

## IMPACT STATEMENT

**Legislation title:** Adopt the Powell-Division Transit & Development Project Portland Local Action Plan (Resolution)

**Contact name:** Radcliffe Dacanay

**Contact phone:** 503 823 9713

**Presenter name:** Joe Zehnder

**Purpose of proposed legislation and background information:**

To establish a general land use vision for the Powell-Division corridor and to recommend actions to address community stability—housing, economic development, and continued public engagement—as part of the broader Powell-Division Transit and Development Project. This “Local Action Plan” is intended lay the groundwork for addressing community development and equity issues in the early stages of regional transit investment in the corridor.

**Financial and budgetary impacts:**

The plan does not directly generate revenue. It will also not reduce revenue. The plan, however, suggests the City’s effort to bridge funding gaps related to housing and economic development.

**Community impacts and community involvement:**

The Powell-Division Transit and Development Project is a multi-agency and multi-jurisdiction planning process to help bring high capacity transit and integrated land-use development in the Powell-Division corridor. The Portland Local Action Plan is the City’s effort in partnership with partner agencies to generate integrated land use strategies and address community development issues—especially housing that is affordable and economic stability—in the corridor.

The public engagement process for this plan was integrated with the broader transit and development process public involvement process. From the beginning of the project, steering committee members and community members stressed that equity be a cornerstone of the plan. Thus, the public engagement process included community advocates, educational institutions, and non-profits—APANO, Division Midway Alliance, OPAL, Southeast Uplift Neighborhood Coalition, Catholic Charities, community colleges, among others—into the steering committee. Public engagement and dialogue was extensive and occurred throughout the planning process. Opportunities for engagement included two community design workshops that included translation and engagement in multiple languages; quarterly public steering committee meetings; project “office hours” in the community; community-specific small group meetings at meeting place of their choosing; presentations to and interactions with neighborhood association groups; and an array of public engagement opportunities at community events and festivals. The extensive nature of the public engagement process and its emphasis on equity earned the project the 2015 USA Project of the Year award from the International Association for Public Participation’s U.S. affiliate.

The community’s participation in the planning process is strongly reflected in this proposed Portland Local Action Plan.

### Budgetary Impact Worksheet

**Does this action change appropriations?**

☐ **YES:** Please complete the information below.

☒ **NO:** Skip this section

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount



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February 26, 2016

Mayor Charles Hales and Members of Portland City Council  
Portland City Hall  
1221 SW Fourth Ave  
Portland, OR 97204

### **Subject: Powell-Division Portland Local Action Plan**

Dear Mayor Hales and City Commissioners:

On January 12, 2016, the Planning and Sustainability Commission (PSC) held a public hearing on the Portland Local Action Plan for the Powell-Division Transit and Development Project.

The Powell-Division Transit and Development Project proposes to create a high-capacity transit service between Portland and Gresham within the Powell-Division corridor. The route anticipates to connect downtown Portland to downtown Gresham and Mt. Hood Community College, via the Jade District and Division Midway Neighborhood Prosperity Initiative (NPI) investment areas. The high-capacity transit service is anticipated to be in the form a "bus rapid transit" (BRT)-type service. More details about the transit portion of the project is available in a separate document, The Transit Action Plan, June 2015.

The Powell-Division Portland Local Action Plan ("the Local Action Plan") is a five-year land use and community development action plan for the City of Portland. The Action Plan provides broad land use growth concepts at potential major station areas while also charting out actions to address community development—housing and economic development—concerns. The timeline for the plan is between now and 5 years. Actions are anticipated to be completed, or at least started, by the time the new transit service is fully operational in 2020 or 2021.

The Local Action Plan's main goals aim to fund housing and economic development in the Powell-Division corridor. Together, the proposed actions cost approximately \$38.7 million—\$32.8 million for housing-related actions and \$5.9 million for economic development actions. Today, we have about \$6.3 million for housing and \$1.6 million for economic development. We need to raise additional funding to bridge a \$30.8 million gap—about \$26.5 million for housing and \$4.3 million for economic development.



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## 5-year costs and funding estimates for the local actions:

#	Item	New/ On- going	Rough Cost	% Total Costs	Notes	Funding Source	Notes	Rough Amount	% Total Funds
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HOUSING ACTIONS									
1	300 Affordable Housing Units	On-going	\$30,000,000	91%	Citywide goal of units apportioned to corridor	Housing Bureau	PHB Federal funds allocation to corridor over 5 years	\$500,000	8%
		New				PDC existing URA	Clinton Triangle	\$5,500,000	87%
2	Better Multi-dwelling Standards	New	\$310,500	1%	Project funded over next 2 years	Metro CPDG 2015-2017	2-year funding	\$310,500	1%
3	Stronger Tenant Protections	New	\$2,500,000	8%	Est. at \$500K per year X 5y			\$2,500,00	8%
TOTAL COST			\$32,810,500				TOTAL FUNDING	\$6,310,500	
							HOUSING ACTIONS GAP	(\$26,500,000)	

ECONOMIC DEVELOPMENT ACTIONS										
1	Business Retention Expanded Program Technical Assistance	New	\$500,000	8%	Est. at \$100K per year X 5y	Metro CPDG 2015-2017	Partial funding; need to secure additional funding	\$100,000	6%	
2	Business Retention Existing Program Technical Assistance	On-going	\$1,000,000	17%	Project funded over next 2 years	General Fund allocation for FY 2015-2016	Annual general fund budget request	\$200,000	12%	
3	NPI Property Owner Development Opportunity Services (DOS) Program	New	\$96,000	2%	Est. at \$96K one time funding	Metro CPDG 2015-2017	One-time funding	\$96,000	6%	
4	NPI community-led Business Competitiveness and Property Development Prgm	On-going	\$1,000,000	17%	Est. at \$100K per district (2) per year X 5 years	PDC NPI TIF	\$1M over 5 years	\$1,000,000	60%	
5	Workforce Navigation and Development Services	New	\$530,000	9%	Est. at \$100K per year X 5y	--	Not yet funded	\$0	--	
6	Business Micro Loan Prgm	New	\$500,000	8%	Est. at \$100K per year X 5y	--	Not yet funded	\$0	--	
7	Anchor Institution Strategy	New	\$750,000	13%	Est. at \$150K per year X 5y	--	Not yet funded	\$0	--	
8	PDC NPI District grants and program operations	On-going	\$1,075,000	18%	Est. at \$215K per year X 5y	General Fund allocation for FY 2015-2016	Annual general fund budget request	\$215,000	13%	
9	Community Outreach Coordinator	New	\$500,000	8%	Est. at \$100K per year X 5y	Metro CPDG 2015-2017	Partial funding; need to secure additional funding	\$44,000	3%	
TOTAL COST			\$5,951,000				TOTAL FUNDING	\$1,655,000		
								ECON. DEVEL. ACTIONS GAP	(\$4,296,000)	

TOTAL COST \$38,761,500

TOTAL AVAILABLE FUNDING \$7,965,500  
TOTAL FUNDING GAP (\$30,796,000)

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Given that additional funds are needed, the project team is looking to leverage other opportunities (citywide) to address housing affordability, displacement, and economic development in the corridor, including:

- Working with State representatives to repeal ban on inclusionary zoning
- Incentive zoning for the City (along with the Comp Plan)
- Linkage fee
- Opportunity to bond against local transient lodging tax (AirBnB tax)
- \$10M PHB East Portland projects asks for the FY16-17 budget
- Code enforcement opportunities
- URA potential
- Land banking strategies in other areas of the city

## Discussion

### Minority Perspective

Commissioner voting against the recommendation expressed the following concerns:

- Equity and displacement issues need to be addressed before completion of the transit project.
- We need to have a cohesive timeline for transit funding *and* community development funding—one that fills the gaps and meet the needs for housing that is affordable and supports economic development in the corridor.

### Public Testimony

We heard testimony from 5 members of the community, 3 of whom are on the steering committee. Testifiers generally support the plan with these conditions:

- Community stabilization is a high priority for area residents, especially in East Portland. Along with the transit investment, housing and jobs investment are paramount, especially with rising housing prices. Ensure that anti-displacement measures are put in place before it is too late.
- If an urban renewal area is expected to help pay for the project, ensure that it will be spent first on housing and economic development.
- Ensure that the new transit service improves the transit experience for transit-dependent households in the area. There is concern that local bus service may be greatly reduced.





## Commission Vote

The Commission voted 8-1 to recommend the plan to City Council, with additional recommendations.

## Recommendations

The Portland Planning and Sustainability Commission recommends that City Council take the following actions:

1. Consider for adoption the *Powell-Division Transit and Development Project Portland Local Action Plan*, dated January 2016, with the following conditions:
2. While recognizing and applauding the steering committee's diverse structure and efforts in the planning process, the PSC also recommends:
  - A. Council support the transit project only with commitments to substantially fund the Portland Local Action Plan;
  - B. Council should increase funding levels and the affordable housing target beyond what the current plan provides, and
  - C. Council mandates that the plan seek additional strategies to maximize affordable housing, including land banking and affordable housing retention programs.

Thank you for the opportunity to participate in the review of this project and for considering our recommendations.

Sincerely,



Katherine Schultz  
Chair, Portland Planning and Sustainability Commission

