and displacement such as Barbur Boulevard in Southwest Portland and northeast Portland, and in locations where there is limited existing affordable housing, such as the Walker Road site in Hillsboro's Tanasbourne neighborhood, and the Boone's Ferry Road site in Lake Oswego's Lake Grove neighborhood. Metro is currently seeking one additional site in Washington County and has a signed LOI for a property in the Aloha area near a proposed bus rapid transit line on Tualatin Valley Highway. Neighborhoods near proposed transit improvements are at increased risk of future gentrification.

When preparing developer solicitations, Metro has often conducted site specific engagement to supplement the efforts of the local implementation partner. This engagement has highlighted the value that low-income people and people of color place on programming and services that are specifically tailored to the anticipated resident population. As a result, each of the SAP projects selected so far has had a culturally specific partner. At Elmonica Station, the developer, Reach CDC, has partnered with Bienestar and Somali Empowerment Circle to provide resident services. At the Glisan Family project, Related NW has partnered with IRCO to provide resident services and to develop and operate a multicultural pre-school program. Finally, at the Barbur Value Inn site, CPAH will be partnering with HAKI to provide culturally specific resident services.

Map of SAP Properties



The properties above are distributed across all three counties and five of the seven implementing jurisdictions. In Multnomah County, SAP has allocated its funds to support Home Forward’s project in the historic Old Town of Troutdale. In Washington County, SAP is in negotiations with a property owner to acquire an affordable housing site in Aloha.

Figure 5. Summary of project plans and partnerships for affirmative marketing and culturally responsive services

Project name	Who the project seeks to serve	Plans/partnerships for affirmative marketing	Plans/partnerships for responsive services
Elmonica Station	Multi-generational families, homeless youth	Bienestar, Homeplate, Somali Empowerment Circle, REACH CDC	Bienestar, Homeplate, Somali Empowerment Circle, REACH CDC
Glisan Family	Families, immigrants and refugees	IRCO, Quantum	Catholic Charities, IRCO, PDX Urban Gardens, Children’s Book Bank.
Glisan PSH	Survivors of domestic abuse, women-identifying single households	Catholic Charities / Kenton Women’s Shelter, Quantum	Catholic Charities, Stone Soup PDX
Barbur Value Inn	Formerly homeless families, immigrants and refugees	HAKI, Urban League of Portland	HAKI, Urban League of Portland

Figure 6. Physical accessibility features

Project name	Number of ground floor units	Number of ADA (Type A) units	Universal design (Y/N)	Notes on other accessibility elements
Elmonica Station	TBD	TBD	Y	Project at early stages of design
Glisan Family	0	5	Y	4 accessible parking spaces, 1 van accessible
Glisan PSH	0	3	Y	

SECTION 5: COMMUNITY ENGAGEMENT TO INFORM PROJECT OUTCOMES

In keeping with the Affordable Housing Bond Program include commitments to lead with racial equity, each local implementation strategy defines commitments and strategies for ensuring that people of color and members of other historically marginalized communities are engaged in shaping project outcomes. To ensure that we can measure these outcomes, Metro is encouraging and supporting jurisdictional and development partners in collecting and reporting on demographic outcomes for community engagement. While this data is not expected to be complete/thorough for each project, the goal is to expand best practices for tracking and reporting on demographic outcomes.

Each jurisdiction not only reports on WHO was engaged, but WHAT activities were done, WHAT themes came from the engagement, and WHAT changes were made in response, as well as any partnerships used to support reaching community members.

Use tables below to report on your progress implementing your LIS strategies for ongoing community engagement. You may share any additional information in narrative form.

When preparing developer solicitations, SAP has often conducted site specific engagement to supplement the efforts of the local implementation partner. SAP's approach to engagement typically combines a diverse stakeholder body of 12-24 participants plus a survey focused on low-income households in the surrounding area. Metro has conducted site specific engagement for the Glisan, Barbur Value Inn, and Boone's Ferry Road sites. Work is underway with the City of Hillsboro to support and guide developer-led engagement for the Walker Road site.

For the Elmonica site, REACH conducted engagement efforts prior to development of the project design. They conducted engagement with residents of REACH's other properties to develop programming at the Elmonica site.

Additionally, Metro conducted engagement with eight culturally specific community-based organizations to identify the qualities of equitable and effective partnerships with affordable housing developers and incorporate best practices into future development solicitations to better advance Metro's racial equity goals by supporting successful partnerships with community-based organizations.

Figure 7. WHO WAS ENGAGED: Summary of SAP led community engagement demographics (add rows as needed)

Project or engagement event	Total participants	Were demographics tracked? (Y/N)	If yes, how many voluntarily reported demographics?	Of those reporting demographics...						
				% people of color	% people with low incomes	% older adults (over 60)	% limited English proficiency	% immigrants and refugees	% existing tenants in building	% people who have experience homelessness
Boone’s Ferry Road Stakeholder Panel	23	Y	18	27%	47%	53%	Did not collect	Did not collect	9%	44%
Boone’s Ferry Road Survey	36	Y	34	16%	35%	50%	Did not collect	Did not collect	Did not collect	34%
Barbur Value Inn Stakeholder Group	18	Y	14	81%	52%	Did not collect	Did not collect	Did not collect (but approx 50%)	Did not collect	40%
Barbur Value Inn Survey	185	Y	161	74%	75%	16%	Did not collect	Did not collect	Did not collect	61%

Additional information:

For Boone’s Ferry Road survey, 53% had one or more disabilities. For Boone’s Ferry Road stakeholder group, 59% have one or more disabilities. For Barbur survey, 63% spoke a language other than English at home (important but different from limited English proficiency) and 33% had one or more disability. For Barbur stakeholder group, 45% spoke a language other than English at home and 56% had one or more disabilities.

Figure 8. SAP LED ENGAGEMENT ACTIVITIES, THEMES AND OUTCOMES (add rows as needed)

WHAT YOU DID Include engagement done by developers/CBOs on all your projects in 2022. List community engagement activities such as “focus group,” “3 listening sessions,” “survey,” etc.	WHAT YOU HEARD Summarize major themes of feedback from each engagement activity, e.g. “more large units,” “more garden space,” “preferred cool exterior colors,” etc.	WHAT YOU CHANGED Summarize what changes were made to project in response to each theme of feedback, e.g. “added 5 more three- and four-bedroom units,” “increased garden space,” etc.
Boone’s Ferry Road stakeholder group	Desire for a development team that could build connections between tenants and neighborhood, design that provide residents access to nature and trees, beauty and convenience, community connection, design that helped residents conveniently meet practical needs such as mobility, laundry, storage, and internet access.	Priorities incorporated into a value statement which will be included in RFQ.
Boone’s Ferry Road survey	See above	
Barbur Value Inn stakeholder panel	Owner/operator with strong community ties and commitment to serving local population. Peacefulness and community connection.	Priorities incorporated into a value statement included in the RFQ.
Barbur Value Inn Survey	See above	

Figure 9. Summary of SAP community engagement partnerships

	Total community-based organizations	Culturally specific organizations	Faith-based organizations	Other community-based organizations <i>(not culturally specific or faith based)</i>
Number of partnerships	2	2	0	
List of organizational partners	SW Equity Coalition, HAKI Community Organization	SW Equity Coalition, HAKI Community Organization		
Outreach strategies used (NOT engagement activities, but how you got people to engage, e.g. tabling, emails, phone calls, etc.)	Direct connection by email, phone, video chat, with members of community-based organizations, businesses and other groups. Email invitation to participate in surveys (that went to service providers and neighborhood members). Direct phone calls to immigrant community members to take their survey responses.			

SECTION 6: CLIMATE RESILIENCE AND SUSTAINABILITY

The historic heat wave experienced by the Pacific Northwest in June 2021 made it clear that climate change is not only a challenge for the future; it's here. How are your projects incorporating cooling strategies to keep people safe as temperatures increase? More broadly, how is your jurisdiction working with affordable housing developers to support climate resilience and climate smart building strategies? What challenges do you face and what opportunities do you see for regional coordination?

REACH CDC is incorporating a dedicated outdoor air system and a packaged terminal heat pump system to provide cooling to the Elmonica Station project. Related NW is incorporating a combination of whole building air conditioning and PTHP systems to cool Glisan Family and PSH. CPAH is committed to incorporating cooling options into the Barbur Portland Value Inn project.

In addition to partnering with local jurisdictions to support the requirement that all projects going forward incorporate cooling strategies, SAP's site-specific engagement work has resulted in the prioritization of natural cooling through trees and landscaping in the RFQ's for the Glisan and Boone's Ferry Road sites. Given the rising cost of land in the region, particularly on sites near important amenities, there will continue to be trade-offs between provision of housing, parking, and trees and landscaping on the limited land available for affordable housing development.