



2007-08 Annual Report Residential Tax Exemption Programs

Portland Development Commission
Portland Planning Bureau

October 31, 2008



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Date: October 22, 2008
To: Commissioner Nick Fish
From: Gil Kelley, Planning Director
Bruce Warner, Executive Director, PDC
Re: 2008 Annual Report on Limited Term Residential Tax Abatements

This is the first annual report to City Council on limited term tax abatements. The document responds to City Council's interest in the use of the abatement tool to spur housing development. It also is intended to satisfy commitments made by City Council in 2007 to the Multnomah County Board of Commissioners that the Portland Development Commission (PDC) and the Portland Bureau of Planning (BoP) would provide an Annual Report on the City's use of tax abatements to achieve local and regional housing, growth management, and urban development goals. This Annual Report reflects programs and abatements that were active in the 2007-08 tax year.

It is organized into three primary sections:

- Section 1: Outcomes relative to policy goals and objectives.
- Section 2: Results of compliance and monitoring including foregone revenues (by signing this letter we are signifying our certification of those results).
- Section 3: How geographic shifts or policy changes relate to the core mission of Multnomah County¹.

We have recently clarified the roles and responsibilities of our respective agencies in the implementation and administration of the tax abatement programs, to ensure that we are complying with the requirements of state and local law. Over the next few months, we expect the Portland City Council will begin to clarify its housing policy objectives and this discussion will inform a later review of the City's tax exemption programs. These discussions may result in some changes to improve the administration of the programs. Larger changes in the direction of the programs will be considered as the City updates its *Comprehensive* and *Central City Plans*, an effort named the Portland Plan. We intend to involve Multnomah County in this effort so that they can participate in the review of tools such as the city's tax abatement programs which we employ in planning for the future development of the City.

We look forward to many productive discussions.

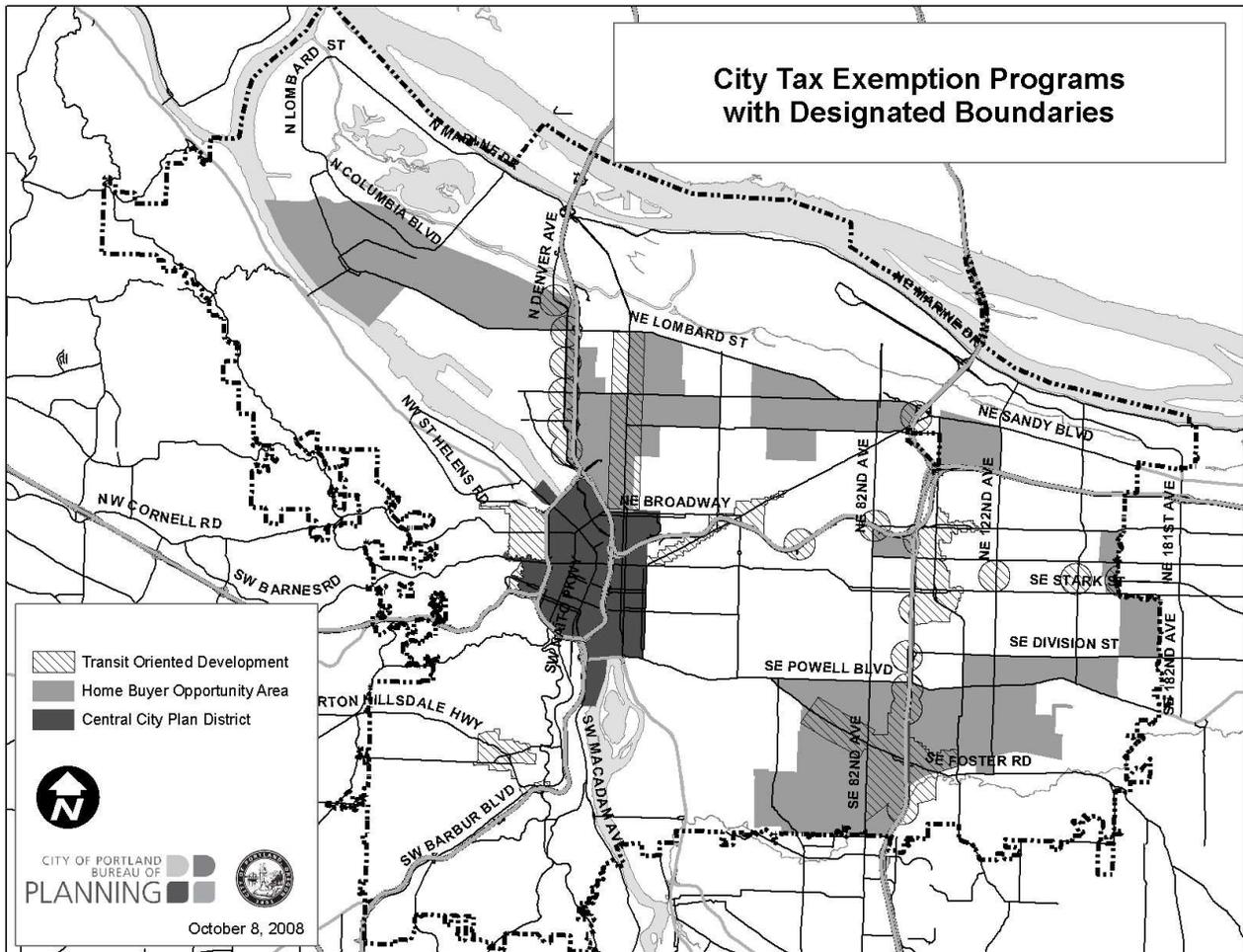
Very truly yours,



Gil Kelley
Bureau Director
Portland Bureau of Planning



Bruce Warner
Executive Director
Portland Development Commission



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Tax Exemption Program Boundaries

This map shows the boundaries of the City’s “Homebuyer Opportunity Areas,” which are the areas eligible for the City’s single family new construction and rehabilitation program, the TOD program boundaries, and the Central City boundaries. The City’s New Multiple Unit Housing program (NMUH), which was available in the Central City and urban renewal areas, has been suspended until the end of 2009 and it is recommended that it only cover the Central City when it is reactivated. The nonprofit low income housing and rental rehabilitation tax exemption program are available citywide.

EXECUTIVE SUMMARY

This report satisfies reporting commitments to Portland City Council and previous commitments in 2007 to the Multnomah County Board of Commissioners that the Portland Development Commission (PDC) and the Portland Bureau of Planning (BoP) shall provide an Annual Report on the City's use of limited tax abatements to achieve local and regional housing, transportation planning and growth management goals. This reporting document shall be released every November. This report applies to programs and abatements that were active in the 2007-08 tax year.

There are five types of limited term tax abatement programs:

1. Nonprofit Low Income Housing (rental)
2. New Multiple Unit Housing (rental and condominium)
3. Single Family New Construction (home ownership)
4. Transit Oriented Development (rental and condominium)
5. Residential Rehabilitation (for rental property owners and homeowners)

With the exception of the nonprofit program, these programs offer a ten-year abatement of property taxes on the value of the improvement(s). The land remains taxable. At the end of the ten-year period the improvements are assessed and taxes collected.

1. City Policies and Program Outcomes

The City of Portland's residential limited property tax abatement programs are financial and policy tools designed to carry out housing goals, especially those that call for assisting low and moderate income households through the preservation or construction of housing or through programs which boost home ownership. The summary charts below provide information on housing production and the affordability levels of the housing assisted under these programs. See the following tables on Programs by Tenure and Programs by Income Group Served.

The programs also advance important urban development, transportation, and growth management goals which are carried out by directing new housing development to certain locations. The **single family** new construction and **rehabilitation** programs are intended to assist neighborhood revitalization. The **multifamily** programs provide an incentive for the construction of new higher-density, mixed-income housing near transit facilities such as the MAX light rail system and in Centers and Corridors designated by Metro's 2040 Growth Concept. For information on these programs, see the summary tables titled New Homeownership Units in Low/ Moderate Neighborhoods and Multifamily Programs by Transit-Oriented Development Characteristics that follow².

Summary Tables with Outcomes

² For more detailed information, see Appendix 1 Policy Goals, Objectives and Outcomes by Program.

Programs by Tenure

The majority of the housing units assisted by the tax exemption programs are rental units – 82%.

Program	Number of Units	Tenure			
		Rental	%	Owner	%
Nonprofit	7,790	7,790	100%	0	
NMUH	2,856	2,733	96%	123	4%
TOD	971	845	87%	126	13%
Single-Family³	2,056	0		2,056	
Residential Rehab*	150	60		90	
Adjusted Totals**	13,645	11,250	82%	2,395	18%

* 60 units are multifamily, 90 are single-family. Some single-family units may be rentals.

** 178 low income units are double counted in the NMUH and Nonprofit programs.

Programs by Income Groups Served

Rental housing units comprise a majority of the total number of units that receive assistance from the City's five limited tax exemption programs, and most are rent-restricted to low income households – 79%.

Rental Units by Rent Restrictions

Program	Number of Units	Market Rate	Rent Restricted*	61-80% MFI	Less than 60% MFI
Nonprofit	7,790	0	7,790	0	7,790
NMUH*	2733	1573	1,160	77	1,083
TOD	845	566	279	78	201
Residential Rehab	60	NA	NA	NA	NA
Total Adjusted Units*	11,250				
Total Market Rate and Rent Restricted*	11,190	2,139	9,051	155	8,896
Percentages		19%	81%	1%	79%

* Total is adjusted because 178 low income units are double counted in the NMUH and Nonprofit programs.

**Rental rehab units not included

Single-Family Program Information by Geography

³ In 2002 City Code was changed to place buyer income and owner occupancy requirements to the Single Family program. This applied to all new applications. Since that time 419 abatements have been authorized with these new code provisions in place. Therefore, only 419 require compliance monitoring which is detailed later in this report.

The majority of the new homeownership units assisted by this program are located in low and moderate income Portland neighborhoods. For the properties for which information was available, 1,843 out of 1,876 properties were in low and moderate income neighborhoods. Over the years, areas of inner northeast and southeast neighborhoods that have revitalized have been taken out of the program.

New Homeownership Units in Low/ Moderate Neighborhoods*

Low/Moderate Income Neighborhoods	Number of New Units
North Portland	733
Northeast Portland	300
Southeast Portland	451
East Portland	359
Total	1,843

* Info on 180 properties not available.

TOD Development by Program

The City plans for population growth with Metro. The direction provided by the Metro 2040 Growth Concept is to provide the greatest number of housing opportunities in multifamily housing in areas well served by transit such as MAX light rail station areas, regional and town centers and Main Streets with frequent transit service. This development is generally known as transit-oriented development or TOD. The table on the next page lists⁴:

- The number in units within one-quarter mile (walking distance) of MAX, the streetcar and all frequent transit service.
- The number of units in projects with mixed residential and commercial use. A recent national study has shown that the presence of mixed use in a transit-oriented area is associated with decreased automobile use and increased use of other travel modes such as transit, biking and walking.
- The number of projects in the TOD program that have densities of at least 80 percent of maximum.
- TOD projects that receive assistance from Metro to address development challenges.

⁴ See Attachment 1 to Appendix 1 for recent research on the reduced traffic generation for TOD and TOD with mixed use.

Multifamily Programs by Transit-Oriented Development Characteristics

Program	Housing Units in Multifamily Projects					
	Within 1/4 mile of MAX	Within 1/4 mile of Streetcar	Within all frequent service transit	In Mixed Use Development	At least 80% of Maximum Density	Receiving Assistance from Metro TOD Program
NMUH*	1,633	1,657	2,856	2,352	NA	178
TOD	775	0	971	527	239	346
Total	2,408	1,657	3,827	2,879	239	524

* Some units also have the nonprofit exemption.

Estimated Foregone Revenue

The tax exemption programs result in foregone revenue to the taxing jurisdictions during the term of the abatement. At the end of the abatement period (typically ten years), the improvement value is placed on the tax rolls and property tax generation begins to accrue.

In 2007-08, \$16.7 million in property taxes were foregone by all taxing jurisdictions as an indirect investment in these programs.⁵ The tables below summarize the tax share from the three primary jurisdictions (City of Portland, Multnomah County, educational/school districts). The revenue foregone to other smaller taxing jurisdictions, such as the Port of Portland, Metro, and Tri-Met is not shown. The nonprofit program is the largest in terms of number of units and foregone revenue, 41 percent and number of units 57 percent. The program also has the lowest amount of foregone revenue per unit because much of the housing in this program is existing housing not new construction⁶.

City of Portland and Multnomah County Foregone Revenue

Program	Total Foregone	% of Total	City of Portland	County	Units		Average per unit
NMUH	\$4,598,890	27%	\$1,537,095	\$1,053,642	2,856	21%	\$1,610
Rehab	\$199,112	1%	\$66,443	\$45,545	150	1%	\$1,327
Nonprofit	\$6,810,009	41%	\$2,270,518	\$1,556,386	7,790	57%	\$874
Single-Family	\$3,748,236	22%	\$1,249,369	\$856,412	2,056	15%	\$1,823
TOD	\$1,376,988	8%	\$456,352	\$312,818	972	7%	\$1,417
	\$16,733,235		\$5,579,777	\$3,824,803	13,646		\$1,226

Educational Districts Foregone Revenue

The foregone revenue amounts for Portland Public School and David Douglas school districts are given. The smaller sum of foregone revenue to the Centennial, Reynolds and Parkrose school districts is listed under Other School Districts.

Program	PPS	David Douglas	Other School Districts	Total Education	Units	Average per unit
NMUH	\$1,259,466	\$0	\$0	\$1,446,009	2,856	\$506
Rehab	\$53,380	\$1,050	\$68	\$62,563	150	\$417
Nonprofit	\$1,580,780	\$223,142	\$73,036	\$2,152,912	7,790	\$276
Single- Family	\$1,047,152	\$127,271	\$7,130	\$1,181,553	2,056	\$575
TOD	\$115,238	\$251,461	\$20,010	\$442,466	972	\$455
	\$ 4,056,017	\$602,924	\$100,244	\$5,285,504	13,646	\$387

⁵ Tax abatements could also be considered direct investments since jurisdictions are willingly allowing the tax revenue to be postponed.

⁶ Note these figures include tax abated properties built in urban renewal areas (URAs). These developments might not have generated property taxes for other jurisdictions (for URAs which were created after 1997). In these cases, all property tax would go to the urban renewal agency for investment/to pay off debt.

2. Results of Monitoring and Compliance Efforts

This section of the Annual Report details the outcomes of compliance monitoring for abatements active in the 2007-08 tax year, In 2007-08, there were 2,297 active abatements in the Single Family, Multi-Family and Transit Oriented programs which are subject City Code requirements for owner-occupancy and other income provisions.

In 2008, upon review of these abatements, 47 ownership units were terminated and 21 rental units expired. The termination of the 47 ownership units resulted in approximately \$82,779⁷ in property taxes returning to area taxing jurisdictions.

In addition, 28 ownership abatement applications were denied⁸.

Compliance Monitoring Summary for 2007-08

Audited Rental Unit Abatements	1,599
Audited Ownership Abatements	698
Sub Total	2,297
Ownership Abatements Terminated	47
<i>Estimated value of 47 terminations</i>	<i>\$82,779</i>
Rental Abatement Expirations	21
Ownership Application Denials	28
Net Number of Active Abatements⁹	2,229

⁷ Based on 37 single family abatements with an average property tax bill of \$1823, and 6 multiple unit abatements with an average property tax bill of \$1610 and 4 transit oriented units with an average tax bill of \$1417

⁸ See Appendix 2 for basis of application denials.

⁹ Total is calculated by subtracting 21 rental expirations and 47 owner terminations from 2,297. For details on terminations and reasons for denials see Appendix.

Safeguards and Monitoring Methods: Owner Occupied Properties/Units

Below are the steps taken for compliance monitoring on owner occupied properties that received abatements:

- Tax assessor determines ownership for property tax purposes on July 1 each year
- Tax returns to prove the property is not rented
- Proof of address through driver's license or other applicable identification (upon application)
- Compare the July 1 ownership tax rolls for occupancy or ownership changes
- Verify new deed holder income/residency (if property has changed ownership)
- Compare property tax address with property address
- Send notification letters to questionable units
- Field questions from owners
- Process paperwork submitted by owners to evidence compliance
- Issue approval letters on appropriate units, or notify owners (and lenders if required) of intent to terminate and their appeals rights
- Draft resolutions to terminate abatements
- Make presentation to City Council
- Process final terminations
- Notify County Tax Assessor of the results
- If builder applied for the exemption, it must meet the following criteria
 - a) currently on the market and vacant, or
 - b) sold to an income qualified homebuyer who will occupy the property for less than the price cap of \$275,000

In addition, for all abatements issued after December 31, 2008, the owner will also be required to sign an annual affidavit affirming they continue to occupy the property as their primary principal residence. This additional tool was a suggestion of the PDC/City Council Budget Work Group in early 2008.

Results of Compliance Monitoring for Abatements Active through 2007/08 Tax Year

Single Family Program

PDC administers the Single Family New Construction (SFNC) Limited Tax Abatement Program. Approved properties in the programs receive a 10-year tax exemption. City Code 3.102.030(B)(3) requires City Council to pass a resolution to terminate existing abatements, and to deny applications for an abatement.

State Statute and City Code require the properties and the owner meet the following criteria in order to receive the tax exemptions.

The property must be:

- located in the Homebuyer Opportunity Area
- sold under the current price cap of \$275,000
- sold to a deed holder(s) whose income is not greater than 100% of Median Family Income for a household of 4, currently \$67,500, adjusted for larger households
- owner occupied as recipient's primary residence (legal deed holder, who is occupying the property)
- initial homeowner must apply for the tax exemption

Single Family Monitoring Cont.

As part of PDC's regular monitoring and compliance, and through our working relationship with Multnomah County, 419 current Limited Tax Exemptions were audited¹⁰. In July and August 2008, letters were sent to the homeowners at the property address and/or the address where the tax bill is sent notifying them of the possible termination. In order to determine eligibility for the Limited Tax Abatement program, PDC executed a review process which included the steps outlined in this report.

The results yielded the termination of 37 abatements¹¹:

Audited Single Family Abatements	419
Number identified for possible termination	97
Documentation satisfied	60
Terminations	37
<i>Estimated value of terminations</i>	<i>\$67,451¹²</i>

97 properties were identified for possible termination for failing to meet one or all of the criteria listed on the previous page.

Of these:

- 60 homeowners provided the required documentation satisfying the criteria to continue to receive the Limited Tax Exemption.
 - 37 property owners did not provide the required verifications or the information that they provided did not satisfy the required criteria to receive the Limited Tax Abatement. These exemptions were subject to termination through City Council action. This action occurred on September 18, 2008.
 - One additional homeowner has requested the exemption to be removed.

¹⁰ In 2002 City Code was changed to place buyer income and owner occupancy requirements to the Single Family program. This applied to all new applications. Since that time 419 abatements have been authorized with these new code provisions in place. Therefore, only 419 require compliance monitoring which is detailed later in this report.

¹¹ See Appendix 2 for details on abatements and properties terminated.

¹² Based on 37 single family abatements with an average property tax bill of \$1823.

Results of Compliance Monitoring for Abatements Active through 2007/08 Tax Year

Single Family Application Denials

In addition to the 97 properties identified for possible termination, 28 applications for the program were declined either at initial application or the builder applied and then decided to not activate the exemption¹³.

Between January 1, 2007 and September 1, 2008, PDC staff declined 18 "Applications for Certification of Qualification" (ACQ) that were submitted by homebuyers for approval. In addition to the ACQ denials, 10 units were declined by staff because the developer subsequently sold the unit to an ineligible applicant or converted the unit to a rental and as a result the unit is no longer eligible for the program.

The applications were declined for the following reasons:

1. Homebuyer income is greater than 100% of Median Family Income for a household of 4, currently \$67,500, adjusted for larger household
2. Original owner did not apply for the tax exemption; second owner is only eligible if the original owner applied and qualified
3. Home sold for over the maximum sales price of \$275,000
4. Home is not located in Homebuyer Opportunity Area
5. Homebuyer purchased in 2007 and did not apply by December 31, 2007 *
6. Homebuyer applied after January 1, 2008 and builder had not applied while the property was under construction¹⁴
7. Home is being rented by the builder
8. Home is not owner occupied

¹³ See Appendix 2 for details on application denials.

¹⁴ In discussions with Multnomah County and to meet the intent of the programs to stimulate building in distressed areas, the requirements to apply for the program were changed and now require builders to apply while the home is under construction (prior to the final approval of the building permit). Previously, homebuyers were allowed to apply for the program up to two years after the final permit. During 2007 (as a transition) either the builder or the homebuyer could apply for the initial approval. Starting January 1, 2008 the builder must apply before the final permit is issued.

Safeguards and Monitoring Methods: Rental Units

Monitoring and tracking compliance for rental projects with TOD or NMUF tax abatements is as follows:

- Upon receipt of new TOD or NMUF tax abatement; Asset Management staff enters relevant data into database for report tracking.
- Request for reporting (from property manager) is sent out once a year based upon the “Projects” fiscal year end; either June 30th or December 31st.¹⁵
- At a minimum Owner is required to submit the following Asset Management reporting form:
 - Electronic Tenant Survey (ETS) used in determining tenant income and rent level compliance
- Reporting materials are due 90 days after fiscal year ends; either September 1st or March 1st.
- Review and evaluation of materials is completed as detailed in issued City Ordinance or PDC Regulatory Agreement. Compliance results are reported back to the Owner with a request for clarification on any concerns.
- Upon expiration of tax abatement a termination letter will be sent to Owner of such expiration. Owner will be reminded in Annual Report letter of tax abatement expiration date.

Modification, expiration, termination:

- Owner request in writing any modification or extension to Asset Management six months prior to current expiration term.
- Asset Management will review and coordinate with City Bureau of Planning in processing the request.
- For full detail of established Multi-Family Rental Tax Abatement Process and Procedure see Asset Management guidelines.

¹⁵ See Appendix 2 D for sample reporting form.

Results of Compliance Monitoring for Abatements Active through 2007/08 Tax Year

Multi-Unit and Transit Oriented Programs (condominiums)

PDC administers the TOD and NMUH Limited Tax Exemption Programs. Properties approved by these programs receive a 10-year tax exemption. City Code 3.104.070 and 3.103.070 requires City Council to pass a resolution terminating the tax exemption when the properties are no longer eligible.

State Statute and City Code require the property meet the following criteria in order to continue receive the tax exemptions. The property must be:

- owner occupied (legal deed holder, who is occupying the property)
- in an approved project (either in a transit oriented district or part of the city core area)
- sold to a household whose income is not greater than approved by the granting City Resolution which is typically 100% of Median Family Income for a household of four

As part of PDC’s regular monitoring and compliance, and through our working relationship with Multnomah County 136 NMUH and 143 TOD current Limited Tax Exemptions were audited. As a result 10 abatements were terminated¹⁶:

Audited Multi Unit and Transit Oriented Abatements	279
Number identified for possible termination	34
Documentation satisfied	24
Terminations	10
<i>Estimated value of terminations</i>	<i>\$15,328¹⁷</i>

21 TOD and 13 NMUH owner occupied properties were identified for possible termination for failing to meet one or all criteria listed on the previous page.

Of these:

- 24 homeowners provided the required documentation to satisfy the criteria to continue to receive the Limited Tax Exemption.
- 10 property owners did not provide the required verification or the information that they provided did not satisfy the required criteria to receive the Limited Tax Exemption. These exemptions were subject to termination through City Council action on September 18, 2008.

¹⁶ See Appendix 2 for details on abatements and properties terminated.

¹⁷ Based on 6 multiple unit abatements with an average property tax bill of \$1610; and 4 transit oriented units with an average tax bill of \$1417.

Results of Compliance Monitoring for Abatements Active through 2007/08 Tax Year

Multi-Unit and Transit Oriented Programs (Rental)

PDC’s Asset Management section monitors performance of the PDC funded affordable housing loan portfolio. To the degree a TOD or NMUH rental project received direct financial assistance from PDC, that project has been continuously monitored since its origination¹⁸. In 2007, an additional 5 projects that received only a tax abatement but no direct PDC financial assistance were added to the Asset Management list of monitored projects. In total PDC is monitoring 22 rental projects under the TOD (8) and NMUH (14) programs on behalf of the City.

PDC has monitored these 22 projects in accordance with the City Ordinance that approved the abatement and the PDC Asset Management guidelines. As of June, 2008, all 22 projects are in compliance as it relates to setting the appropriate income and or rent levels. PDC is in the process of reviewing one project, The Louisa, for financial performance. We anticipate this review will be complete in November 2008.

These projects comprise 1599 abated units at incomes ranging from 50%-80% median family income (MFI)¹⁹:

Active Multiple Unit and Transit Oriented Rental Abatements by income level (MFI)

30 percent and below	0
50% and below	226
60% and below	1259
75% and below	56
80% and below	58
TOTAL	1599

Additionally, two abatement rental projects were extended: MLK Wygant was extended through June 30, 2027 (#181920) and Hazelwood Retirement was extended for a “one-year” period (through June 30, 2009) only to allow City and Bureau of Planning to examine and develop a more detailed policy regarding extension of tax exemptions for affordable housing.

¹⁸ See Appendix 2 for sample reporting sheet that is completed by property management companies.

¹⁹ See MFI chart on page 19 for details.

Active Transit Oriented Rental Abatements Prior to 2007/08: 431
Active Abatements for 2008/09: 410

Median Family Income Levels for the 431 Units	
30% and below	0
50% and below	28
60% and below	347
75% and below	56
80% and below	0
Number expired in 2007/08	21
<i>Number of Remaining Abatements</i>	<i>410</i>

Twenty one TOD rental units had their abatements expire in 2007/08; leaving 410 units with abatements citywide. An income breakdown of those units is listed in the table above.

Active Multiple-Unit Rental Abatements Prior to 2007/08: 1168
Active Abatements for 2008/09: 940

Median Family Income levels for 1168 Units	
30% and below	0
50% and below	198
60% and below	912
75% and below	0
80% and below	58
Number of units expired in 2007/08	228
<i>Number of Remaining Abatements</i>	<i>940</i>

Two-hundred and twenty eight Multiple Unit rental units had their abatements expire in 2007/08; leaving 940 units with abatements citywide. An income breakdown of those units is listed in the table above.

A forward look on the timing of future expiring abatements will occur as part of the broader housing policy discussion with City Council in 2008/09.

Median Income Percentages - issued by the Federal Department of Housing and Urban Development (HUD).

(effective February 13, 2008)

Household Size	30%	40%	45%	50%	55%	60%	65%	80%	100% see NOTE*
1	14,250	19,000	21,375	23,750	26,125	28,500	30,875	38,000	47,250
2	16,300	21,720	24,435	27,150	29,865	32,580	35,295	43,450	54,000
3	18,350	24,440	27,495	30,550	33,605	36,660	39,715	48,900	60,750
4	20,350	27,160	30,555	33,950	37,345	40,740	44,135	54,300	67,500
5	22,000	29,320	32,985	36,650	40,315	43,980	47,645	58,650	72,900
6	23,650	31,520	35,460	39,400	43,340	47,280	51,220	63,000	78,300
7	25,250	33,680	37,890	42,100	46,310	50,520	54,730	67,350	83,700
8	26,900	35,840	40,320	44,800	49,280	53,760	58,240	71,700	89,100

1) Based on HUD's calculations "the Portland-Vancouver-Beaverton, OR-WA MSA received No Adjustments, and the preliminary Income Limit Value of \$33,750 is not the final 4-person Income Limit of \$33,950. Consequently, the final 4-Person Income Limits associated with the Portland-Vancouver-Beaverton, OR-WA MSA are subject to a Hold Harmless policy" - NO 2008 CHANGES.

(2) Based on the HUD Portland Area Median Income as of December 31, 2007: The 2008 100% level is adjusted to \$67,500 for a family of four, and all other household size numbers have been adjusted per the formula in (3) below.

(3) Other 2008 MFI levels are based on the 4-Person Income Limit of \$67,900 per the Hold Harmless policy. The 1-Person family Income Limit is 70% of the 4-Person Income Limit, the 2-Person family Income Limit is 80% of the 4-Person Income Limit, the 3-Person family Income Limit is 90% of the 4-Person Income Limit. Each family size larger than four (4) is calculated by an 8% increase per HH member to the 4-Person Income Limit. (i.e., 5-Person = 108%; 6-Person = 116%; 7-Person = 124%; 8-Person = 132%, and so on. Income Limits are rounded for the 30%, 50%, 60% and 80% MFI levels; they are not rounded for other MFI levels. The income levels shown here are also consistent with the HOME and tax credit calculations.

3. Recent Policy and Program Boundary Shifts That Support the Core Mission of Multnomah County

As housing prices and rents have risen over the last decade, Portland's City Council has amended the tax exemption programs regulations to focus more on providing housing for low and moderate income households. Since 2002, mandatory affordability requirements have been added to both the single family new construction and the NMUH and TOD multifamily programs. In the late 1990s, the City advocated at the State Legislature to allow the City's multifamily programs to be used to preserve low income housing in privately-owned projects subject to public contract to provide low income housing. This was known as the "preservation" tax exemption provision. A summary of local program changes follows:

Changes to the Single-Family Program in 2002:

- In 2002, City Council restricted the single-family tax exemption program that is available in "Homebuyer Opportunity" areas to households at or below the area median family income (MFI).
- Every three years, the boundaries of the "Homebuyer Opportunity Areas" are adjusted to take out areas where household incomes and home values have risen and add in areas with low household incomes and home values. Since 2000, the only areas added to the program are east of 82nd Avenue. Since 2000, areas in inner Southeast Portland and some in inner Northeast Portland have been taken out of the program.

Changes to the New Multiple Unit Housing Program in 2004

- Since 2005, this program has only been accepting applications for projects that are affordable to low income households, at or below 60 percent MFI.
- Several extensions of existing 10-year exemptions have been granted to preserve housing in projects that exclusively serve low income households.

Changes to the TOD Program in 2006

- A mandatory affordability requirement was added to this program.
- Program regulations were changed to allow a tax exemption to be granted to projects that provided low income housing subject to a low income housing assistance contract for the length of that assistance contract.

Appendix 1

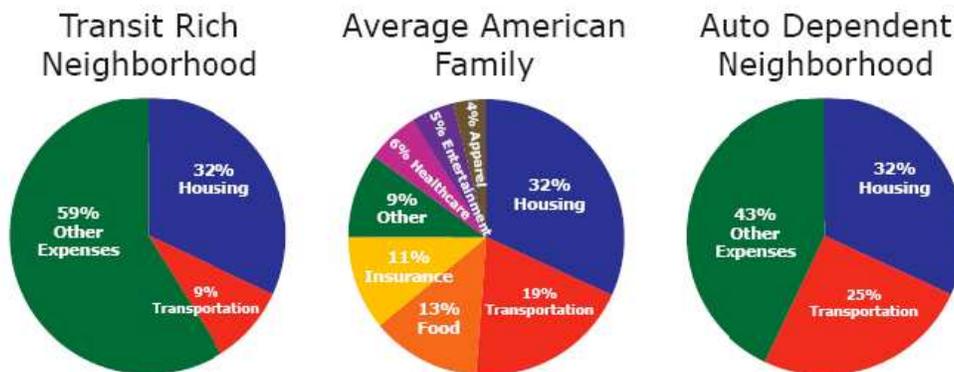
Detailed Information on the Outcomes in Relation to Policy Goals and Objectives

A. Introduction to Policy Goals

Housing Goals

The City's tax exemption programs implement policies of the City's *Comprehensive Plan* Goal 4, Housing. The City's tax exemption programs support the provision of housing opportunities for households with a wide range of incomes although the majority of the exemptions go to support low income housing. The City's nonprofit program serves these households exclusively. The multifamily programs support the construction of new mixed-income housing in transit-rich areas to provide Portland residents with opportunities to live at locations where they can reduce their dependency on auto travel and minimize their transportation costs, which are the second largest household expense after housing for working families. *See box below on Research on Transit and Transportation Costs.* The city's multifamily programs have also been used more recently as a low income housing preservation tool for privately owned projects that provide low income housing subject to a public contract. The single-family program, available in Homebuyer Opportunity areas, assists households with below area median income purchase homes in neighborhoods that the City has targeted to revitalization. The residential rehab programs have support the preservation of Portland's housing stock and improving its safety and quality.

Holding Housing Costs Constant, Location Matters to Transportation Costs



Source: Center for TOD Housing + Transportation Affordability Index, 2004 Bureau of Labor Statistics

Detailed Information on the Outcomes in Relation to Policy Goals and Objectives Cont.

Urban Development, Transportation and Growth Management Planning Goals

Starting in the 1980s, the City and the County entered into a series of intergovernmental agreements that specify that the City will be responsible for urban planning for the portion of Multnomah County within the City's urban services boundary. The City and the County have also agreed that the City will plan for the accommodation of future population growth with Metro and be responsible for both the City's and County's compliance with the *Urban Growth Management Functional Plan* for the area of Multnomah County within Portland's urban services boundary. With the exception of the City's nonprofit program, the city's tax exemption programs grew out and support urban planning efforts and are updated as the City continues to engage in area, transportation and growth management planning. Since the City is engaging in urban planning on the County's behalf for the portion of the County within Portland's urban services boundaries, the urban development, transportation and growth management objectives that these programs carry out can also be viewed as the County's so for that reason this report includes information on them.

Transit-Oriented Development and Accommodation of Population Growth

The City's two multifamily programs, the New Multiple Unit Housing (NMUH) and the New Transit supportive Residential or Mixed Use Development (TOD) programs support transit-oriented development by encouraging new high density housing and mixed-use construction in areas where Metro and the City have planned to accommodate the greatest bulk of new population growth. These two programs are mapped for the Central City, centers, MAX light rail station areas and some Main Streets with frequent transit service. (See map on page 28.) Accommodating population growth in areas that have good transit service and high quality pedestrian environments can reduce the need for auto travel and resulting traffic congestion and air pollution. See the chart from a national study on the previous page for the effect on transportation costs of living in a transit rich neighborhood. Several decades ago, the region decided to invest in a regional light rail system instead of undertaking new freeway building and these programs support that choice. To assess the success of these programs in meeting transportation planning goals of reducing automobile trips and encouraging alternative modes of travel, some recent research on TOD development that includes some of Portland's TODs that have received the NMUH and TOD tax exemption are included in Attachment 1.

Detailed Program Objectives and Outcomes Chart

Program	Goals	Outcomes/Measures
Nonprofit Low Income Housing	Adequate supply of low income housing	Number of units serving low income households
New Multiple Unit Housing	<ul style="list-style-type: none"> ▪ Opportunities to both live close to work. ▪ A complete residential community in Portland's core. ▪ Accommodate population growth. ▪ Preservation of low income housing 	<ul style="list-style-type: none"> ▪ Number of units ▪ Household Incomes Served ▪ Presence of Mixed-Use ▪ Location near transit facilities ▪ Low income housing units preserved
Transit Oriented Development	<ul style="list-style-type: none"> ▪ Support for public investment in MAX Light rail and other transit facilities. ▪ Accommodates population growth ▪ Preservation of low income housing 	<ul style="list-style-type: none"> ▪ Number of units ▪ Location near transit facilities ▪ Presence of Mixed-Use ▪ Project Density ▪ Household Incomes Served ▪ Low income housing preserved
Single-Family New Construction in Homebuyer Opportunity Areas	<ul style="list-style-type: none"> ▪ Increased homeownership opportunities in City neighborhoods targeted for revitalization 	<ul style="list-style-type: none"> ▪ Number of units in low/moderate income census tracts
Residential Rehabilitation	<ul style="list-style-type: none"> ▪ Preservation of Portland's housing stock and improving its safety and quality 	<ul style="list-style-type: none"> ▪ Number of units rehabilitated

Detailed Information on the Outcomes in Relation to Policy Goals and Objectives Cont.

B. Outcomes in Relation to Policy Goals and Objectives

Nonprofit Program

Program Purpose According to State Statute:

No Legislative Findings in Oregon Revised Statutes (ORS) 307.540-307.548

The definitions define low income as income at or 60 percent area median income.

City Housing Goals:

- Protect, preserve and restore the City's single-room occupancy (SRO) and low income housing. (*Comprehensive Plan* Housing Policy, 4.14 C Neighborhood Stability)
- Promote the preservation and development of a sufficient supply of transitional and permanent housing affordable to extremely low-income individuals and households with children in order to reduce or prevent homelessness. (*Comprehensive Plan* Housing Policy, 4.12 B Housing Continuum)
- Encourage housing opportunities for extremely low and very low income households (below 50 %MFI) in all neighborhoods to avoid their concentration in any one area. (*Comprehensive Plan* Housing Policy, 4.7 D Balanced Communities)

Program Outcomes

Number of units receiving assistance for 2007-08 tax year: 7,790

Support for housing with services:

- The largest number of units in the program are managed by Central City Concern, which has as their mission preventing homelessness, and provides various services to their tenants.
- The second largest user is REACH Community Development Corporation Inc. which also has a number of projects that include services to tenants.

Nonprofit TOD development:

Center Commons- One component of this mixed use development includes apartments. The Commons Apartments has a nonprofit exemption and is receiving assistance from Metro's TOD Program.

Detailed Information on the Outcomes in Relation to Policy Goals and Objectives Cont.

New Multiple-Unit Housing (NMUH) Program

Program Purpose According to State Statute (ORS 307.600-307.637):

“The Legislative Assembly finds that it is in the public interest to stimulate the construction of transit supportive multiple-unit housing in the core areas of Oregon’s urban centers to improve the balance between the residential and commercial nature of those areas, and to ensure full-time use of the areas as places where citizens of the community have an opportunity to live as well as work.” (ORS 307.600 1.)

City Housing Goals:

- Achieve a distribution of household incomes similar to the distribution of household income found citywide in the Central City. (*Comprehensive Plan* Housing Policy, 4.7 A Balanced Communities)
- Place new residential developments at locations that increase potential ridership on the regional transit system and support the Central City as the region’s employment and cultural center. (*Comprehensive Plan* Housing Policy, 4.3 D Sustainable Housing)
- Encourage the retention of existing rental housing at rent levels affordable to area residents. ...(*Comprehensive Plan* Housing Policy, 4.14 D Neighborhood Stability)

Central City Plan Goals:

- Maintain the Central City’s status as Oregon’s principal high density housing area by keeping housing production in pace with new job creation. (*Central City Plan*, Policy 3: Housing)
- Encourage the development of housing in a wide range of types and prices and rent levels. (*Central City Plan*, Policy 3: Housing, Objective D.)

New Multiple-Unit Housing (NMUH) Program Cont.

Program Outcomes

Number of Units: 2,856* ²⁰

Tenure: Rental: 2,733 (96%) Owner: 123 (4%)

NMUH Rental Units by Rent Restrictions

Total ntal Units	Market Rate	Rent Restricted	30%	50%	60%	80%
2,733	1,573	1,160	93	334	656	77
	58%	42%	3%	12%	24%	3%

Source: PDC

Low income housing units preserved for longer than 10 years:

Project	Units
Westshore	113 units until 2008
Fifth Avenue Commons	70 units until 2029
MLK-Wygant	38 units until 2027
Total	221 units

²⁰ There are 172 units in Station Place and 6 Cornerstone rental units counted also counted as Nonprofit units in this report. They are not double-counted in the information submitted to the City Auditor's Office so the unit counts will be different in this report and the SEA Report.

New Multiple-Unit Housing (NMUH) Program Cont.

Transportation and Growth Management Planning Goals

- **Living Closer to Work** Locate greater residential densities near major employment centers, including Metro-designated regional and town centers, to reduce vehicle miles traveled per capita and maintain air quality. (From *Comprehensive Plan* Urban Development Policy, 2.15)
- **Transit-Oriented Development** Reinforce the link between transit and land use by encouraging transit-oriented development and supporting increased residential and employment densities along transit streets, at existing and planned light rail transit stations, and at other major activity centers. (From *Comprehensive Plan* Transportation Policy 6.19)

Program Outcomes

Living closer to work: 2,856 units in the Central City which is region's largest job center. * ²¹

Location of units within 1/4 mile of frequent service transit:

MAX light rail stations: 1,633 units

Portland streetcar stops 1,657 units

All frequent transit service 2,856 units

Projects that have also received assistance from Metro's TOD Program:

The Merrick Apartments (178 units)

Units in of mixed-use projects: 2,352 units

²¹ There are 172 units in Station Place and 6 Cornerstone rental units counted also counted as Nonprofit units in this report. They are not double-counted in the information submitted to the City Auditor's Office so the unit counts will be different in this report and the SEA Report .

New Transit Supportive Residential or Mixed Use Development (TOD) Program

Program Purpose in State Statute (ORS 307.600-307.637):

“The Legislative Assembly further finds that it is in the public interest to promote private investment in transit supportive multiple-unit housing in light rail station areas and transit oriented areas in order to maximize Oregon’s transit investment to the fullest extent possible and that the cities and counties of this state should be enabled to establish and design programs to attract new development of multiple-unit housing, and commercial and retail property, in areas located within a light rail station area or transit oriented area.” (ORS 307.600 2.)

City Housing Goals

- Encourage the development and preservation of housing that serves a range of household incomes levels at locations near public transit and employment opportunities. (*Comprehensive Plan* Housing Policy, 4.7 G. Balanced Communities)
- Encourage the retention of existing rental housing at rent levels affordable to area residents. (*Comprehensive Plan* Housing Policy, 4.14 D Neighborhood Stability)

Area Plan Goals and Actions

Hollywood and Sandy Plan (2000)

- Provide incentives for new housing projects to ensure that housing is an attractive option and to encourage housing above commercial spaces along Sandy Boulevard and in Hollywood. (Policy 2 Housing, Objective 2)
- Consider applying the transit-oriented tax abatement to properties along Sandy Boulevard. (Housing Action Item Hsb3)

Northwest District Plan (2003)

- Support land use strategies and developments that increase the amount of housing in the district. (Land Use Policy Objective A)
- Support the development of new housing in the district that meets the needs of employees, especially those who work for large employers like Legacy Good Samaritan Hospital and Medical Center and CNF. (Housing Policy Action H14)
- Apply the transit-oriented development (TOD) property tax abatement within the Northwest Plan District. Encourage developers of affordable housing to take advantage of this tax abatement. . (Housing Policy Action H21)

Metro 2040 Growth Concept See map on the opposite page. The NMUH and TOD projects are primarily located in areas designated by the Concept for accommodation of population growth.

New Transit Supportive Residential or Mixed Use Development (TOD) Program Cont.

Program Outcomes

Total Number of units: 971

Tenure: 845 rental units and 126 condominiums

Income levels of households residing in units by tenure: 845 rental units

- 279 units rent restricted from 30% MFI to 80% MFI
- 566 units are market rate

TOD Rental Units by Rent Restrictions

	Market Rate	Rent Restricted	30% MFI	50% MFI	60% MFI	75% MFI	80% MFI
Total Rental Units							
845	566	279	12	50	139	56	22
	67%	33%	1%	6%	16%	7%	3%

Preservation of low income housing – The Hazelwood Retirement Community received a one year extension to preserve low income and moderate income units in that project.

Project	Units	
	Below 60% MFI	Below 75% MFI
Hazelwood Retirement Community:	40	56

Transportation and Growth Management Goals

- **Living Closer to Work** Locate greater residential densities near major employment centers, including Metro-designated regional and town centers, to reduce vehicle miles traveled per capita and maintain air quality. (From *Comprehensive Plan* Urban Development Policy, 2.15)
- **Transit-Oriented Development** Reinforce the link between transit and land use by encouraging transit-oriented development and supporting increased residential and employment densities along transit streets, at existing and planned light rail transit stations, and at other major activity centers. (From *Comprehensive Plan* Transportation Policy 6.19)
- Concentrate a mix of higher intensity residential and commercial development along main streets and the Portland Streetcar line. (*Hollywood and Sandy Plan* Land Use Policy Objective C.)

New Transit Supportive Residential or Mixed Use Development (TOD) Program Cont.

Program Outcomes

Proximity to light rail or frequent service transit: 971

Number of units of units within ¼ mile of a MAX Light rail station area: 775

Projects in Metro's TOD Program:

- Center Commons
- Russellville Commons 1 & II

(See Appendix 1 for research on Center Commons and Collin Circle TOD projects.)

Single-Family New Construction Program

Program Purpose in State Statutes (ORS 307.651 to 307.687)

The Legislative Assembly finds it to be in the public interest to stimulate the construction of new single-unit housing in distressed urban areas in this state in order to improve in those areas the general life quality, to promote residential infill development on vacant or underutilized lots, to encourage homeownership and to reverse declining property values. (ORS 307.654)

City Housing Goals:

- Support public and private actions that improve the physical and social environment of areas that have experienced disinvestment in housing, that have a concentration of low income households, or that lack infrastructure. ...(*Comprehensive Plan* Housing Policy, 4.7 F Balanced Communities)
- Expand opportunities for first-time homebuyers. (*Comprehensive Plan* Housing Policy, 4.12 E. Housing Continuum)
- Promote and maintain homeownership options within neighborhoods. (*Comprehensive Plan* Housing Policy, 4.12 E. Housing Continuum)

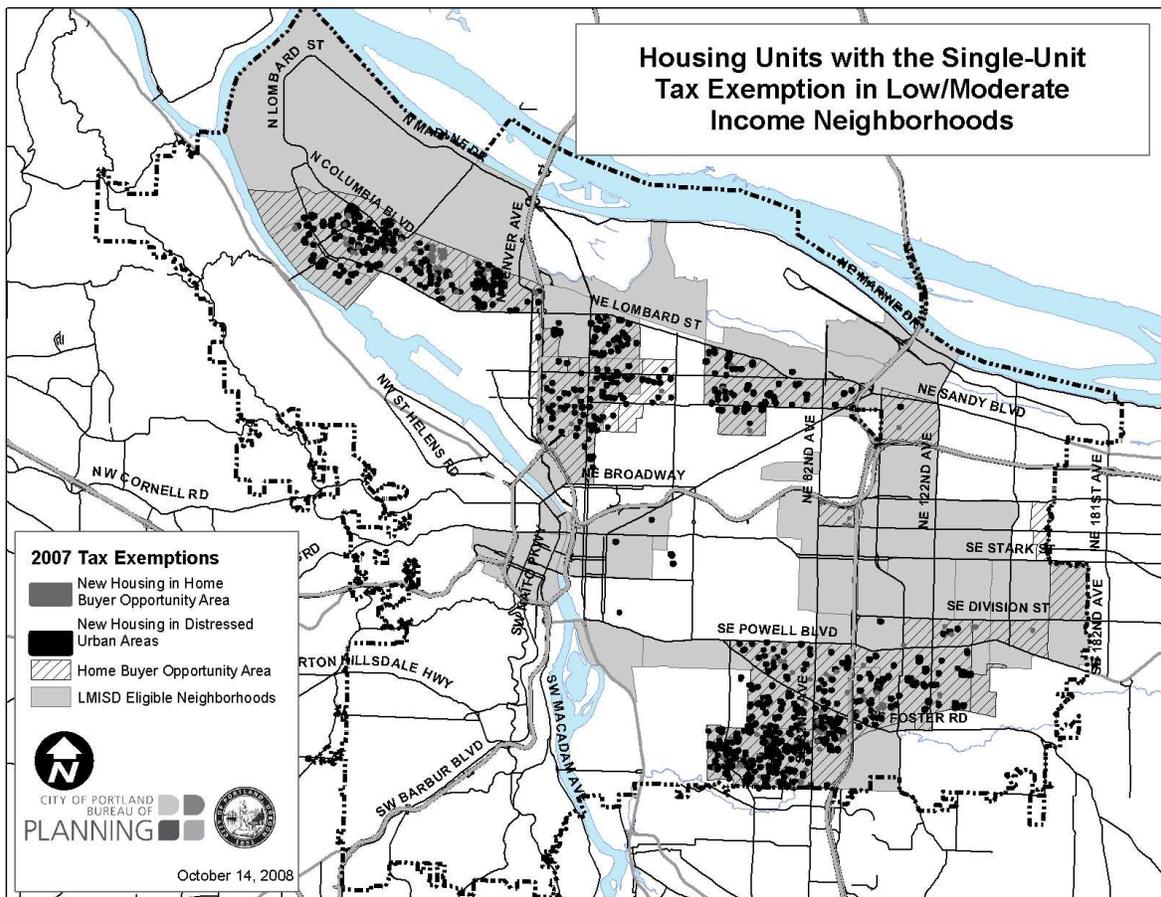
Area Plan Objectives and Actions:

Albina Community Plan (1993)

- Provide opportunities for homeownership for Albina Residents. Emphasize infill development that accommodates owner-occupancy and is compatible with the surrounding neighborhood. (Policy V, Housing, Objective 3)
- Publicize the availability of the ten-year property tax exemption for new construction and housing rehabilitation under the distressed area program. (Policy V, Housing, Housing Action H15)

Outer Southeast Community Plan (1996)

- Increase opportunity for building more single-family housing in outer southeast neighborhoods. (Housing Policy, Objective 3).
- Promote construction of attached housing designed to be owner-occupied housing to accommodate smaller households. (Housing Policy, Objective 4)
- Designate Foster [Powell, Mt. Scott-Arleta and the northern 2/3 of Lents as “distressed areas” so that new single-family housing construction and rehabilitation are eligible for a limited tax abatement. Retain the “distressed area” designation for Brentwood-Darlington.(Housing Policy Housing Action H1)



Program Outcomes

Number of Units: 2,056

Number of units restricted to households below area MFI (\$67,500 in 2008): 419

Number of units in Low/Moderate Income Neighborhoods: 1,843 out of 1876*

New Homeownership Units in Low/ Moderate Census Tracts*

Low/Moderate Income Neighborhoods	Number of New Units
North Portland	733
Northeast Portland	300
Southeast Portland	451
East Portland	359
Total	1,843

* Information was not available for 180 units

Residential Rehab Programs

Program Purpose in State Statutes (ORS 308.450 to 307.481):

“The Legislative Assembly finds that it is in the public interest to encourage the rehabilitation of existing units in substandard condition and the conversion of transient accommodation to permanent residential units and the conversion of nonresidential structures to permanent residential units in order to make these units sound additions to the housing stock of the state. The Legislative Assembly further finds that cities and counties of this state should be enabled to establish and design programs to stimulate such rehabilitation and or conversion based on the incentive of a local property tax exemption, which is authorized under ORS 308.450 to 308.481.”

City Housing Goals:

- Restore, rehabilitate, and conserve existing sound housing as one method of maintaining housing as a physical asset that contributes to an area’s desired character. (*Comprehensive Plan* Housing Policy Objective 4.5 Housing Conservation)
- Ensure that owners, managers, and residents of rental property improve the safety, durability, and livability of rental housing. (*Comprehensive Plan* Housing Policy Objective 4.5 Housing Conservation)

Area Plan Objective and Actions

Albina Community Plan (1993)

- Preserve and encourage the rehabilitation of existing sound housing, especially rental housing. (Albina Community Plan Policy V, Objective 4)
- Publicize the availability of the ten-year property tax exemption for new construction and housing rehabilitation under the distressed area program. (Policy V, Housing, Housing Action H15)

Outer Southeast Community Plan (1996)

- Encourage Property owners to maintain and improve their homes so that established neighborhoods remain stable and attractive. (Housing Policy Objective 6.)
- Designate Foster [Powell, Mt. Scott-Arleta and the northern 2/3 of Lents as “distressed areas” so that new single-family housing construction and rehabilitation are eligible for a limited tax abatement. Retain the “distressed area” designation for Brentwood-Darlington.(Housing Policy Housing Action H1)

Program Outcomes

Total Number of units: 150

Unit Type: 60 multifamily and 90 single-family

Attachment to APPENDIX 1:

Studies of Transit-Oriented Development that Include Local NMUH and TOD Projects

A. Findings of *Effects of TODs on Travel, Parking and Travel*, Final Draft 8/01/2008 by the Transit Cooperative Research Program

The *Effects of TODs* study helped confirm that in the four metro areas studied, TOD development generates less traffic than conventional development. The metro areas studied are Philadelphia, NJ, San Francisco, Washington DC and Portland, Oregon. Information on three projects that have a TOD tax exemption and one that has a NMUH tax exemption is provided in the report.

Higher Use of Transit and Other Alternative Transit Modes in Mixed-Use TODs

In the *Effects of TODs*, the authors cited the results of a local Metro 1994 Travel Behavior Survey that illustrates the higher share of transit use and trips by other alternative modes in neighborhoods with TOD development. The reduction in automobile travel measured in vehicle miles traveled (VMT) is greater in TOD areas with a mixture of residential and commercial uses.

Table 10: Metro Travel Behavior Survey Results, all Trip Purposes (Portland OR)

Land Use Type	Mode share					Daily VMT*per capita
	% Auto	% Walk	% Transit	% Bike	% Other	
Good Transit and Mixed Use	58.1%	27%	11.5%	1.9%	1.5%	9.80
Good Transit Only	74.4%	15.2%	7.9%	1.4%	1.1%	13.28
Rest of Multnomah Co.	81.5%	9.7%	3.5%	1.6%	3.7%	17.34
Rest of Region	87.3%	6.1%	1.2%	0.8%	4.6%	21.79

Source *Effects of TODs on Travel, Parking and Travel*, Final Draft 8/01/2008 by the Transit Cooperative Research Program

* VMT-Vehicle Miles Traveled

Reduced Auto Trips

A comparison between trip generation rates for TOD units and the average for apartments as determined by the Institute of Transportation Engineers (ITE) indicates that the units in three Portland TOD projects generate far fewer trips per day per household than the ITE standard for apartments. Center Commons is located near the NE 60th and Gilson Street MAX stop. Collins Circle is located in Goose Hollow at SW 18th and Jefferson near the Goose Hollow MAX stop. The Merrick is located near the Convention Center MAX light rail stop. Below is an excerpt from a larger chart in the study that includes the information on these three projects.

Excerpt from Table 2: Comparison of TOD-Housing and ITE Vehicle Trip Generation Rates: 24 Hour Estimates.

Project	TOD Vehicle Trip Rate	ITE Standard Vehicle Trip Rate	TOD rate as a % of ITE Rate	% point difference from ITE Rate
Center Commons	4.79	6.72	71.30%	-28.70%
Collins Circle	0.88	6.72	13.08%	-86.92%
The Merrick	2.01	6.72	29.84%	-70.16%

Source: *The Effects of TODs on Travel, Parking and Travel*

Reduced Auto Ownership:

Two local studies cited in *The Effects of TODs on Travel, Parking and Travel* note the effect of living in a TOD on auto ownership.

1. Jennifer Dill of the Center for Transportation Studies at Portland State University found that 73 percent of households said moving to this place had not impact on the number of vehicles owner. Seventeen percent of households, however, said that they got rid of a vehicle because of characteristics of the neighborhood.

Table 17: Auto Ownership at Merrick TOD

# of Vehicles	% of Households
No Car	8%
One Car	75%
Two Cars	14%
Three Cars	3%

Source: Dill, 2005

2. A study cited in the *Effects of TODs on Travel, Parking and Travel* by C.Switzer (2002) found that at the Center Commons TOD, 30% of respondents owned fewer cars than they did at their previous residence, and that 37% of respondents did not own any car.

Table 16: Auto Ownership at Center Commons TOD

# of Vehicles	Previously	Currently	Change
No Car	21	36	42%
One Car	60	54	-10%
Two Cars	11	4	-64%
Three Cars	3-	2	33%
Five Cars	1	0	100%

Source: Switzer, 2002 *The Center Commons Transit Oriented Development: A Case Study*, MURP thesis, PSU

B. Summary of Research on the Merrick Apartments

PSU Center for Urban Studies
Center for Transportation Studies
**Transit-Oriented Development Survey:
The Merrick**



PI: Jennifer Dill, PhD.

Background

The Merrick is a mixed-use, transit-oriented development (TOD) located at 1231 NE Martin Luther King Jr. Blvd in Portland, in the Lloyd Center/Rose Quarter area.



- 185 rental apartments, ground floor commercial and underground parking.
- One block away from a MAX station
- On a frequent service bus route

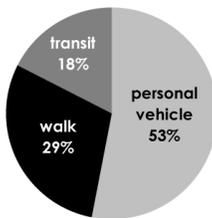
The primary purpose of a TOD is to create higher density, mixed-use near transit to increase transit riders.

Our Research

The purpose of our research was to document the way residents travel before and after living at The Merrick, their attitudes towards travel, and factors influencing their choice to live at The Merrick.

In February 2005, we delivered surveys to every occupied apartment. A letter of support from The Merrick manager and a Starbucks gift card of \$3 dollars (an upfront thank you) were included. Reminder postcards and a second set of surveys were distributed to residents who had not responded. Over 40% of the residents responded, 76 total.

How do Merrick residents travel?



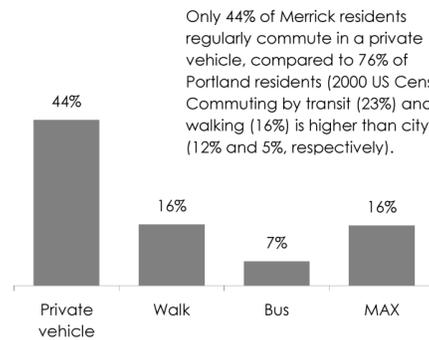
Just under half (47%) of all trips from The Merrick the previous week were by transit or walking, and 53% were made in private vehicles. Only 8% of the households had no vehicle available. This indicates that people are choosing not to drive.

Did moving to The Merrick change the way residents travel?

Merrick residents claim to be driving less and using transit and walking more compared to where they used to live.

- 68% claim to drive a lot to a little less now
- 70% claim to use transit a little to a lot more now
- 47% claim to walk a little to a lot more now

How do residents get to work/school?



Only 44% of Merrick residents regularly commute in a private vehicle, compared to 76% of Portland residents (2000 US Census). Commuting by transit (23%) and walking (16%) is higher than citywide (12% and 5%, respectively).

Why do residents live at The Merrick?

These were the top ten factors for Merrick residents when they looked for their current home:

- High quality living unit
- Easy access to downtown
- Good public transit service
- Relatively new living unit
- Affordable living unit
- Close to where I worked
- Shopping areas within walking distance
- High level of upkeep in neighborhood
- Attractive appearance of neighborhood
- Safe neighborhood for walking

Who lives at The Merrick?

The survey respondents were evenly split between men and women. In addition, the respondents:

- Are primarily single-person households (73%)
- Range in age from 20 to 87 (median age is 33 years)
- Have driver's licenses (92%)
- Largely have college degrees (68%)
- Work full time (75%)
- Have a range of income levels, with 41% earning \$50,000 or greater

This research was sponsored, in part, by Metro.

Contact Information

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Appendix 2: PDC Appendices on Monitoring and Compliance

Appendix 2

Basis for Termination and Denials

Single Family Home Terminations	Basis
10	Builder rented units
3	Over the sales price (\$275,000)
17	Not owner occupied
4	New buyer did not apply
2	Buyer did not qualify (over income)
1	Customer requested termination
TOTAL: 37	

Multi Family/Transit Oriented Terminations	Basis
8	Unit not owner occupied
2	New owner did not apply
TOTAL: 10	

Applications Denied	Basis
14	Property owner above income limit (\$67,500)
2	Property not in homebuyer opportunity area
1	Property above price limit
2	Not original owner
1	Never completed application
1	Never sub-divided property
1	Builder rented property
6	Applied after final permit issued
TOTAL: 28	

Appendix 2

Questionable Abatements and Terminations from 2007/08 Tax Year

Transit Oriented Ownership: 13 Questionable --> 4 Terminated

LTA #	Year Applied	Property Tax Code	Address	Met Requirements Abatement Continued
35	2002	R516799	737 NE 99TH AVE, UN 10	No
44	2002	R516760	737 NE 99TH AVE, UN 3	Yes
75	2002	R130793	5827 NE CENTER COMMONS WAY	Yes
123	2004	R553078	9837 NE IRVING ST, UN 308	Yes
156	2003	R168098	10345 NE CLACKAMAS ST, UN 2	Yes
159	2003	R168101	10345 NE CLACKAMAS ST, UN 5	Yes
165	2003	R168107	10345 NE CLACKAMAS ST, UN 11	Yes
169	2003	R168111	10345 NE CLACKAMAS ST, UN 15	No
177	2003	R168119	10345 NE CLACKAMAS ST, UN 23	Yes
209	2003	R553086	9837 NE IRVING ST, UN 316	Yes
225	2007	R553082	9837 NE IRVING ST, UN 312	No
227	2005	R553023	9817 NE IRVING ST, UN 219	Yes
255	2007	R588254	400 NE 100th, UN 49	No

Appendix 2 Cont.

Questionable Abatements and Terminations from 2007/08 Tax Year

New Multiple Unit Ownership: 21 Questionable --> 6 Terminated

LTA #	Year Applied	Property Tax ID Number	Site Address	Met Requirements Abatement Continued
1	2002	R522305	533 NE HOLLADAY ST, UN 609	Yes
10	2002	R517708	411 NW FLANDERS, UN 311	Yes
12	2002	R522294	533 NE HOLLADAY ST, UN 507	Yes
21	2002	R517706	411 NW FLANDERS ST, UN 309	Yes
27	2002	R517719	411 NW FLANDERS ST, UN 410	No
30	2002	R130817	5934 NE Hoyt St.	Yes
34	2002	R517744	411 NW FLANDERS ST, UN 611	No
37	2002	R518343	1030 NW 12TH AVE, UN 123	Yes
64	2002	R518362	1030 NW 12TH AVE, UN 211	No
65	2002	R522306	533 NE HOLLADAY ST, UN 601	Yes
66	2002	R522266	533 NE HOLLADAY ST, UN 206	No
73	2002	R518365	1030 NW 12TH AVE, UN 215	Yes
76	2003	R522316	533 NE HOLLADAY ST, UN 702	Yes
86	2003	R502230	1134 SW JEFFERSON ST, UN 202	No
98	2003	R502242	1134 SW JEFFERSON ST, UN 304	Yes
99	2003	R502243	1134 SW JEFFERSON ST, UN 305	Yes
105	2003	R502249	1134 SW JEFFERSON ST, UN 402	No
111	2003	R502256	1134 SW JEFFERSON ST, UN 409	Yes
116	2003	R502260	1134 SW JEFFERSON ST, UN 504	Yes
179	2003	R522277	533 NE HOLLADAY ST, UN 308	Yes
224	2000	R488671	8028 SE COOPER ST, UN B	Yes

Appendix 2 Cont.

Questionable Abatements and Terminations from 2007/08 Tax Year

Single Family Ownership: 97 Questionable --> 37 Terminated				
LTA #	Year Applied	Property Tax Code	Site Address	Met Requirements Abatement Continued
2953	2005	R537170	4632 NE ALBERTA ST	Yes
2963	2005	R214446	6619 SE 93RD AVE	No
2967	2005	R540754	6917 SE 81ST PL	No
2988	2005	R531027	9945 N DECATUR ST	Yes
2989	2005	R547564	9527 N Decatur St	Yes
2999	2005	R547560	9623 N HAVEN AVE	Yes
3003	2005	R131948	10005 SE INSLEY ST	No
3014	2005	R547607	9319 N HAVEN AVE	Yes
3017	2005	R550973	5907 NE 50TH PL	Yes
3021	2005	R215054	9903 N JERSEY ST	Yes
3022	2005	R311699	6402 NE BELLEVUE AVE	No
3027	2005	R547600	9423 N HAVEN AVE	Yes
3040	2005	R535258	3724 NE GRAND AVE	Yes
3053	2005	R531036	9924 N DECATUR ST	No
3061	2005	R155324	7033 NE 6TH AVE	No
3063	2005	R531039	9912 N DECATUR ST	Yes
3066	2005	R531019	9911 N DECATUR ST	Yes
3075	2005	R263568	4611 SE 87TH AVE	No
3076	2005	R575631	11937 SE HOLGATE BLVD, UN 6	No
3127	2006	R547742	4823 N MCCOY CT	Yes
3128	2006	R547743	8920 N FISKE AVE	Yes
3163	2006	R577003	4414 NE KILLINGSWORTH ST, UN 3	Yes

3165	2006	R577004	4414 NE KILLINGSWORTH ST, UN 4	Yes
3166	2006	R577009	4414 NE KILLINGSWORTH ST, UN 9	Yes
3167	2006	R577012	4414 NE KILLINGSWORTH ST, UN 12	Yes
3168	2006	R577014	4414 NE KILLINGSWORTH ST, UN 14	Yes
3172	2006	R547547	5015 N CECELIA ST	Yes
3179	2006	R107935	610 NE SUMNER ST	Yes
3180	2006	R577005	4414 NE KILLINGSWORTH ST, UN 5	Yes
3181	2006	R577006	4414 NE KILLINGSWORTH ST, UN 6	Yes
3184	2006	R577001	4414 NE KILLINGSWORTH ST, UN 1	Yes
3185	2006	R577007	4414 NE KILLINGSWORTH ST, UN 7	Yes
3186	2006	R577013	4414 NE KILLINGSWORTH ST, UN 13	Yes
3192	2006	R550243	777 NE 93RD AVE	Yes
3193	2006	R531028	9949 N DECATUR ST	No
3196	2006	R547732	8905 N MCCOY CT	Yes
3203	2006	R561086	1405 N KILPATRICK ST	No
3206	2006	R557278	4207 SE 94TH AVE	Yes
3208	2006	R589689	4622 N MCCOY CT	Yes
3219	2006	R550118	7852 SE SPRINGWATER DR	Yes
3220	2006	R137264	9211 N CLARENDON AVE	Yes

3227	2006	R577008	4414 NE KILLINGSWORTH ST, UN 8	Yes
3241	2006	R547720	4408 N MCCOY CT	Yes
3262	2006	R577002	4414 NE KILLINGSWORTH ST, UN 2	Yes
3266	2006	R577010	4414 NE KILLINGSWORTH ST, UN 10	Yes
3267	2006	R547850	4527 N NEWARK ST	Yes
3269	2006	R573403	9454 N WOOLSEY AVE	Yes
3292	2006	R573426	9306 N WOOLSEY AVE	Yes
3293	2006	R573427	9302 N WOOLSEY AVE	Yes
3325	2006	R565984	3721 B SE 136TH AVE	No
3332	2006	R569889	5720 NE BEECH ST	Yes
3342	2006	R586362	7918 SE 80TH PL	Yes
3343	2006	R586361	7924 SE 80TH PL	Yes
3350	2006	R547801	9612 N DWIGHT AVE	Yes
3355	2006	R582297	6517 SE 89TH AVE	Yes
3375	2006	R572938	10217 N ZIEGLER AVE	Yes
3387	2006	R590230	6716 N. PITTSBURG AVE, UN 6716	No
3394	2006	R89923	3051 N HOUGHTON ST	No
3409	2007	R496437	4606 SE 115TH AVE	Yes
3447	2007	R557169	8636 SE ISABELLA CT	Yes
3452	2007	R590151	4040 N MONTANA AVE, UN 1	Yes
3453	2007	R168040	6660 SE 72nd Ave.	Yes
3487	2007	R547864	4518 N FESSENDEN ST	No
3492	2007	R598016	4239 SE 79TH AVE	No

3494	2007	R598018	4247 SE 79TH AVE, UN 4247	No
3528	2007	R594093	9030 N VAN HOUTEN AVE	Yes
3532	2007	R582429	7827 SE HARNEY	Yes
3535	2007	R589937	7424 SE HENDERSON ST	No
3537	2007	R552002	9305 N CALHOUN AVE	Yes
3538	2007	R570394	3233 SE 122ND AVE	Yes
3544	2007	R577554	12631 SE BOISE	Yes
3556	2007	R576838	6824 N NASHTON ST	No
3562	2007	R600800	10114 SE PARDEE	No
3565	2007	R599480	6022 NE Skidmore St.	No
3617	2007	R547577	9632 N HAVEN	Yes
3647	2007	R600431	17322 SE Sherman St	No
3744	2007	R576975	3320 SE 150TH	No
3764	2007	R574746	757 NE 94th Ave	No
3765	2007	R305112	761 NE 94th Ave	No
3863	2007	R577465	9513 N Todd St	Yes
3872	2007	R204977	3738 SE 62ND AVE	Yes
3877	2007	R591051	4622 SE NEHALEM ST	No
3918	2007	R600444	9731 N CLARENDON AVE	No
3925	2007	R242137	2548 N WILLIS BLVD	Yes
4006	2007	R593751	4900 SE 122ND AVE UNIT 1	No
4007	2007	R593752	4904 SE 122ND AVE UNIT 2	No
4008	2007	R593755	4920 SE 122ND AVE UNIT 5	No
4009	2007	R593756	4924 SE 122ND AVE UNIT 6	No
4010	2007	R593757	4930 SE 122ND AVE UNIT 7	No
4011	2007	R593760	4942 SE 122ND AVE UNIT 10	No
4056	2007	R547664	8978 N HAVEN AVE	No

4074	2007	R612754	6107 SE WOODSTOCK BLVD, UN 4	No
4099	2007	R602382	13000 SE DIVISION ST	No
4101	2007	R602383	13022 SE DIVISION ST	Yes
4111	2007	R602376	2530 SE 130TH AVE	No
4122	2007	R608788	2710 SE 141ST AVE, UN 11	Yes
4123	2007	R608789	2710 SE 141ST AVE, UN 12	No

Appendix 2

Sample Tenant Survey Input Form (for Rental properties)

A1	Report Date:	U	T	S	R	Q	P	O	N	M	L	K	J	I	H	G	F	E	D	C	B	A	V
1	Report Date:																						Gender
2	FYE:																						Male
3	Project Name:																						Female
4	Project Address:																						
5	Borrower Name:																						
6																							
7	Total # of Units																						
8	Total # of Restricted Units																						
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Investing in Portland's Future

PDC

PORTLAND DEVELOPMENT COMMISSION

Project ID:

of Occupied Units:

Number of Vacant Units:

Total # of Units:

Total # of Restricted Units:

Total # of HOME Units:

Residential Care Facility (Yes)

Enter # of Beds in your Group Home

PLEASE DO NOT DISTRIBUTE THIS SPREADSHEET

Email Document to: Asset Management Dept
assetmanagement@pdc.us
Questions - call 503823-0468

UNIT INFORMATION

Permanent Supportive Housing (PSH)?

HOME

No. of Bedrooms?

No. of Adults

Total # of Children Under Age 18

of Children Under Age 7 (incl. in Total Count)

Sex of Head of Household

Disabled Household

Senior (Age 62+)

Name or ID #

Ethnicity/Race

Date of First Occupancy

Annual Household Income (all incomes)

Date Income Certified or Recertified

Tenant's Share of Monthly Rent (Total Rent if no Subsidy)

Rent Subsidy Type (Sec 8, Tax Credit, etc.)

Rent Subsidy Amount

Current Utility Allowance

Type of Utility Allowance

Cross Monthly Rent (Rent of Tenant Share of Allowance Amount)

TENANT INCOME

MONTHLY

Rent Subsidy Amount

Current Utility Allowance

Type of Utility Allowance

Cross Monthly Rent (Rent of Tenant Share of Allowance Amount)

NUM

Ready

Tenant Survey Input Form / Vacancy Report / Totals / Tenant Summary Report / PDC Internal / Data Sheet

