

SOUTHWEST CORRIDOR EQUITABLE HOUSING STRATEGY

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

NAME (PRINT)

ADDRESS AND ZIP CODE (Optional)

Email (Optional)

✓ John Gibbon	9822 SW Quail Post Rd. PDX	jtgarvagan@aol.com
✓ Andre' Bayle	PSC	andre@groupaob.com
Rachad Duke	_____	rduke@eparkinc.org
Amina Omar	11817 SW 61st portland OR 97219	Oamina232@gmail.com
✓ Layla Omar	6210 SW Pomona St APT 4 portland OR 97219	layla.omar@vahoo.com

Moore-Love, Karla

From: Iain Mackenzie <i.f.mackenzie@gmail.com>
Sent: Thursday, October 4, 2018 11:59 AM
To: Council Clerk – Testimony
Subject: Southwest Corridor Equitable Housing Strategy

I am writing in full support of the Southwest Corridor Equitable Housing Strategy. I urge the city council to vote yes on the resolution and to aggressively move forward in implementing the strategies outlined in the report.

Regards,

Iain MacKenzie

Moore-Love, Karla

From: Holly Balcom <holly.balcom@gmail.com>
Sent: Thursday, October 4, 2018 11:28 AM
To: Council Clerk – Testimony
Subject: SW CORRIDOR EQUITABLE HOUSING STRATEGY

I'm emailing in support of the City Council agenda item 1040, Mayor Wheeler's resolution to "Adopt the Southwest Corridor Equitable Housing Strategy and direct early implementation actions."

We are planning to spend a massive amount of public money in this area, and their plan to protect existing renters while encouraging more homes to be built would help the benefit to be shared among more people.

Thank you
Holly Balcom
2158 NE Halsey St ,
Portland, OR 97232



373891

Oct. 2nd, 2018

AUDITOR 10/03/18 PM 3:11

Mayor Ted Wheeler
Commissioner Amanda Fritz
Commissioner Chloe Eudaly
Commissioner Dan Saltzman
Commissioner Nick Fish

Via e-mail

Dear Mayor Wheeler and members of Portland City Council:

As a civil rights organization dedicated to eliminating discrimination in housing and ensuring access to housing opportunity throughout Oregon, the Fair Housing Council of Oregon strongly supports the anti-displacement and fair housing strategies included in the SW Corridor Equitable Housing Strategy.

Local governments and their partners have an opportunity to create new resources and enforce regulations to ensure low-income households and communities of color receive the benefits of development rather than just the burdens of displacement that often result from large public infrastructure projects, such as the light rail project and ensuing redevelopment within the SW Corridor.

We all are well aware of the history of racial discrimination and exclusion in and around the corridor; areas in south Portland along the preferred alignment were redlined in the 1930s and 1940s while neighborhoods in the SW hills included private racially restrictive deed covenants on properties that denied people of color the opportunity to own those properties. The impacts of this history still are with us today when we look at the racial disparities in housing cost burden, homeownership, and income in the corridor and throughout the region.

The public investments now coming to this area must be made with the explicit goals of addressing this unjust history, eliminating these disparities, and creating better outcomes for all members of our community.

The opportunity to do the right thing and learn from past missteps does not come along often. The Portland City Council and its regional partners have an opportunity to create a national best practice in foresight for community development by following through on the commitments in the SW Corridor Equitable Housing Strategy. But Portland, Metro, Tigard, and Tri-Met must begin to act immediately.

Buying land for future affordable housing and purchasing existing naturally occurring affordable housing, such as apartment buildings, along the corridor to preserve their affordability should be our top priorities. These capital investments must be paired with new tenant protections and services and increased enforcement of existing laws and regulations. Specifically, we recommend targeted education

1221 SW Yamhill Street, Portland, Oregon 97205



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about and enforcement of fair housing laws in the corridor as the area becomes more desirable and displacement pressures on current low-income residents and existing communities of color rise.

We commend your leadership and foresight on the issues of fair housing and transit equity, and we look forward to following the progress of this unique opportunity for a model partnership with our communities in the SW Corridor.

Sincerely,

A handwritten signature in black ink that reads "Allan Lazo".

Allan Lazo

Executive Director

cc:

Shannon Callahan, Director, Portland Housing Bureau

Joe Zehnder, Chief Planner, Portland Bureau of Planning and Sustainability

Ryan Curren, Project Manager, Portland Bureau of Planning and Sustainability

September 28, 2018

Dear Mayor Wheeler and Portland City Commissioners,

The Network for Oregon Affordable Housing (NOAH) is a statewide non-profit that provides financing for multifamily affordable housing projects. Since 1990, we have originated over \$300 million of loans under several financing programs while also advocating for strong public policies and resources for affordable housing.

NOAH has had the pleasure of participating this past year on the SW Corridor Equity and Housing Advisory Group. We are now pleased be writing in support of the SW Corridor Equitable Housing Strategy. Thank you for providing the leadership to ensure this strategy has clear race and social equity goals. By committing the public resources necessary to give voice to historically marginalized people in the planning process you have greatly increased the likelihood this strategy will help reduce the long-standing race and economic disparities in our region.

Now the broad base of stakeholders that participated in the development of this strategy are poised to begin the hard work of achieving our shared goals. To start, we need leadership from Portland City Council and the other partner jurisdictions to work together to fully fund and implement this strategy. Early and persistent funding commitments will demonstrate this housing strategy is a serious plan. Specifically, I urge you to commit resources toward these actions:

1. **Make immediate investments in property acquisitions of building sites and market rate apartment buildings in areas with high displacement risk.** Portland housing bond resources are available now and some should be targeted for this purpose. Over the course of this strategy additional public and private acquisition capital will need to be secured. For our part, NOAH stands ready to deploy loan capital in the corridor using its Oregon Housing Acquisition Fund. Established cultural communities have organized in the corridor are ready to work with cities and nonprofits to acquire key buildings and sites once capital is available.
2. **Commit to persistent and long-term housing investments in the corridor.** After acquisition, long term gap financing investments will be necessary to develop or redevelop properties. Without a clear and strong public commitment, affordable housing developers will be unwilling to risk purchasing sites or buildings for affordable housing. Since 2008 NOAH has administered the Oregon Housing Preservation Project, a successful public-private partnership to preserve federally rent assisted properties statewide. The City of Portland has been an important partner in this project. Under Commissioner Nick Fish's steady leadership as Housing Commissioner, the initiative successfully preserved each of the city's 11x13 portfolio. The key to success was the availability of capital for acquisitions (many using NOAH's Acquisition Fund) followed by the investment of permanent City-funded gap capital for the redevelopment and permanent preservation of these projects. These investments were carefully coordinated with Oregon Housing and Community Services for maximum benefit. Clearly articulated public goals backed by persistent allocations of public resources gave our affordable housing partners the

confidence to acquire and preserve these projects. Today and for years to come they will continue to serve very low-income households. This same two-pronged public financing approach will be needed to successfully execute the 10x10 housing strategy in the corridor.

- 3. Invest in community infrastructure to continue to engage low-income households and communities of color.** Community based nonprofits like CAT, CPAH, Muslim Educational Trust, UniteOregon, and others have done an incredible job engaging households in the corridor most impacted by the housing crisis. As the strategy is implemented, ongoing funding should be invested so these organizations can maintain and grow the civic network that has formed. An early investment in these groups will demonstrate a commitment to the strategy's aspirational goals. Without lead organizations on the ground, these strategies usually wither and die.

Our organization is committed to help solve the housing affordability crisis. This corridor-wide housing strategy represents a unique opportunity to be of the solution. We look forward to working with you and our community partners to seize this opportunity.

Sincerely,



Bill VanVliet, Executive Director

Network for Oregon Affordable Housing

Moore-Love, Karla

From: Jonathan Levine <radiantclarity@gmail.com>
Sent: Sunday, September 30, 2018 12:17 PM
To: Council Clerk – Testimony
Subject: SW Light Rail, Barbur v Taylor's Ferry Options

TWIMC,

Jonathan Levine here, resident of the Crestwood neighborhood in SW Portland, which abuts both Barbur Blvd and Taylor's Ferry Rd.

I applaud the idea of light rail between downtown Portland and Bridgeport. I applaud the idea of developing affordable housing — lots of affordable housing — along the new light rail line. Thanks to all involved for their hard work in bringing these things closer to reality.

That said, I can not applaud — in fact I must boo and hiss — the idea of bringing the light rail line out Taylor's Ferry Road, which appears to be Option 1 for the Barbur Transit Center area. This is a very bad idea. Option 2 seems to be staying on Barbur Blvd., or more precisely running the rail line slightly east of Barbur Blvd. In this case the second option is far, far better.

Why? Well, currently 3 of the worst intersections in the Portland Metro Area are Taylor's Ferry & Capitol Hwy, Taylor's Ferry & Barbur Blvd, and Capitol Hwy & Barbur Blvd. The three intersections form a very messy triangle right across the street from Barbur Transit Center. Keeping in mind that these three intersections are at the center of a delicate transport eco-system that includes two freeway exits, I find it hard to believe that any rail line running *at grade* along Taylor's Ferry Rd isn't going to double or triple or possibly quadruple or quintuple the existing problems. If anyone believes otherwise, I would be very grateful to hear their arguments.

I think it would be greatly beneficial for anyone involved in decision-making on this project to come out to the Barbur Transit Center area some morning or evening rush hour, preferably both, preferably after the rains start so you can see the full effect. If you would like a local guide, with a little notice I will be happy to make myself available.

Thanks again to all involved for their hard work in bringing this project closer to reality.

Portland is the last best place, and I would really like my little part of it to remain that.

Best,

Jonathan

Moore-Love, Karla

From: Curren, Ryan
Sent: Friday, September 28, 2018 11:43 AM
To: Council Clerk – Testimony
Subject: Letters for the record
Attachments: CAT letter of support_SW housing.pdf; CHF Support for SWCEHS.pdf; CPAH_SW Corridor Equitable Housing Support Letter.pdf; HomeForward_2018-07-31 SW CORRIDOR LETTER OF SUPPORT.pdf; MET_ SW Corridor Equitable Housing and Strategy Letter.pdf; Neighborhood House_SW Housing Ltr.pdf; OPAL letter of support_SWC housing.pdf; PCC_LOS City of Portland 09-21-2018.pdf; psc_swc-housing.pdf; SW Community Health Clinic_letter of support.pdf; SW Corridor Winkler Letter.pdf; UniteOregon SW Corridor Equitable Housing Support Letter.pdf

Good morning,

I'm emailing you letters we have received to be submitted as part of the City's record when the City Council considers a resolution on the SW Corridor Equitable Housing Strategy next Thursday at 2 PM. Here's the description of the hearing on the City's webpage:

1040 TIME CERTAIN: 2:00 PM – Adopt the Southwest Corridor Equitable Housing Strategy and direct early implementation actions (Resolution introduced by Mayor Wheeler)

Please confirm when these letters have been included in the record.

Best regards,

Ryan

Ryan Curren
 Bureau of Planning and Sustainability
Southwest Corridor Equitable Housing Strategy
 Pronouns: he/his
 Cell – 503.823.4574

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503-823-7700: Traducción o interpretación | Chuyển Ngữ hoặc Phiên Dịch | 翻译或传译 | Письменный или устный перевод | Traducere sau Interpretare | Письмовий або усний переклад | 翻訳または通訳 | Turjumida ama Fasiraadda | ການແປພາສາ ຫຼື ສາຍສຽງ | الترجمة التحريرية أو الشفهية | www.portlandoregon.gov/bps/71701



Tuesday, September 4, 2018

Dear Mayor Wheeler and City of Portland Commissioners,

The Community Alliance of Tenants (CAT) works to educate and empower tenants about their rights, and support them to assert those rights to demand safe, stable and affordable homes throughout Oregon. Since 1996, CAT has addressed the impacts of Oregon's decreasing supply of safe, affordable housing, and the absence of meaningful protections by organizing and activating tenants to collectively advocate for common sense tenant protections and Fair Housing practices and policies that are proven to help people and their families stay housed. We also operate the Renters Rights Hotline, a low-barrier resource for tenants seeking information and advice for how to navigate their housing problems. CAT provides basic navigation services, letter writing clinic, Renters Rights Workshops, and legal consultation referrals when possible.

In 2018 CAT partnered with Portland's Bureau of Planning and Sustainability to build tenant leadership in and around the area of the proposed SW Corridor transportation project. As an organization, we also participated as members of the SW Corridor Equity and Housing Advisory Group, advancing our engagement approach that built skills and community among low-income tenants in SW Portland to help develop many of the anti-displacement strategies now included in the SW Corridor Equitable Housing Strategy. In our experience, the strategy is the right menu of actions, and it is imperative that Council enact new regulations and bring new financial resources to bear to ensure the strategy's success. It is our hope that a new model of Development-without-Displacement be used when initiating large scale public investments such as this, and that low- and moderate-income residents actually benefit from the improved public transportation and neighborhood revitalization, as opposed to being priced-out and excluded from local schools, parks, and services they've grown to depend on.

CAT asks that Council consider city development holistically as a primary actor that impacts the entire Portland metropolitan region. As a city, we ask that Portland learn lessons from the recent development boom predicated on light rail infrastructure along the Yellow Line. The Portland African American Leadership Forum estimates the displacement of historic African American Portlanders from Albina at over 10,000 people. Where do we suppose they moved to? CAT talks with tenants everyday in places like Gresham, Fairview, unincorporated Clackamas County, Tigard, and Sherwood, who commonly tell us their story of migration across the region in search of rents their families can afford, and the frustration they feel at being forced out and their communities rapidly replaced, as if they never mattered. What concerns us more, is that once a family's housing instability begins with the first displacement event of an eviction or excessive rent increase, the cycle is more likely to repeat as they move from town to town where development pressure mounts with regional investments such as these. A clear lesson learned is one that recognizes and takes accountability for past actions, supporting those communities which were most impacted through the waves of Portland's development, while also preparing to not make the same mistake again. We cannot emphasize this enough, communities of color will not stand for it.



In order to succeed at Development-without-Displacement it will be necessary for the City to consider new regulations that support families' stability, while cultivating new resources that make housing actually affordable to low-income families.

CAT will continue to work with tenant leaders in the corridor to advocate for anti-displacement centered policies and programs, as well as the budget to effectively implement such actions. We hope that the City of Portland will demonstrate their power and stand alongside communities most affected, to be a part of the solution to displacement in Portland. We urge you to adopt the following specific and early actions that can advance equitable outcomes:

- *Pass new tenant protection legislation.* Tenant leaders in the corridor presented their Community Based Solutions to Commissioner Eudaly and Metro Councilor Bob Stacey at Markham Elementary School on May 13. We hope to see many of these proposals adopted in the first year of the strategy.
- *Identify new resources for anti-displacement services.* Legal aid, emergency rental and utility assistance, and tenant organizing and education should be targeted to tenants along the corridor as light rail planning continues to attract speculative investment in rental housing.
- *Seed an affordable housing acquisition fund.* The Portland State University study of unregulated affordable housing identified over 11,000 unprotected lower cost rental apartments that will assuredly become out-of-reach to many low-income tenants by the time light rail service begins in 2027. Buying some of these buildings in collaboration with local tenant leaders must be a top priority of City Council, Portland Housing Bureau, and mission driven housing developers.
- *Resource community based organizations.* The first year of the strategy will be critical to lay a foundation, in which effective implementation will require deepening relationships with grassroots groups that work to strengthen the voices of low-income residents, or those of us on the "frontline" of this housing crisis. Resources are needed for us and our other non-profit partners to continue vital community development and asset building along the corridor.

We believe housing is the foundation of strong communities in the SW Corridor. Everyone should have stability that quality housing and transit service provides, regardless of their ability to pay. We know displacement pressures have ramped up in the corridor, and continue to grow with little regard to those who are priced out. By adopting this strategy, Council has the opportunity to show the region what development without displacement can look like; showing actionable leadership towards equitable outcomes.

Sincerely,

Katrina Holland
Executive Director
Community Alliance of Tenants

Community Housing Fund
3700 SW Murray Blvd., #190
Beaverton, OR 97005
503.846.5794



Mayor Wheeler and
Councilors Fritz, Fish, Eudaly and Saltzman
City of Portland
1221 SW 4th Avenue, Room 130
Portland, OR 97204

RE: Support for SW Corridor Equitable Housing Strategy

Dear Mayor Wheeler and Council Members:

The Community Housing Fund (CHF) has participated on the SW Corridor Equity and Housing Advisory Group over the last year. We are pleased to see our priorities reflected in the draft SW Corridor Equitable Housing Strategy. At our August meeting, CHF's board voted to formally endorse it.

We know a strategy cannot have an impact unless it has political champions and is fully funded. I'm writing to ask that you accept the challenge of championing this strategy in Portland, and that you work to ensure that TriMet, Metro, and Tigard do their part as well. We hope you will support some early funding proposals for new housing resources to get ahead of the displacement risks in the Corridor--to protect both working families and those living on fixed incomes.


- We ask that you support the **Metro Housing Bond**, as we know that will provide critical resources for projects in the Corridor.
- We have worked with Tigard to help seed projects in their Downtown and Tigard Triangle (urban renewal area) along the Corridor and understand the incredibly important role URA funds have in moving projects forward. The creation of a new **SW Urban Renewal Area** with a strong set aside for affordable housing would help ensure this Strategy moves forward.
- We've had the pleasure of working with community partners like CAT, Muslim Educational Trust, CPAH, Unite Oregon, and others as we explored funding sources for nonprofit developers that would better serve low-income communities of color already feeling displacement pressures. These partners engagement efforts helped us understand that many residents are concerned about displacement as the light rail project planning continues. **Flexible multi-year financial support for community partners** is needed to ensure anti-displacement policies and services help families have the stability they need to stay as their neighborhood develops and new transit service is introduced.

The corridor is rich in economic and ethnic diversity. CHF is committed to leveraging our resources to build on this diversity. We need you and your colleagues to join us and provide leadership and housing resources to ensure this one in a lifetime investment in light rail truly benefits everyone.

Sales, and rent increases, have been brisker along the SW Corridor than in other parts of our region. Families have already been displaced, and this will no doubt continue. While we can't pause market forces, we must get ahead and stay ahead where we can. The share of regulated housing in the Corridor is already low (only about 5%). For 95% of those who live along the SW Corridor, housing stability is precarious at best (and subject to market speculation). We know that as neighborhoods gentrify, low-income and people of color are the hardest hit. These our literally my friends and neighbors, as I live in the Hillsdale neighborhood.

We have the opportunity to make life better for current and future residents, but we must ensure that improved transit doesn't lead to reductions in housing opportunity. I look forward to continued work together, as a resident, and a housing finance partner. Thank you!

Sincerely,



Sheila Greenlaw-Fink
Executive Director



COMMUNITY PARTNERS
FOR AFFORDABLE HOUSING

P.O. Box 23206 * Tigard, OR 97281-3206 * cpahinc.org
Tel: 503.293.4038 * Fax: 503.293.4039 * TTY/VCO: 800.735.2900

Mayor Wheeler and
Councilors Fritz, Fish, Eudaly and Saltzman
City of Portland
1221 SW 4th Avenue, Room 130
Portland, OR 97204

Dear Mayor and Councilors:

Community Partners for Affordable Housing (CPAH) is pleased to support the SW Corridor Equitable Housing Strategy. This is a comprehensive strategy with broad buy-in from government partners, local funders, community-based organizations, and developers.

This strategy is particularly important to CPAH; we provide housing along the corridor starting in Portland and ending with a senior housing community in Tigard. We have currently received funds from Oregon Housing and Community Services to develop a housing community in the Tigard Triangle, steps away from a proposed light rail station. We know that there is great synergy between affordable housing and mass transit and we commit to ensuring all our housing communities have access to transit opportunities.

However, with public investment comes the risk of rapidly increasing housing costs. This housing strategy is a unique opportunity to stop the overwhelming trend of displacement and meet the needs of the low-income families living in the corridor while also providing affordable housing for the thousands of families expected moving her in the next 10 years. CPAH and our community partners are ready to do our part. We need leaders like yourself to stand with us and commit to directing resources to the corridor and helping other government partners like TriMet and Metro to do their part as well. Specifically we ask that you take these early actions:

1. **Tie up land and acquire apartment buildings.** All public property redeveloped in the corridor should be required to provide some affordable housing. NOAH's acquisition fund should be capitalized with public money to allow nonprofits to purchase land and apartment buildings to be converted to regulated affordable housing.
2. **Direct a portion of a Metro housing bond to the corridor.** This new capital source should have a strong transit-orientation and be used to increase housing choices in areas going through significant change such as the SW Corridor.
3. **Create an Urban Renewal Area along the Portland portion of the corridor with a large set-aside for affordable housing.** This is the biggest new capital source the City could create to implement the housing strategy. The Tigard URA

CPAH does not discriminate against any person on the basis of age, race, color, religion, sex, sexual orientation or gender identity, disability (physical, mental or developmental), familial or marital status, or national origin, in admission or access to, or treatment of, residents, employees or volunteers in any of its projects or programs.



is already helping nonprofits like CPAH develop affordable housing near a future station in Tigard. A Portland resource like this could provide a similar tool for affordable housing.

4. **Fund the request from community based organizations active in the corridor to form a Community Preservation Workgroup.** CPAH has partnered with UniteOregon, Community Alliance of Tenants, Muslim Educational Trust, Momentum Alliance, and others to build a working group of organizations committed to empowering low-income households to help shape the development coming to their community. We want to continue to build this working relationship throughout the implementation of the strategy. We need resources to build our capacity to effectively engage communities of color in the early implementation of anti-displacement services and tenant protections.

Thank you for your service- we look forward to working with you as we learn from the mistakes of our past and as we follow through on this housing strategy.

Sincerely,

Rachael Duke

Rachael Duke
Executive Director



homeforward

hope. access. potential.

37389

07/31/2018

Ted Wheeler
Mayor, City of Portland
1221 SW 4th Ave, Room 340
Portland OR 97204

RE: SW Corridor Equitable Housing Strategy

Dear Mayor Wheeler,

I am writing to you to let you know of Home Forward's support for the SW Corridor Equitable Housing Strategy. Julie Livingston and Pamela Kambur have represented Home Forward on the SW Corridor Equity and Housing Advisory Group. Housing developers, funders, and community-based organizations participated in an inclusive process to ensure the planned investment in light rail service through the SW Corridor will benefit rather than displace low-income households and communities of color in the impacted neighborhoods.

The Equitable Housing Strategy is thoughtful and has broad support among Advisory Group members, but it won't be successful without the political support of local leaders and the financial support of local institutions. I'm hopeful you'll be the City of Portland's champion for affordable and equitable housing in the SW Corridor and will work with TriMet, Metro, and the City of Tigard to deliver on the implementation strategies and recommended actions described in the March 2018 discussion draft. Some of the early actions that deserve attention and priority are:

- **Create new capital sources.** The most promising sources of new capital for development along the corridor are (1) formation of an urban renewal area with a set-aside for affordable housing, and (2) a set-aside of some portion of a future Metro regional housing bond that would be tied to affordable housing development near planned station areas.
- **Fund early acquisition of existing market rate apartment building in areas with a high risk of displacement.** An estimated 8,300 low-income renters currently live in the SW Corridor. Of these renters, people of color are disproportionately cost burdened: 59 percent of Black renters and 45 percent of Hispanic/Latino renters.

Home Forward is especially concerned about the loss of low cost market rate housing as the SW Corridor becomes more desirable to private investors. The Network for Oregon Affordable Housing is poised to increase their acquisition fund if public funding can be secured to improve the financing terms.

- **Recommit to financial support for outreach infrastructure established during the Equitable Housing Strategy planning process.** The Community Alliance of Tenants, the Muslim Educational Trust, Community Partners for Affordable Housing, Unite Oregon, and others partnered during the planning process to engage low-income households in the SW Corridor on behalf of the Equitable Housing Strategy. People are—and will continue to be—concerned about the very real threat of displacement. Please support funding for these partners' Community Preservation Workgroup to strengthen tenant protections and ensure vulnerable households continue to be heard throughout the implementation process.

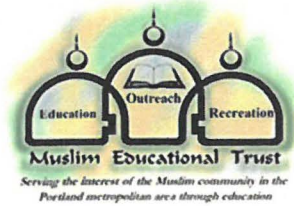
Thank you again for taking a leadership role in affordable housing as planning for light rail continues. Home Forward is eager to work with the City of Portland and other partners to provide more affordable, high quality, and transit-oriented homes in Southwest Portland.

Sincerely,



Michael Buonocore
Executive Director

Copy: Jonathan Trutt, Home Forward
Ryan Curren, Bureau of Development Services

**Mailing Address**

P. O. Box 283, Portland, Oregon 97207

MET Community Center:

10330 SW Scholls Ferry Road
Tigard, Oregon 97223
Phone: (503) 579-6621
Fax: (503) 590-0201
E-mail: metpdx@metpdx.org
Website: www.metpdx.org

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Dr. Don Riggs, Consultant
Dr. Mohammad Siala, Salman Alfarisi Center
Imam Mikal Shabazz, OICO
Mr. David Straight, CSEE
Mr. Harry Wilson, Attorney
Mr. Hamoudi Zouyed, NBZ Consulting
Ms. Nadia Zouyed, NBZ Consulting



In the name of God, Most Merciful, Most Compassionate

May 31st 2018

Mayor Ted Wheeler
City of Portland
1221 SW 4th Ave, Room 340
Portland, OR 97204

Dear Mayor Wheeler,

The Muslim Educational Trust has been engaging our constituents over the last year as part of our participation on the SW Corridor Equity and Housing Advisory Group. We are pleased to see some of our priorities reflected in the draft SW Corridor Equitable Housing Strategy. However, we know a strategy cannot have an impact unless it is championed by leaders like yourself and fully funded. I'm writing to ask that you take on the challenge of being the Portland champion of this strategy and working with TriMet, Metro, and Tigard to do their part as well.

In particular we hope you will support some early budget asks to make immediate investments in community infrastructure, anti-displacement services, and the acquisition of market rate apartment buildings in areas with high displacement risk.

We've had the pleasure of working with other nonprofits like CAT, OPAL, CPAH, UniteOregon, and others as we coordinated engagement with low-income residents already feeling displacement pressures. We have engaged the 60% American Muslims that MET serve of many different ethnic backgrounds like Somali, Kurdish, and Iraqi families living in unrestricted apartment buildings around the mosque along SW Capitol Highway. These residents are concerned about displacement as the light rail project continues. Please support the proposal to fund these partners' request for a Community Preservation Workgroup that can continue to engage vulnerable households as the housing strategy is implemented.

Services like rental assistance and legal aid are needed now to help our community stay in those apartment buildings near the mosque. A robust service package should be funded in the next budget along with some seed money to help nonprofits buy some of the buildings surrounding the mosque. Only then can we be sure these families will have the stability they need to stay as their neighborhood develops and new transit service is introduced.

The corridor is rich in economic and ethnic diversity. If we are to continue to grow as a multi-cultural society we need you and the rest of the City Council to hold true to this vision and provide resources for the community that is there to thrive. Mayor Wheeler, when you support this proposal, you will be remembered in our history. So we can avoid another sad narrative of gentrification in our great history.

Sincerely,

Wajdi Said
President and Co-Founder
Muslim Educational Trust



September, 20, 2018

Mayor Ted Wheeler and Portland City Council
1221 SW 4th Avenue
Portland, OR 97204

Dear Mayor Wheeler and Portland City Council,

Neighborhood House has been an anchor of the SW Portland community for decades. We have seen a lot of changes over that time. The SW Corridor light rail project will bring a lot more change and has the potential to bring many opportunities for the many low-income and senior clients we serve. It also has the potential to result in large scale economic displacement of many vulnerable households coping with rising housing costs. Our clients often struggle with not just one, but multiple challenges and housing instability is at or near the top of the list. That's why we are writing to support the SW Corridor Equitable Housing Strategy.

Our program managers are seeing the impact of the housing crisis on our clients. The low-income seniors on fixed incomes who own their homes and also access our services are reporting multiple letters per week and frequent in-person visits from speculators trying to convince them to sell their homes. The types of financial and legal services these households need are in far too limited supply. We are especially supportive of the recommendations in the housing strategy to increase city-wide anti-displacement services like legal aid, emergency housing assistance, and education. We are ready and able to participate in the provision of those much-needed services.

Neighborhood House is also interested in being a direct part of the solution to this housing crisis. We are seeking to develop affordable housing on our property in Multnomah Village. The high cost of building this housing will require new sources of public funding. We hope resources like a Metro regional housing bond or a possible urban renewal area in SW will bring the type of financial resources critical to making projects like ours become a reality.

Adopting a housing strategy is a major opportunity for the City of Portland to commit to affordable housing before it commits to the light rail project. Such a bold stance is needed when the housing crisis is making it clear that we have neglected the needs of low-income households for far too long. We applaud the Council's actions and hope to work with the City and all of its partners over the next decade to ensure the corridor can grow while still meeting the needs of low-income households and communities of color.

Sincerely,



Chris Chiacchierini
Executive Director



Dear Mayor Wheeler and members of the Portland City Council:

I am pleased to be writing on behalf of OPAL Environmental Justice Oregon and as a member of the SW Corridor Equity and Housing Advisory Group to support the SW Corridor Equitable Housing Strategy. This strategy was developed through a process that ensured the recommendations reflected the needs and priorities of low-income households and communities of color in the corridor. These are the communities that have been most impacted historically by housing and transit development, and the communities most acutely impacted by today's housing crisis. We hope to see the Portland City Council lead the effort to fully fund the strategy and do so in a transparent and accountable manner in full partnership with community organizations continuing to work on transit and housing justice issues in the corridor. Of all the jurisdictions that the proposed light rail alignment will impact, the City of Portland is most well-resourced, has a demonstrated track record of investing in community-led efforts and has the greatest amount of public awareness and support for housing affordability.

Through informed conversations with those who live, work and play in the corridor, we agree with the need for increased transit options which the light rail may provide. We are also keenly aware of the displacement pressures that result from the introduction of new light rail. Without a full mitigation of the displacement pressures by the transit project, it is almost assured that existing low-income households will be able to stay and benefit from the new transit investments. To that end, we hope the City Council will require the following conditions in the ordinance supporting the light rail project and coordinate these conditions with the housing strategy:

1. **TriMet prioritizes affordable housing on all excess properties purchased for the light rail project.** These properties should be transferred at no cost to the mission driven entities such as housing authorities, nonprofit developers, or local jurisdictions.
2. **An appropriate amount of the Metro housing bond should be allocated for anti-displacement investments along corridors receiving new transit investments.** We know displacement will occur when transit is introduced to an area unless land and existing buildings are purchased for affordable housing beforehand. If voters approve the regional housing measure, these new resources should be invested to disrupt this predictable cycle of displacement.

3. **The 2020 transportation funding package should also include a significant funding source for anti-displacement tools.** Tools such as community land trusts, land banking funds (which must be in coordination with a land banking strategy), and building acquisition funds are proven best practices of equitable transit oriented development.

These are some of the actions that will clearly demonstrate you and your colleagues on the City Council are committed to addressing the housing crisis in a tangible manner and will follow through on the housing strategy you adopt. We look forward to working alongside the City and its partners toward achieving our shared goals for housing and transit justice.

Thank you,

Huy Ong
Executive Director



Office of the Executive Vice President
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P.O. Box 19000, Portland, OR 97280-0990
An Affirmative Action, Equal Employment
Opportunity Institution

September 21, 2018

Dear Mayor Wheeler and members of the Portland City Council,

On behalf of Portland Community College and as a member of the SW Equitable Development Strategy Project Oversight Committee, we are pleased to support the SW Corridor Equitable Housing Strategy. This is a comprehensive and achievable strategy with wide support from local funders, nonprofit organizations, government partners, developers, and major institutions like PCC. We are writing to encourage you to champion the strategy and begin the important work of marshalling new resources.

Since PCC's Sylvania's campus was founded in 1968, we've seen the SW Corridor become more economically and culturally diverse, countering the misperceptions of the area as being home only to higher income homeowners. In fact, many of our 26,000 students who attend the Sylvania Campus live in or near the SW Corridor where rents were once relatively cheap compared to other parts of the region. Our current housing crisis changed this. Now a growing number of our students are experiencing homelessness and other forms of housing instability as they are being displaced farther out into the suburbs. This all points to the urgency with which we need affordable housing resources invested in the corridor.

This housing strategy is a unique opportunity to stop this trend of displacement and meet the needs of the low-income families moving into the corridor. PCC is actively exploring the feasibility of offering affordable housing on or near our Sylvania Campus. While we can provide low-cost land, there remains a need for new resources to build the affordable housing. We are encouraged by the recommendations in the housing strategy for Portland and Metro to create a few of these critical sources.

We look forward to working with you and all the other partners in the corridor working toward bringing new transit and affordable housing to the SW Corridor.

Sincerely,

A handwritten signature in black ink that reads 'Sylvia Kelley'.

Sylvia Kelley
Executive Vice President, Portland Community College

A handwritten signature in black ink that reads 'Linda Degman'.

Linda Degman,
Director Planning & Capital Construction



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

Portland Planning and Sustainability Commission

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Eli Spevak

Mike Houck

Teresa St Martin

July 24, 2018

Mayor Wheeler and Portland City Commissioners

Portland City Hall

1211 SW 4th Avenue

Portland, OR 97204

Dear Mayor Wheeler and City Council Members,

The Planning and Sustainability Commission (PSC) expresses our cautious but optimistic support for the proposed SW Corridor Equitable Housing Strategy. The strategy is well researched and designed to address the near-term housing crisis and the corridor's long-term potential displacement of individuals of color and future housing needs. It centers the needs of our most vulnerable residents and provides a clear roadmap to stave off displacement and increase fair housing choices for all households. However, our city has a long history of infusing equity language into plans and setting aspirational goals but failing to follow through. This time must be different. We must not repeat the mistakes of the past. We need our political leaders to champion this work to make it real.

If the Portland City Council is not prepared to capitalize its portion of this housing strategy, then we ask you not to adopt the strategy and its housing targets. We also recommend you evaluate the merits and local commitments to housing and transit together. Transit must be built in an equitable way to meet both our environmental sustainability goals and equity goals. Therefore, we ask you to consider not supporting the light rail project if this housing strategy is not capitalized and fully implemented.

Fortunately, Portland is not doing this work alone. We are grateful for the partnership the City of Tigard is providing and their early use of urban renewal dollars for affordable housing and the new system development charge waivers for affordable housing. We are also cautiously optimistic that Metro will step up to be part of the solution to meet our region's housing needs. The regional housing bond measure became a reality in no small part due to the request by Mayor Wheeler for TriMet to contribute to affordable housing resources through the SW Corridor light rail project. We ask the Portland City Council to reassert Portland's request that \$100 million of a potential regional housing bond be invested to prevent displacement in advance of both the SE Division bus rapid transit line and the SW Corridor light rail.



City of Portland, Oregon | Bureau of Planning and Sustainability | www.portlandoregon.gov/bps

1900 SW 4th Avenue, Suite 7100, Portland, OR 97201 | phone: 503-823-7700 | fax: 503-823-7800 | tty: 503-823-6868

TriMet should also be commended for its commitment to enter into a memorandum of understanding with Portland and other jurisdictions to prioritize affordable housing on properties purchased for the light rail project deemed excess after construction. We would like to see all excess properties disposed of with requirements that some amount of affordable housing is provided for households at or below 60% of area median income (AMI), and 80% AMI if homeownership opportunities are provided. Also, the homeownership resources should be targeted to communities currently at risk of displacement. To increase the likelihood of securing affordable housing financing for the greatest affordability we would like the disposition of excess property to be spaced out over a period of 5-10 years after service begins. We hope this practice serves as a land bank for mixed-income and fully affordable housing projects near every station along the corridor. We ask that TriMet and the Bureau of Planning and Sustainability bring us a draft of the MOU before it is signed so we can better understand the terms and process for how the disposition process will be carried out.

We greatly appreciate the robust engagement of low-income households and communities of color by the community based organizations working in the corridor. The inclusive process is reducing barriers to participation and lifting up leaders from these communities. We hope this model of collaboration and investment in community capacity building continues throughout the implementation of the housing strategy, and becomes a standard for all major investment projects the City is involved in. The Equity and Housing Advisory Group and community-based organizations (CBOs) have identified solutions ground truthed in community. In the spirit of shared accountability, the City now needs to step up. At a minimum we would like to see the City make some legislative and budgetary commitments as the council considers adopting the strategy and develops the 2018 fall bump and 2019-2020 budget.

1. **Make a one-time investment to fund the [CBO's request](#) to form a Community Preservation Workgroup.** If the City Council adopts the housing strategy this fall they should concurrently approve a 2018 fall BuMP package that provides at least two years of funding for staffing and capacity building of a workgroup to continue engaging constituents and advocating for anti-displacement strategies. We would also like to see more of a connection between the community groups in SW and those working along SE Division Street.
2. **Make an ongoing annual investment above current levels into anti-displacement services** for low-income households at risk of displacement along the SW Barbur and SE Division as transit service is introduced. The cost per household for services such as legal aid and emergency rental assistance are much lower than subsidizing a regulated rental unit. A services package should be funded in the 2019-2020 budget and deployed in consultation with the Community Preservation Workgroup.
3. **Make a one-time multi-million-dollar investment of general funds in an apartment building acquisition fund** such as the Network for Oregon Affordable Housing's fund. Acquisitions should begin within the first couple years of the strategy as station area planning begins. Speculators are



already active in the market so a nimble source of funds must be deployed without haste. This investment should also address similar needs along SE Division Street.

4. **Form a SW Corridor Urban Renewal Area with strong guardrails** against funds being used for anything other than affordable housing until the housing stretch targets have been met. URA revenue is the largest source of permanent capital the City can commit to the corridor's housing targets. Without these resources we do not believe the City can honestly say the strategy will be fully capitalized. A significant affordable housing set aside of TIF funds would be 60% and should be exclusively invested in rental housing for households with incomes at or below 60% AMI or homeownership opportunities for households with incomes at or below 80% AMI. Additionally, commercial affordability is a secondary priority before any funds go toward transit.
5. **Follow through on developing proposals and funding for new tenant protections.** The Community Alliance of Tenants resident leadership cohort developed a [short list of tenant protections](#), some of which do not require repealing of pre-emptive measures at the state level. These should be a legislative priority for City Council.

A number of other anti-displacement efforts similar to this housing strategy are currently underway throughout the city (Division Street bus rapid transit, N/NE Housing Strategy, East Portland Action Plan, and others). We recommend the City Council use this opportunity to adopt a housing strategy for the SW Corridor to direct the bureaus to establish a coordinating structure to leverage investment and enact new policies for affordable stable housing in all areas.

The Portland Planning and Sustainability Commission will take an active role in monitoring and championing the housing strategy and light rail project with an eye toward equitable outcomes for low-income households and communities of color. We have asked BPS to support our efforts in the following ways:

1. **Provide staff support for a PSC work group on the housing strategy and light rail project.** This group will conduct advocacy during the upcoming City Council budget processes and throughout the process to adopt the housing strategy and Locally Preferred Alternative for the light rail project.
2. **Work with PHB and the Community Preservation Workgroup to co-develop an annual accountability report** with community level indicators of displacement and fair housing choice and progress measures on the major components of the housing strategy. We ask that BPS work with the Community Preservation Workgroup to highlight community activities and include clear near-term actions for City Council and bureaus to take in subsequent years.
3. **Lead station area planning process along Barbur Boulevard** to achieve the housing targets, build community capacity, and advance the development of key opportunity sites as affordable housing.



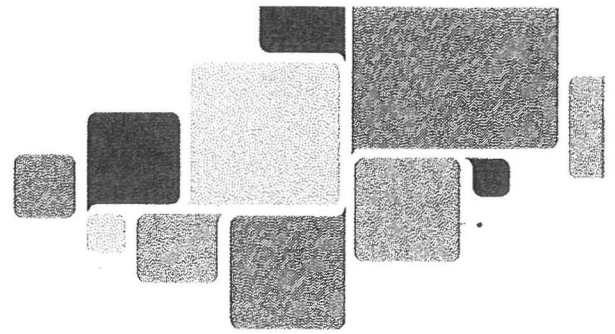
All zoning and regulatory tools available to the City should maximize the production and preservation of affordable and market rate housing.

It is vital for the continued health and prosperity of our community that Portland and its neighboring jurisdictions grows equitably, supporting the needs, lives and human rights of all current and future members of our diverse community. This housing strategy is both ambitious and achievable if there is aligned political will and sense of urgency to act early. We look forward to working with to and get it right this time and provide a new model for equitable growth.

Sincerely,

Katherine Schulz
Chair





37389

Samira Godil
7754 SW Capitol Hwy
Portland, OR 97219
September 5, 2018

Dear Mayor Wheeler and members of the Portland City Council:

For over sixteen years SW Community Health Center has provided safety net health care services to low-income, uninsured individuals regardless of their income, ethnicity, and social circumstances. Our vision is strongly aligned with the vision for the new SW Corridor light project and housing strategy which if implemented correctly will provide quality transit and affordable housing to all people living along the corridor. That's why I'm writing in support of the SW Corridor Equitable Housing Strategy and the goal to prevent displacement of low-income households and communities of color.

Displacement is something we know about all too well. Many of our patients living in the corridor have been displaced which has disrupted their health care service and impacted our patient base. Housing instability is a major stressor which research has shown negatively impacts personal health outcomes. We hope to see the City of Portland and its partners at TriMet, Metro, and the many good housing nonprofits start to buy the apartment buildings along the corridor where many low-income households are living. Preserving the affordability of those buildings is of critical importance.

Residential displacement is not the only threat to the corridor. Rising commercial rents is a big reason our clinic services will no longer be provided in Multnomah Village. Just as our patients are being priced out of the corridor, so have we. As the corridor continues to attract investment, prices will rise and community anchors like our clinic will have a harder time keeping up with the costs. It's important that strategies to provide affordable commercial space are also developed alongside the housing investments.

We are encouraged by the City's partnerships with many community-based organizations working with low-income households and communities of color living in the corridor. Continuing to resource and maintain those partnerships will determine how successful the housing strategy will be in preventing displacement.

Sincerely,



Samira Godil
Executive Director

WINKLER DEVELOPMENT CORPORATION

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210 S.W. MORRISON, SUITE 600
PORTLAND, OREGON 97204-3150
TELE: 503/225-0701 FAX: 503/273-8591

May 29, 2018

Mayor Ted Wheeler
1221 SW 4th Ave, Room 340
Portland, OR 97204

RE: SW Corridor Equity and Housing Advisory Group

Dear Mayor Wheeler,

I'm writing to share some observations from this past year as I served on the SW Corridor Equity and Housing Advisory Group and to express my support for the draft SW Corridor Equitable Housing Strategy. I hope you will champion this strategy and marshal the city-wide resources necessary to implement the full breadth of what is proposed, particularly land use that will allow more intense housing development near light rail stations.

The advisory group is composed of real estate/finance stakeholders, such as myself, and community-based organizations conducting engagement with low-income households. This has provided us with a balanced discussion about the true need for housing while staying grounded in the practical nature of development. Other members will surely reach out to you about anti-displacement services and protections. I'm writing to encourage you to not lose sight of the land use and financing tools the City can deploy. Below are two requests.

1. Increase development capacity through station area planning. BPS staff analyzed the zoning and development capacity near proposed light rail stations and found "current zoning and housing stock in Portland is weighted toward single-family housing." I hope you will direct BPS to rezone land within a 1/2 mile of the proposed station areas. The California legislature recently debated a bill that would have done this throughout the state. Unfortunately, it failed and California's housing crisis is no better off. We do not have to wait any longer to learn that we must not repeat California's mistaken policy of restricting growth where it is needed most.

2. Capitalize the development of affordable housing through an Urban Renewal Area. The housing strategy has a 10 x10 goal: 10 newly constructed affordable TOD projects (one for each new station) and acquisition of 10 unregulated apartment buildings to be converted to regulated buildings. This lofty but achievable goal is only achievable with new financing tools. A bridge loan product for land or building acquisition will still

need an exit strategy with a new permanent source of capital. Our advisory group is glad to see the Portland Housing Bond and a potential Metro housing bond provide some of this permanent capital. However, only a new SW URA targeted around light rail stations will truly make the 10x10 goal attainable.

Light rail along the SW corridor has the potential to attract significant private investment to help meet the city's housing goals. This housing strategy, the accompanying land use regulations, and the commitment of public resources to affordable housing in the SW Corridor will address the pressing need for more regulated affordable housing as well as our need for additional housing supply to reduce market-rate rents in Portland.

Sincerely,

A handwritten signature in black ink, appearing to read "Jordan Winkler", with a long, sweeping flourish extending to the right.

Jordan Winkler



37389

700 N. Killingsworth Street | Portland, Oregon 97217 | (503) 287-4117 | www.uniteoregon.org

Dear Mayor Wheeler and Portland City Commissioners,

At Unite Oregon we are building a unified intercultural movement for justice, including transit and housing justice. Our mission and commitment to racial equity led us to participate on the SW Corridor Equity and Housing Advisory Group. Over the last year we engaged hundreds of **low-income households, immigrants, refugees and people of color along the corridor to identify their concerns and priorities for housing, transit, employment, risk of displacement, etc.** We are pleased to see many of their priorities reflected in the final SW Corridor Equitable Housing Strategy.

We ask you to adopt the SW Corridor Equitable Housing Strategy and continue to work with us and our partners on the advisory group as we begin to do the important work to ensure new light rail investments benefit rather than displace existing communities.

As we continue to engage our constituents in the corridor over the next few years we will be paying close attention to the early actions in the housing strategy designed to prevent displacement and support the established cultural communities living in some of the last relatively affordable housing in the region. It is critical that the City of Portland and other funders and nonprofit developers work quickly to preserve some of this low-cost market rate housing. Seeding an acquisition fund for land and apartment buildings should be an early priority for the public and affordable housing sector.

Anti-displacement services and new tenant protections are the other early priority strategies for Unite Oregon. Tenants along the corridor are feeling the overwhelming displacement pressures. These show up in different ways so a menu of services and protections are necessary. Some need legal aide, some need emergency rental assistance, some need safe affordable housing and some just need help exercising their existing tenant rights. New tenant rights are also needed. We are hopeful both Tigard and Portland can raise the bar for the region by enacting new rights that protect tenant from unfair application fees, income to rent ratios, and unjust taking of deposits. Outreach along the corridor should be ramped up to ensure existing tenants know their rights.

Unite Oregon and our partners **with proper funding stands** ready to do its part to support our constituents and advocate with them. We look forward to working with Tigard, Metro, TriMet, Washington County and the City of Portland as we all make this heavy lift a little lighter together.

Sincerely,

A handwritten signature in black ink, appearing to read "Kayse Jama".

Kayse Jama, Executive Director