

EXHIBIT B
2/13/2019 PC

Dear Members of the Wilsonville Planning Commission,

Thank you for accepting this testimony. My testimony concerns property which is expected to be in Tualatin, when all of this is said and done. It has been referred to as the Basalt Creek Subarea, and has been the subject of a Metro determination as well as a LUBA Appeal. Although, Metro recommended that the area receive an Industrial designation the LUBA Board made it clear that the property should be zoned based on the substantial record. I would also like to enter a letter into the record that has previously been provided to the Tualatin Mayor and City Council, regarding their Buildable Land Inventory, as it speaks to what property in the Central Subarea should be designated as.

With that said, I would like to enter the following abbreviated comments and attachments into the record. I have previously provided written testimony to Metro, which your city attorney has a copy of, and I would like to incorporate that testimony by reference. As part of its Title 4 process, during adoption of Ordinance No. 04-1040B Metro mapped prospective Employment Land, Industrial Land, and Regionally Significant Industrial Areas. To qualify, the slope suitability that Metro used was "less than 10%" *See attachment 1(a)*. As previously provided, the subject properties in the Central Subarea have slope of over 20%. Metro has recently released a draft of its Urban Growth Report (UGR), which I have *See attachment 2*. Page 11 the UGR forecasts a "net decrease of 9,000 industrial jobs during the 2018 to 2038 time period" and concludes that there is "no need for additional industrial land to support employment growth." If no additional land is needed in the region over the next two decades it is unclear why land that did not meet the slope criteria would receive a Industrial designation, particularly when that land is needed and counted as necessary to meet the Buildable Land Inventory for Housing. This is particularly true given the immediate need for residential land in our region.

Metro has also released a Buildable Land map for the 2018 UGR. Metro has mapped the Basalt Central Area, at issue here, as Single Family Residential. Its map shows capacity for 380 single family housing units, in Basalt Central Area. *See attachments 3 and 3(a)*.

Although the Chief Operating Officer and Metro Council have identified the issue of housing affordability in our region, Metro's BLI is predicated on significant redevelopment/gentrification of affordable housing in our region. For instance, the apartments owned by Central City Concern at 8018-8066 SE Taggart St., in Portland are slated for redevelopment. *See attachment 4.* Metro plans for many of our region's manufactured parks to be redeveloped, including the property in Cully that the City of Portland has taken steps to keep from redeveloping. *See attachment 5.* Additionally, manufactured housing on Hayden Island, *See attachment 6*, Fairview, *See attachment 7*, Wood Village, *See attachment 8*, Gresham *See attachment 9*, Gladstone, *See attachment 10*, unincorporated Clackamas County *See attachment 11*, Washington County *See attachment 12 and 13* are some of the properties slated for redevelopment. It is unclear whether the Johnson City City Council is aware that all homes in their city are slated for redevelopment *See attachment 14.*

The U.S. Department of Housing and Urban Development (HUD) has an Office of Policy Development and Research. It prepared a Comprehensive analysis for our seven county region on May 1, 2016. *See attachment 15.* The analysis showed there was a total demand of 27,225 for sales units between 5/1/16 and 5/1/19, and that 2,810 units were under construction. Of the 19,925 rental units needed to meet regional demand, 6,995 were under construction. *See attached report p.1-p.2.* This illustrates an immediate need for housing units in our region. A breakdown of the Washington County, titled Hillsboro Beaverton sub-region is on p. 14 - p.18

Additionally, HUD calculated housing demand in the Salem HMA. *See attachment 16.* Of the 3,075 sales units needed 260 were under construction, and of the 2,025 rental units needed, 520 were under construction. As a result, we cannot rely on Marion or Polk counties to pick up the additional housing need which is not being met in the 7 County Portland HMA.

The correlation between insufficient new housing inventory and increased prices is well documented as economist Joe Cortright wrote in the article I have attached, "demand for new housing that isn't met by the construction of new high-end units doesn't disappear, it spills over into more modest housing, driving up rents for everyone." *See attachment 17.* While the housing

anticipated for the Central Basalt Area isn't necessarily predicted to be high end, the fact that it is not being built will impact housing prices and affordability around our region.

A look at historic census data for Tualatin and Wilsonville shows that both jurisdictions have experienced significant population growth. While population growth was far more modest during and immediately after the great recession, both jurisdictions are far exceeding Metro's projected growth, illustrating a need for buildable lands.

Tualatin:

1970 - 750
1980 - 7,348
1990 - 15,013
2000 - 22,791
2010 - 26,054
2020 - TBD

Wilsonville:

1980 - 2,920
1990 - 7,106
2000 - 13,991
2010 - 19,509
2020 - TBD

The record in front of this Council, and Metro's own documents illustrate that this land was never planned to have an employment or industrial designation, there is no need for additional land in our region, and there is an acute need for housing in our region.

Thank you for adding my documents into the record.

Sincerely,



Peter O. Watts

E. Alternatives: Expand the UGB

These findings address ORS 197.732(c)(B), (C) and (D) and Goal 2, Exceptions; ORS 197.298(1); Goal 11; Goal 14, Factors 3-7; OAR 660-004-0010(1) and 660-004-0020(2); RFP Policies 1.2, 1.3.1, 1.4, 1.4.1, 1.7, 1.7.2, 1.9, 1.12.1, 1.12.2 and 5.1.1; Regional Transportation Plan Policy 3.0 and Metro Code 3.01.020(b)(3) through (7) and 3.01.020(d)

The measures taken by the Council to increase the capacity of the existing UGB for industrial use, described above leave an unmet need for industrial land of 1,180 acres.

Metro began the search for the most appropriate land for inclusion in the UGB by applying the priorities in ORS 197.298(1). Because Metro has not re-designated "urban reserve" land since its 1997 designation was invalidated on appeal, the highest priority for addition of land is exception land.

Metro first included for consideration all exception land that was studied for inclusion in the December, 2002, ordinances, but not included at that time (59,263 acres). Metro then expanded the search to consider all other land, resource land included, that met the siting characteristics that help define the need for industrial land (less than 10 percent slope and within two miles of a freeway interchange or one mile of an existing industrial area (9,071 acres). In all, Metro looked at approximately 68,000 acres to find the most appropriate land.

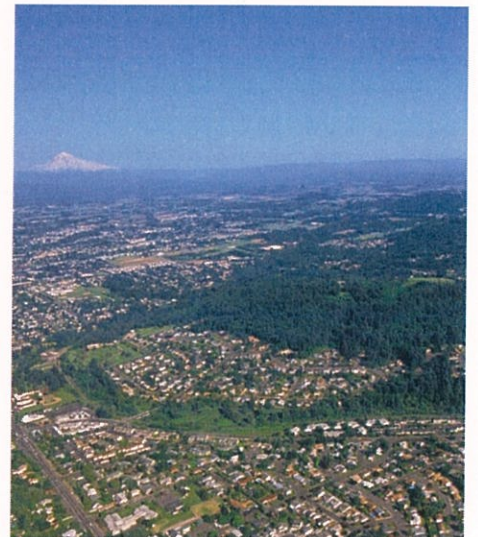
Once Metro mapped land by its statutory priority, Metro analyzed the suitability of the land for industrial use, considering the locational factors of Goal 14, the consequences and compatibility criteria of the Goal 2 and statutory exceptions process, the policies of the Regional Framework Plan (RFP) and the criteria in the Metro Code that are based upon Goal 14. This analysis is set forth in the Alternatives Analysis Study, Item (c) in Appendix A of Ordinance No. 04-1040B and subsequent staff reports [Appendix A, Items (a) and (y)].

The Alternatives Analysis and testimony from the hearings gave the Council few easy or obvious choices among the lands it considered. The land most suitable for the types of industrial use forecast in the region for the next 20 years is flat land near freeway interchanges or near existing industrial areas. In addition, the region needs parcels 50 acres or larger for the warehouse and distribution and tech/flex sectors. The land most likely to meet these needs at the perimeter of the UGB is agricultural land, the last priority for inclusion under ORS 197.298(1).

The highest priority for inclusion, under the priority statute, where no urban reserves have been designated, is exception land. But the character of most exception areas makes them unable to fill the region's needs for industrial use. The great majority of exception land outside the UGB is designated for residential use, and most of that is settled with residences. Parcels are generally small (five acres and smaller), the topography is usually rolling and often steep, and streams, small floodplains and wildlife habitat are common. And residents, as evidenced by testimony at Council hearings, are often vigorously opposed to industrial intrusions into what they consider their neighborhoods.

The Council excluded from further consideration those exception lands that lie further than two miles from a freeway interchange and more than one mile from existing industries for the reason that these areas cannot meet the identified need for industrial land. The Staff Report [Appendix A, Item (a)] describes these specific areas in detail at pages 13 to 18.

The Council excluded other study areas (or portions of them) from further consideration even though they could meet the identified need (less than 10 percent slope and either within two miles from a freeway interchange or within one mile from existing industries) because they are unsuitable for industrial use. Further analysis showed that some combination of parcelization, existing development, limitations on use



2018 GROWTH MANAGEMENT DECISION

Urban Growth Report

December 13, 2018

oregonmetro.gov/ugb

Metro manages the boundary that separates urban land from rural land in the Portland region and works with communities to plan for future population growth and meet needs for housing, employment, transportation and recreation.

Under Oregon law, greater Portland must have enough land inside its urban growth boundary for 20 years of growth. Land inside that boundary is available for construction of homes, employment centers and shopping areas for our region's residents. That means that even if the boundary wasn't expanded for two decades, all of the growth we expect in greater Portland can fit inside the existing boundary.

Every six years, the Metro Council looks at growth forecasts and development trends and decides whether to expand the boundary to meet its 20-year supply obligation.

Project web site: oregonmetro.gov/ugb

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4. Employment Trends
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Executive summary

A tradition of shaping the future to protect the quality of life

As people move here and businesses create jobs, greater Portland's urban growth boundary (UGB) protects farms and forests, promotes economic development, encourages equitable housing and supports development of new neighborhoods when needed.

Metro is working with residents, elected leaders, community groups and researchers to evaluate whether communities and existing land inside the growth boundary have enough room for the people and jobs we expect in 20 years. If we need to expand our urban footprint, we'll work with communities to grow where growth makes sense.

By the end of 2018, the Metro Council will decide whether there is enough land in greater Portland's urban area for 20 years of growth. If not, the council will decide what areas are the best suited to handle future development.

We need more housing and jobs to prepare for population growth

We need more housing, particularly housing that is affordable to people with modest means; we need a greater variety of housing to match our changing demographics; we need more middle-income jobs; and, we need to do a better job of engaging diverse communities in decision making.

Solutions won't be as simple as adding land to the UGB and hoping for the best. Real solutions lie in choices made at the federal, state, regional, county, city, neighborhood, and private sector levels. In that difficulty there's also good news – we each have choices we can make to improve things even when that progress feels incremental.

An outcomes-based approach

Land alone can't address housing needs, particularly for people making lower wages. Seeing this, the Metro Council has reoriented its growth management decisions to find the most viable and desirable ways to produce needed housing and job growth. For growth at the urban edge, it all starts with a strong city proposal for an expansion into an urban reserve.

For the 2018 decision, four cities have submitted proposals for UGB expansions into urban reserves. All four proposals are for housing.

Achieving desired outcomes

To guide its decision-making, the Metro Council, on the advice of the Metro Policy Advisory Committee (MPAC), adopted six desired outcomes, characteristics of a successful region:

- People live, work and play in vibrant communities where their everyday needs are easily accessible.
- Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
- People have safe and reliable transportation choices that enhance their quality of life.
- The region is a leader in minimizing contributions to global warming.
- Current and future generations enjoy clean air, clean water and healthy ecosystems.
- The benefits and burdens of growth and change are distributed equitably.



The merits of these four proposals will be the focus of policy discussions in the summer of 2018. Generally, cities are expected to show that:

- The housing needs of people in the region, county and city have been considered.
- Development of the proposed expansion area is feasible and supported by a viable plan to pay for needed pipes, parks, roads and sidewalks.
- The city has reduced barriers to mixed-use, walkable development in their downtowns and main streets.
- The city has implemented best practices for preserving and increasing the supply and diversity of affordable housing in its existing urban areas.
- The city has taken actions to advance Metro's six desired outcomes, with a particular emphasis on meaningful engagement of communities of color in community planning processes.

Next steps

Through discussions in the summer of 2018, the Metro Council will come to a determination as to whether any of the four proposed expansions are needed to accommodate population growth.

- **July 2018:** Overview of draft 2018 Urban Growth Report at Council, the Metro Policy Advisory Committee, and the Metro Technical Advisory Committee
- **July 2018:** City Readiness Advisory Group provides feedback on the strengths and weaknesses of city-proposed expansions to Council and the Metro Policy Advisory Committee
- **Sept. 4, 2018:** Metro's Chief Operating Officer recommendation
- **Sept. 12, 2018:** Metro Policy Advisory Committee recommendation to the Metro Council
- **Sept. 20 and 27, 2018:** Metro Council public hearings and direction to staff on whether and where the UGB will be expanded (and any other policy direction)
- **Dec. 6, 2018:** Metro Council public hearing
- **Dec. 13, 2018:** Metro Council decision on growth boundary expansion

Introduction

A tradition of shaping the future to protect quality of life

As people move here and businesses create jobs, greater Portland's urban growth boundary (UGB) protects farms and forests, promotes economic development, encourages equitable housing and supports development of new neighborhoods when needed.

Oregonians have a long history of thinking ahead, trying to shape our destiny rather than simply reacting. This planning tradition demands good information about our past, present and future.

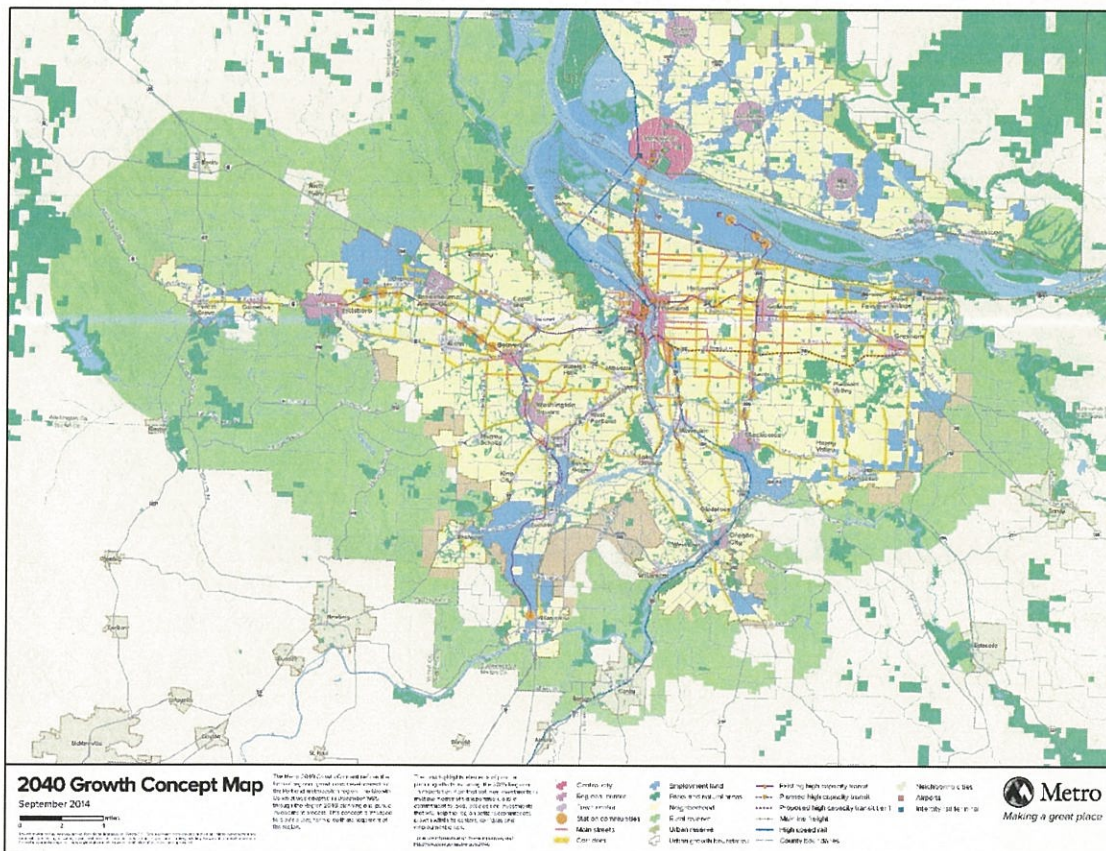
Metro is working with residents, elected leaders, community groups and researchers to evaluate whether communities and existing land inside the growth boundary have enough room for the people and jobs

we expect in 20 years. If we need to expand our urban footprint, we'll work with communities to grow where growth makes sense.

By the end of 2018, the Metro Council will decide whether there is enough land in greater Portland's urban area for 20 years of growth. If not, the council will decide what areas are the best suited to handle future development.

These periodic decisions are an opportunity to continue our work on the 2040 Growth Concept, which calls for focusing most growth in existing urban centers and making UGB expansions into urban reserves – areas suitable for future development – after careful consideration of whether those expansions are needed.

Figure 1: The 2040 Growth Concept, the regional plan for focusing growth in existing urban centers and employment areas

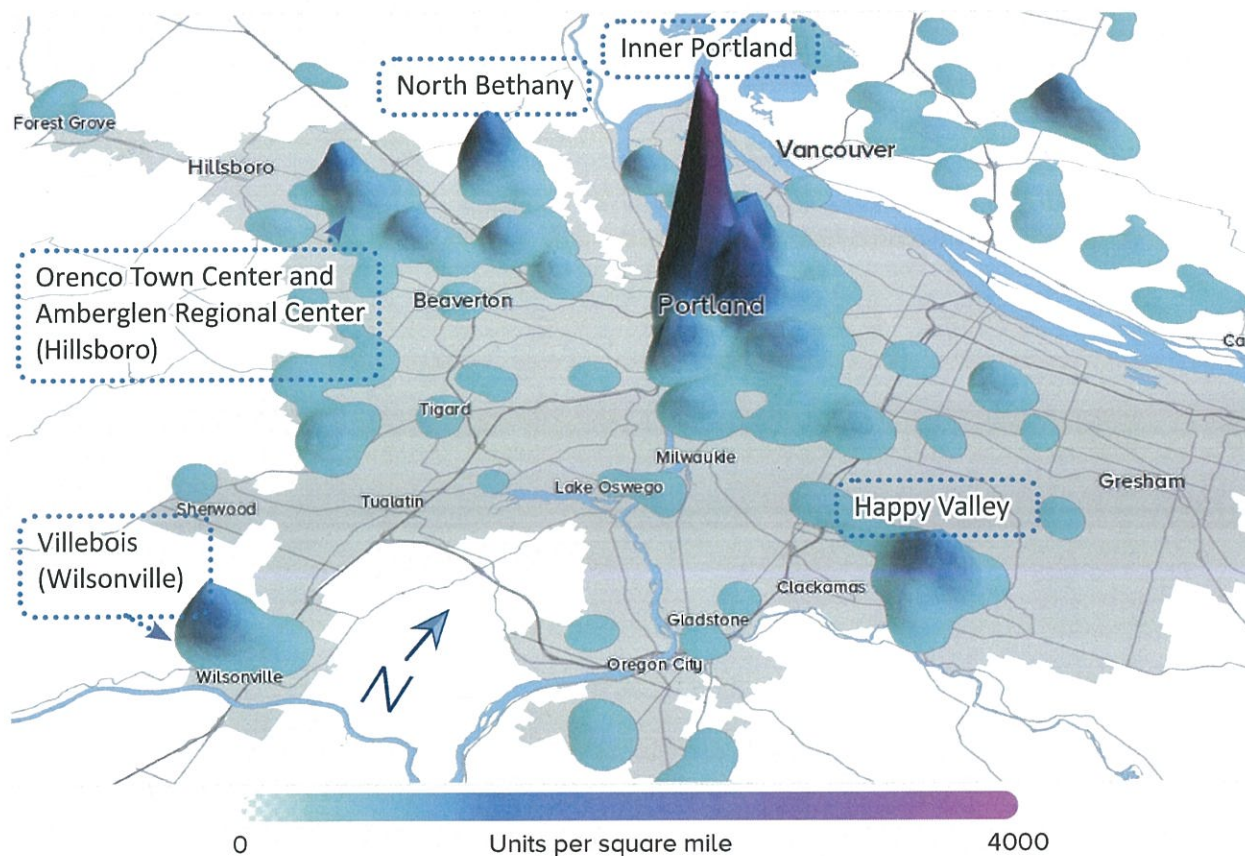


An outcomes-based approach

Learning from experience

In past growth management decisions, the process focused on theoretical projections, leading participants to debate the numbers rather than assessing the viability of development in UGB expansion areas. Discussions of the merits of actual UGB expansion options took a back seat. UGB expansions that lacked city governance and an infrastructure strategy failed to produce housing or jobs. Conversely, those that had those issues sorted out got developed into communities and job centers. At the same time, regional and local plans were being realized – record amounts of housing and job growth happened in existing urban areas, far outpacing previous estimates of redevelopment and infill potential.

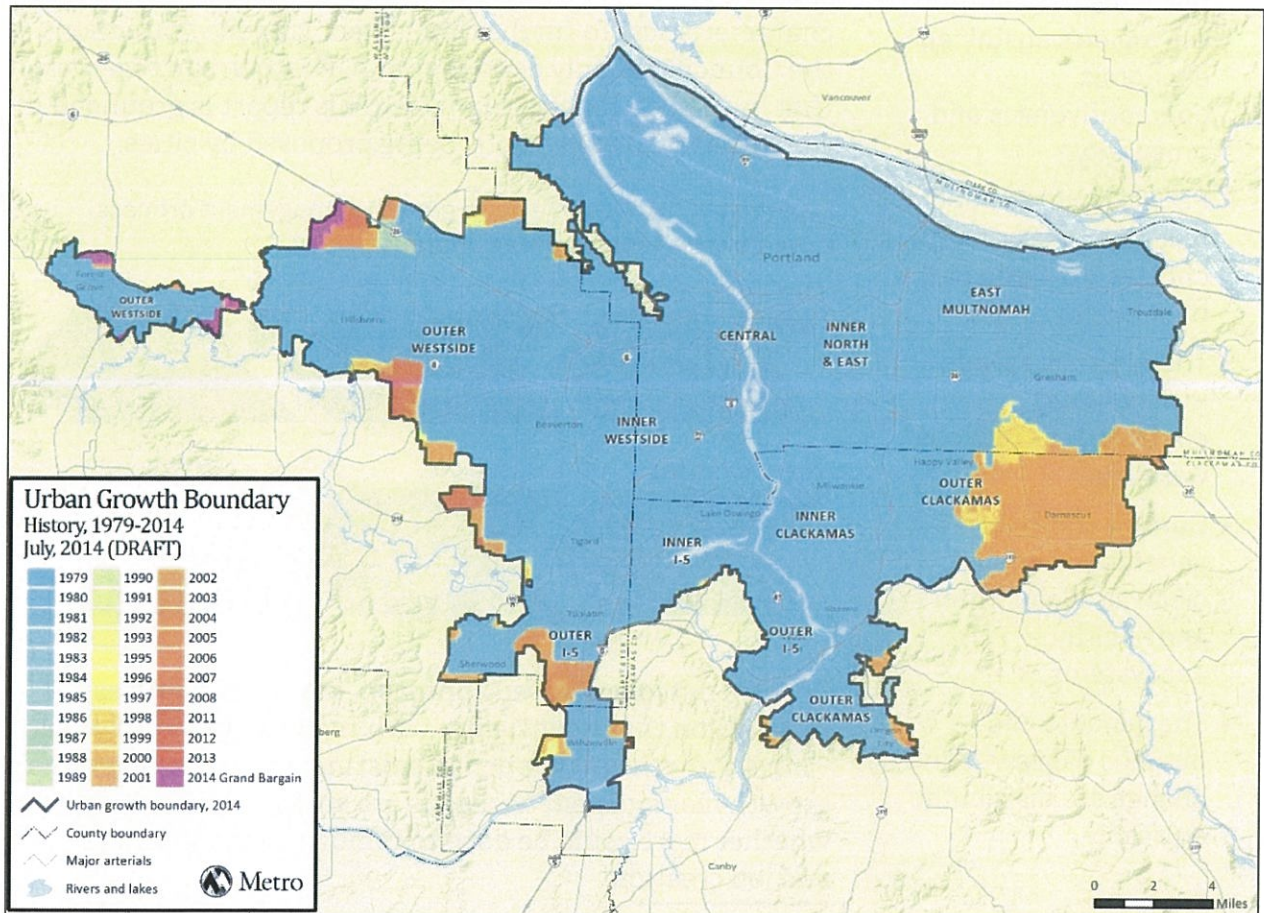
Figure 2: Housing permits in the Portland Metro area, 2009-2017 - units per square mile



The region's UGB was originally put into place in 1979. Since then, about 31,000 acres have been added to the boundary, mostly from 1998 onward. What has happened in those expansions has been informative. Homes and businesses were built in areas that addressed market demand and had governance and a means of paying for pipes, pavement and parks. Without those elements, little or no development happened. In the post-1998 UGB expansion areas, 16 percent of the planned housing has been built. It is clear that land readiness is more important than land supply for producing housing and job growth.

All of this leads to one big lesson that guides this year's growth management decision process: land alone can't address housing needs, particularly for people making lower wages. Seeing this, the Metro Council has reoriented its growth management decision process to implement the most viable ways to produce needed housing and job growth. For growth at the urban edge, it all starts with a strong city proposal for an expansion.

Figure 3: UGB expansions since adoption of the Metro UGB in 1979



Achieving desired outcomes

To guide its decision-making, the Metro Council, on the advice of the Metro Policy Advisory Committee (MPAC), adopted six desired outcomes, characteristics of a successful region:

- People live, work and play in vibrant communities where their everyday needs are easily accessible.
- Current and future residents benefit from the region’s sustained economic competitiveness and prosperity.
- People have safe and reliable transportation choices that enhance their quality of life.
- The region is a leader in minimizing contributions to global warming.
- Current and future generations enjoy clean air, clean water and healthy ecosystems.
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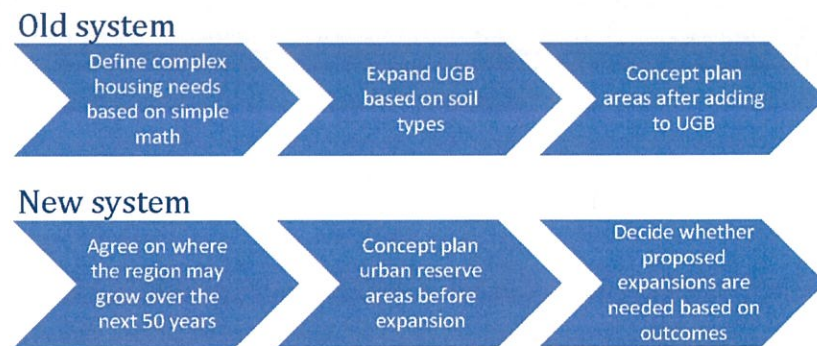
A better approach to making decisions

In 2010, based on those experiences and other factors, the Metro Council adopted a policy of taking an outcomes-based approach to urban growth management decisions. In each subsequent decision, the Council has moved closer to implementing this approach.

A basic conceptual underpinning of this approach is that growth could be accommodated in a number of ways that may or may not involve UGB expansions. Each alternative presents considerations and tradeoffs, but there is not one “correct” answer. For instance, different decisions could lead to somewhat different numbers of households choosing to locate inside the Metro UGB versus neighboring cities such as Vancouver or Newberg. Other decisions could lead to a slightly different housing mix.

An outcomes-based approach acknowledges that development will only occur when there is adequate governance, infrastructure finance, and market demand, and, therefore, any discussion of adding land to the UGB should focus on identifying areas with those characteristics. To further implement its policy direction, the Council will only expand the UGB into urban reserves that have been concept planned¹. This report is grounded in the actual UGB expansions being proposed by cities.

Evolution of the Metro region’s growth management process towards an outcomes-based approach



With an outcomes-based approach, there is also a greater recognition that – consistent with regional and local plans – most growth will happen in existing urban areas and that growth management decisions are an opportunity to gauge whether more could be done to remove barriers to housing and job creation.

1. This policy was adopted by the Metro Council in 2010.

What are cities proposing for UGB expansions?

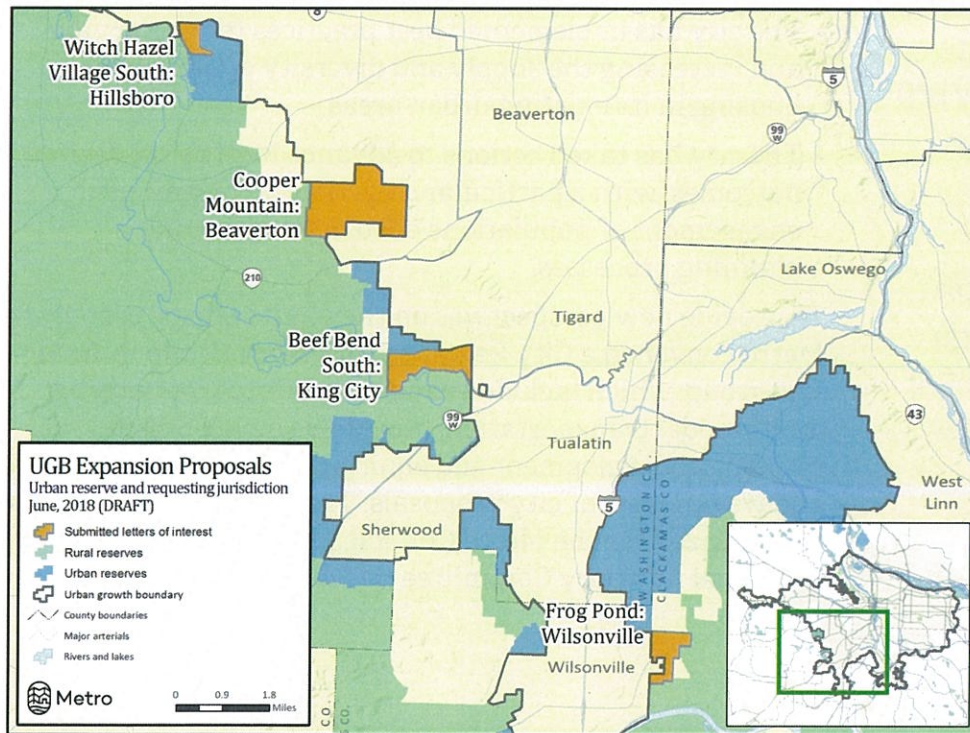
For the 2018 decision, four cities have submitted proposals for UGB expansions into urban reserves. All four proposals are for housing. Cities' narrative proposals can be found in Appendix 9. The four proposed expansions would total about 2,200 gross acres. After accounting for environmentally-sensitive areas, they include about 1,270 net buildable acres. The four cities' plans include about 9,200 homes at full build-out.

In the past, the region has added, on average, about 10,000 new households per year in the Metro UGB. The 9,200 homes in proposed expansion areas would address about an average year's household growth. Experience shows that adding more land

beyond what cities are proposing would not produce more housing. This emphasizes the need to do all we can to encourage more housing production in existing urban areas.

Statewide Planning Goal 14 (Urbanization) lays out several factors that must be considered when determining where to expand the UGB. The Goal 14 "locational factor" analysis can be found in Appendix 7. The four urban reserve areas proposed for expansion by cities all compare favorably according to the factors described in Statewide Planning Goal 14. In light of those factors, it is appropriate for all four to advance for further consideration by the Metro Council.

Figure 4/Table 1: City-proposed UGB expansions for consideration in the 2018 decision



Proposing city	Name of urban reserve	Gross acres	Buildable acres	Homes planned
Beaverton	Cooper Mountain	1,232	600	3,760
Hillsboro	Witch Hazel Village South	150	75	850
King City	Beef Bend South	528	400	3,300
Wilsonville	Advance Rd. (Frog Pond)	271	192	1,325



“The U.S. is no longer a nation of pioneers building log cabins on the Western frontier. Nor is it a post-WWII nation of nuclear families buying tract homes in Levittown. We can’t indefinitely rely on new construction of low density, single-family housing to accommodate population growth.”

—Brookings
Institution, 2018

The merits of these four proposals will be the focus of policy discussions in the summer of 2018. On the advice of the Metro Policy Advisory Committee (MPAC), the Metro Council has adopted code factors that describe expectations for cities proposing residential expansions. Those factors speak to the elements of the proposed expansion and to actions being taken by cities in their existing urban areas. Metro issued administrative guidance to assist cities in preparing proposals that address these code factors². Generally, cities are expected to show that:

- The housing needs of people in the region, county and city have been considered
- Development of the proposed expansion area is feasible and supported by a viable plan to pay for needed pipes, parks, roads, and sidewalks
- The city has reduced barriers to mixed-use, walkable development in their downtowns and main streets
- The city has implemented best practices for preserving and increasing the supply and diversity of affordable housing in its existing urban areas
- The city has taken actions to advance Metro’s six desired outcomes, with a particular emphasis on meaningful engagement of populations of color in community planning processes.

To provide new perspectives on the merits of city proposals, Metro convened a City Readiness Advisory Group in June. The group, which included experts in affordable housing, multi-modal transportation, mixed-use development, residential development and equity, discussed the strengths and weaknesses of city proposals. Those discussions will be summarized for the Metro Council, MPAC and the Metro Technical Advisory Committee (MTAC) in July.

2. See Appendix 9 for administrative guidance.

Possible outcomes of different growth options

Over the years, Metro has sought to improve its growth management analyses. In earlier iterations, the calculation of land need was relatively straightforward: land supply minus land demand equals land need. While that simple approach has an appeal, it glosses over a number of policy questions and market factors that deserve greater discussion. Inevitably, that approach led to debates about numbers and ideologies rather than discussions of practical options.

This analysis strives to highlight policy questions and make the practical options – a decision whether to make any of the four proposed UGB expansions – more evident.

Is there a need for more land to support job growth?

Commercial land demand

Commercial employment is a broad category that includes all non-industrial employment, such as teachers, cooks, doctors, sales clerks, nurses, real estate agents, architects, counselors, coffee shop workers, insurance agents, and bankers. What all of these sectors have in common is that to prosper, they need to locate close to where clusters of people live. From a growth management perspective, this means that the needs of these sectors will be best met in existing urban locations either on vacant land or through increased redevelopment and infill.

For the 2018 decision, no cities have proposed UGB expansions for commercial uses aside from select nodes that would provide neighborhood services in proposed residential expansion areas. There is no indication that adding land to the UGB when it has not been proposed by a city would result in commercial employment. For these reasons, there does not appear to be a need for additional land to be added to the UGB for commercial employment.

Industrial land demand

As our nation's economy has evolved from farming roots through the industrial revolution and into a knowledge-based economy, several dynamics have been at play that influence the nature of industrial land demand:

- As technology has improved over the last century, industrial workers have become more productive. This means that industrial job growth is stagnant and that demand for space is driven less by employment than it was in the past.
- E-commerce has driven demand for close-in warehousing and distribution facilities to enable quick deliveries. This may increase the likelihood of redevelopment of some sites.
- Data centers have emerged as users of industrial land, but they provide relatively few jobs (instead, they pay franchise fees that benefit cities).
- Large industrial firms seeking new locations consider sites all around the country or world, making it impossible to forecast regional land demand for large industrial sites.
- Site requirements for industrial uses can be very specific. For instance, some industrial users require rail access, others require redundant power sources, others require an educated workforce, and others require manual laborers. Forecasting those specific requirements would imply more certainty about the future than is possible.
- Providing raw land is just one step of many for producing industrial jobs. Typically, infrastructure investments and site assembly are also required. Brownfield cleanup and wetland mitigation are also common needs.

These dynamics mean that it is challenging to estimate land needs based on an employment forecast. This difficulty is amplified by the additional uncertainty surrounding employment forecasts since job growth can be influenced – for better or worse – by international relations, monetary policy and many other factors that lie outside the control of cities, counties, the region or state.

For these reasons, determining industrial land needs is best understood as an exercise in economic development goal setting rather than forecasting. This is true at the regional level and even more so at the local level.

The peer-reviewed baseline employment forecast for the seven-county area shows a net decrease of about 9,000 industrial jobs during the 2018 to 2038 time period. While some new industrial firms may emerge and some existing industrial firms may grow, those gains are outweighed by expected employment decreases at other industrial firms. The expected net decrease in regional employment in industrial sectors such as manufacturing, warehousing and distribution means that there is not a regional need for more industrial land to support employment growth. Even under the high growth forecast, industrial employment remains essentially unchanged from 2018 to 2038, again pointing to no need for additional industrial land to support employment growth.

Likewise, for the 2018 decision, no cities have proposed UGB expansions for industrial uses. There is no indication that adding land to the UGB when it has not been proposed by a city would result in industrial employment. For all of these reasons, there is not a regional need for additional land to be added to the UGB for industrial employment, including employment on large industrial sites.

The Metro Council has put into place a process for considering specific non-residential UGB expansion proposals outside of the standard growth management cycle. If cities develop an employment concept plan for an urban reserve area, that "major amendment" process can address needs that aren't anticipated in the 2018 growth management decision.

Is there a need for more land to support household growth?

Urban growth scenarios

To inform the Metro Council's determination of whether there is a need for residential UGB expansions in 2018, Metro staff produced a number of scenarios that tested different permutations of a few assumptions:

- varying levels of population, household and employment growth (using the range forecast for the seven-county metropolitan area)
- different amounts of buildable land in the Metro UGB (varying amounts of redevelopment capacity)
- UGB expansions as proposed by four cities vs. no UGB expansion.

The scenarios are described in more detail in Appendix 3. Several general observations can be made about the scenarios:

The region is on track to continue using land efficiently

- Most capacity for housing production within the existing UGB comes through redevelopment and infill.
- Redevelopment and infill construction thrives when there is strong economic and population growth.

Increased spillover growth to neighboring cities does not appear to be a threat

- The original Metro UGB was adopted in 1979. Since then, about 61 percent of the new households in the larger seven-county metropolitan area have located inside the Metro UGB.
- In all scenarios, the share of the seven-county area's new households that locate in the Metro UGB (the "capture rate") is higher than historic rates, ranging from 63 to 72 percent.

- Barring unanticipated changes in the growth capacity of neighboring jurisdictions, a decision not to expand the UGB will not cause excessive spillover growth into neighboring jurisdictions like Sandy, Newberg, or Clark County, Washington.

More housing production is needed to keep up with household growth

- The region needs more housing production to keep up with population growth, particularly for households earning lower incomes.
- If development of the four proposed UGB expansions is viable, they can modestly increase housing production in the region.
- Regional scale analysis is not sensitive enough to distinguish between the effects of the individual proposed expansions.

Housing affordability will remain a challenge

- As in other regions around the country, housing affordability will remain a challenge.
- Encouraging more redevelopment and infill is the most effective means of keeping housing prices in check for renters.
- If developed, the four proposed UGB expansions would moderate housing price increases for owner-occupied housing by providing additional housing supply³.
- If developed, the four proposed UGB expansions would have little impact on prices for renter-occupied housing given that one-third of the planned housing in those areas would be multifamily.

Most housing will remain single-family housing, but most growth capacity is for apartments and condominiums

- Currently, about 68 percent of all housing is single-family housing. All scenarios show that share decreasing in the future, with most resulting in about 60 percent single-family housing (still a majority).
- In keeping with regional and local plans, infrastructure funding realities and smaller household sizes, most growth capacity is for apartments and condominiums.
- If developed, the four proposed UGB expansions would result in a modest increase in choices for single-family housing for ownership.
- While demand for owned and single-family housing is strong, households appear willing to substitute rental and multifamily housing to a certain extent.

The region is on track to stay within the urban reserves "budget"

- There are approximately 23,000 gross acres of urban reserves that are candidates – if needed – for UGB expansions through the year 2045 (to address regional land needs to the year 2065).
- If urban reserves were added to the UGB at the average rate of about 850 acres per year, all urban reserves would be used (added to the UGB) by the year 2045.
- The four city-proposed expansions total 2,200 gross acres. At the above-described "budget" of 850 acres per year, this amounts to about 2.5 years of usage.

3. The amount of potential housing price reduction varies depending on other assumptions about redevelopment potential, household growth, and future UGB expansions (beyond the 2018 decision). All other things being equal, however, the proposed expansions could help moderate housing prices somewhat.

Changes in where we live and work

Where we stand today with housing

Greater Portland came roaring out of the Great Recession. In less than 10 years, the region grew its economy and added high-wage jobs at higher rates than almost any other large U.S. metro area. Median incomes went up. The poverty rate went down. Thousands of young, educated workers migrated to the region drawn by the high quality of life and the opportunity of a booming economy.

This influx of new affluence and new people brought both economic growth and new challenges, changing the dynamics of our housing market and shifting the geography of affordability in a short period of time.

But longer-term trends also shaped our housing supply, and those trends continue to challenge our ability to create housing choices that meet the needs of our changing region⁴.

Housing construction came to a halt in the Great Recession, driving up housing costs

All around the country, housing construction came to a halt during the Great Recession. As the population continued to grow, demand intensified and housing prices rose – slowly at first, but gaining momentum with each passing year. Rent and home price increases were among the highest in the nation; vacancy rates, the share of unoccupied rental units, were among the lowest. This was true in greater Portland and dozens of other cities around the country.

Long-term residents living in rental housing found themselves priced out of their neighborhoods, while would-be homebuyers struggled to save for down

payments that seemed to double overnight. Renters suffered the most, often facing substantial rent increases with little notice.

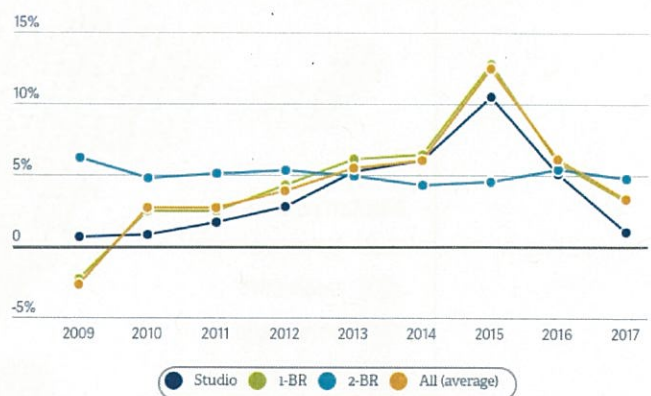
Like most regions, we are playing catch-up with housing construction

Housing construction took off again as the region emerged from the Great Recession. Increased housing supply has begun to temper housing rents and prices, which are still rising, but not as quickly.

Though it's of little consolation to people who work and struggle to keep a roof over their heads, rents here are similar to those in cities around the country. For one-bedroom apartments, the Portland region is in the same rental price range as Atlanta, Minneapolis, Nashville, Denver and Chicago. Rents are more expensive here than a number of other cities, but still represent a value compared to other coastal cities.

When it comes to rents, location matters. To live close to jobs, amenities, and transit, people have to pay a premium that is often out of reach.

Figure 5: Annual percentage change in rental unit costs by size, Portland metro area, 2009-2017.



Source: Data courtesy of CoStar commercial real estate company

4. See Appendix 5 for more information on historic residential development trends.

Figure 6: Median rent for a one bedroom apartment in 2009 (source: Rainmaker Insights)

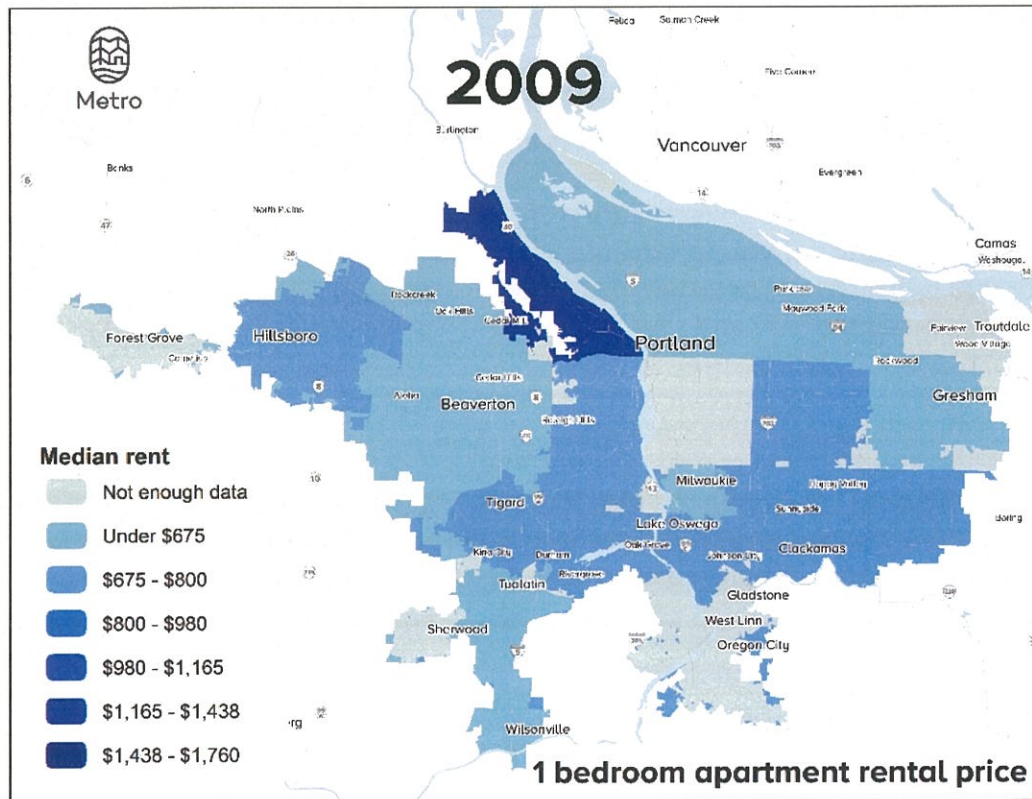
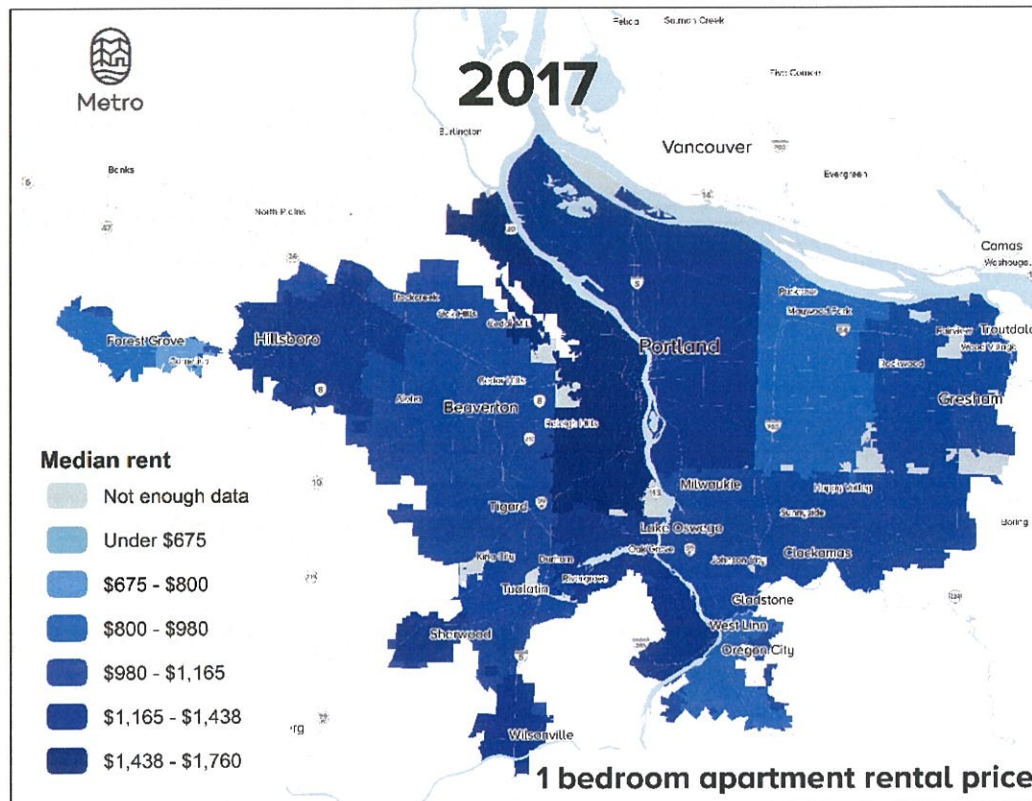


Figure 7: Median rent for a one bedroom apartment in 2017 (source: Rainmaker Insights)



What's helping to keep housing prices under control?

Simply put, the most straightforward way to keep housing prices in check is to build more housing. Without that housing supply, an ever-increasing population competes for a limited pool of housing, driving up prices. This is especially true in central locations with access to jobs, transit, services and amenities.

More than 20,000 new units of multifamily housing have been completed in the Portland metropolitan area since 2010⁵. More than half of those units were built in the past two and a half years.

Since 2015, developers submitted 25,000 permits for future multifamily buildings in greater Portland, meaning more apartments are in the pipeline⁶.

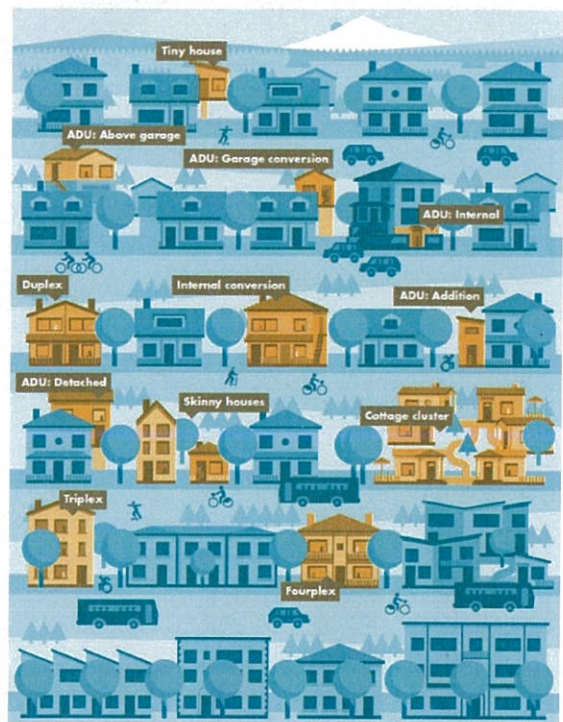
The increased available supply loosened regional apartment vacancy rates from a tight 4.6 percent in 2014 to a somewhat more comfortable 5.5 percent in 2017⁷. This growing availability of housing gives apartment-seekers more choices, generating competition among property managers who have moderated their asking rents accordingly.

Nearly 30,000 permits for new single-family units, including duplexes and triplexes, were submitted between 2010 and mid-2017⁸.

"Missing middle" housing

Our grandparents, parents, kids, friends and neighbors have diverse housing needs, but for too long there has been little housing diversity.

There are solutions for diversifying housing options in our communities. "Missing Middle" housing refers to options that lie on the spectrum between single-family homes with yards and mid-rise housing, for example, accessory dwelling units, cottage housing, and triplexes. However, these choices are often not widely available in the locations that provide the greatest access to jobs, services and amenities.



Source: https://www.oregonmetro.gov/sites/default/files/2018/02/02/Small-homes-typology-graphic_1.pdf

5. Source: CoStar

6. Construction Monitor

7. Source: CoStar

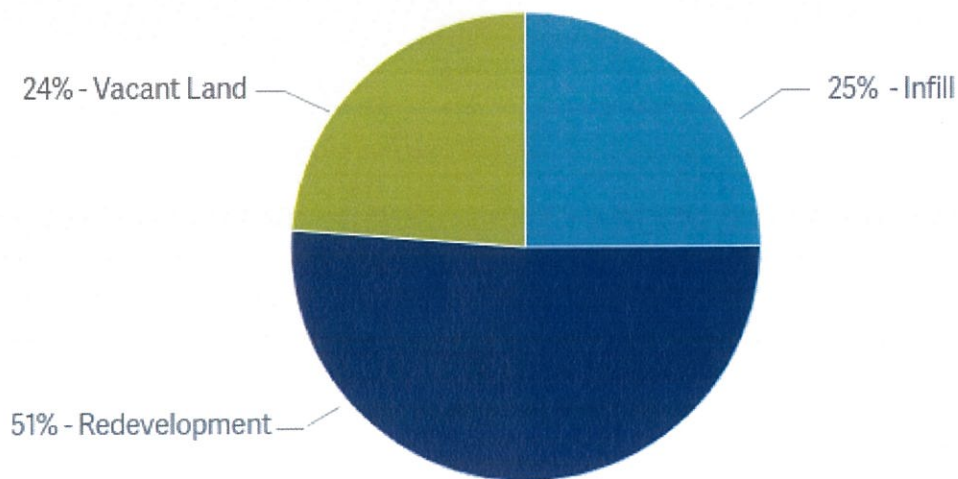
8. Source: Construction Monitor

Most new housing is being built in existing areas

Long-standing plans, investments, and market conditions have resulted in three-quarters of new homes being built through

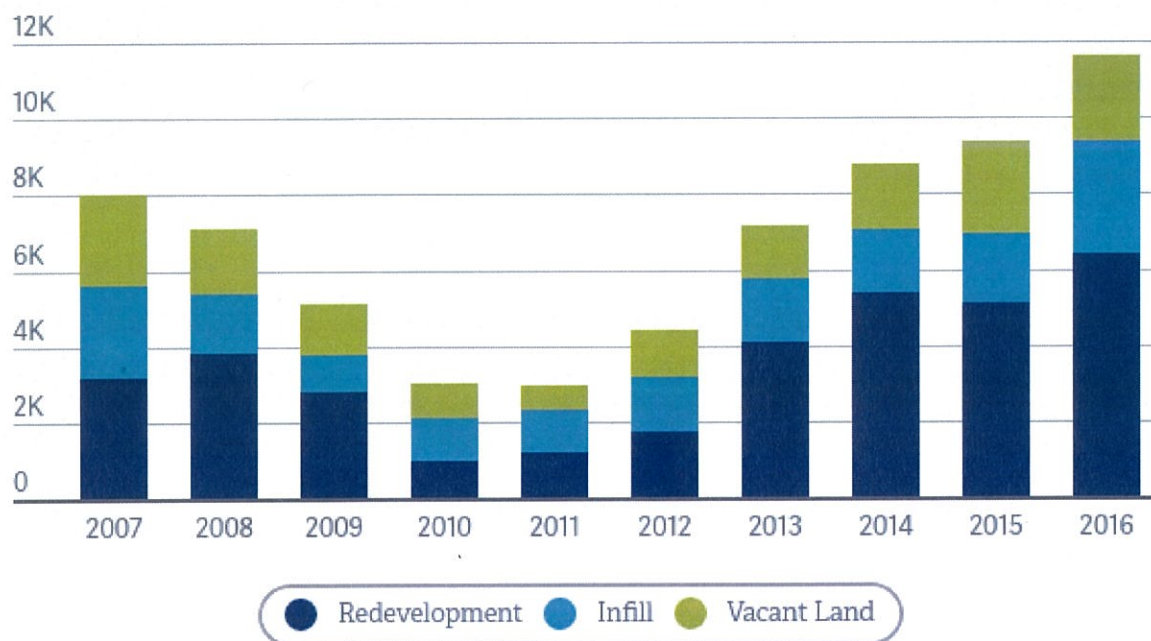
redevelopment and infill in existing urban areas (in the Metro UGB from 2007 through 2016). This means that, as housing is built, we are making efficient use of land and public resources.

Figure 8: New units (total) built by development type, Metro UGB, 2007-2016



Source: Metro Land Development Monitoring System output dataset from May 2018 RLIS data input

Figure 9: New units built by year and development type, Metro UGB, 2007-2016



Source: Metro Land Development Monitoring System output dataset from May 2018 RLIS data input

The emergence of ADUs

Since the mid-1990s, Metro has required that all cities in the region allow accessory dwelling units (also known as “ADUs,” “granny flats” or “in-law” cottages) in single-family neighborhoods. Though it took several years, construction has taken off, particularly in the City of Portland, with several hundred ADUs built per year in the Metro UGB for several years now.

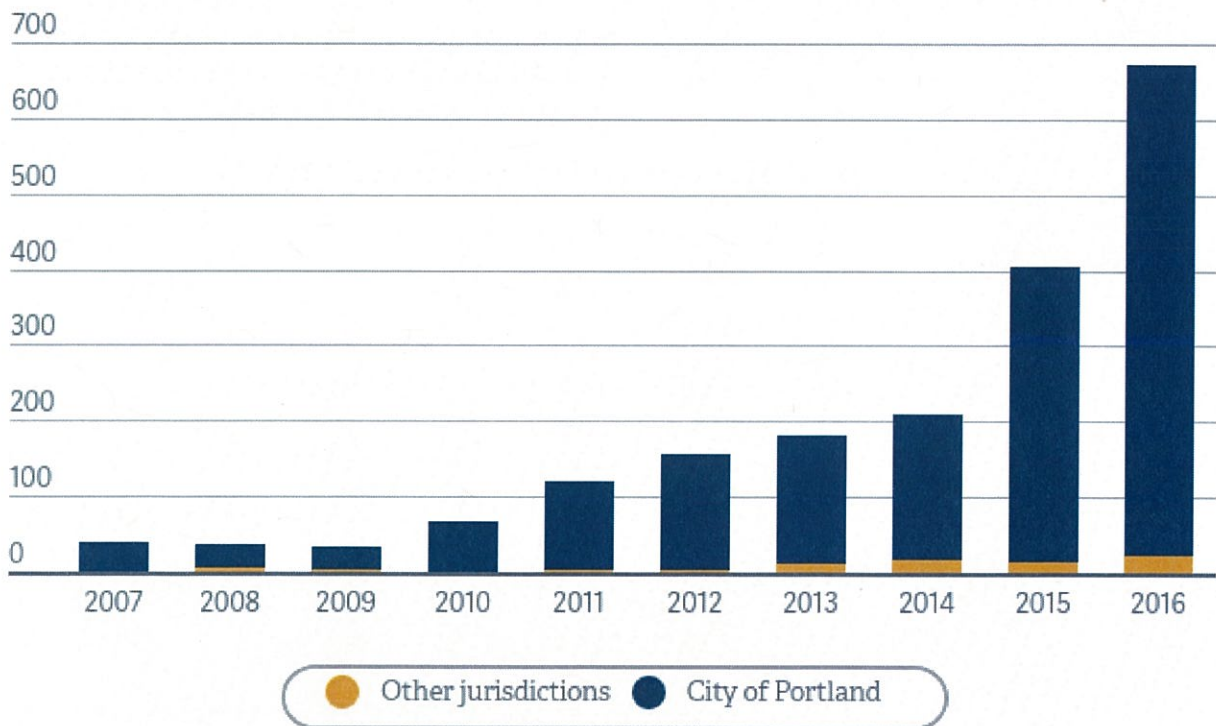
In 2017, ADUs made up 7 percent of the region’s new housing. Among other factors, the City of Portland’s waiver of system development charges for ADUs is credited with this uptick.

A common refrain about ADUs is that they only get used for short-term rentals such as Airbnb, so they don’t contribute to the

regional housing supply for residents. A 2017 survey of Portland ADU owners and tenants indicates that this is largely not the case. The survey was commissioned by Portland State University’s Institute for Sustainable Solutions. Sixty percent of ADU owners surveyed reported that their ADU is used by someone as a primary residence, while 26 percent reported that the ADU is used as a short term rental⁹.

Even when used as short-term rentals, ADUs may become long-term rentals over time as owners pay off ADU construction loans or grow tired of managing ever-changing guests. In a year-over-year comparison, about half of the Airbnb listings in Portland were no longer active (Brown, 2017).

Figure 10: Accessory dwelling units (ADUs) by year, Metro UGB, 2007-2016



Source: Metro Land Development Monitoring System output dataset from May 2018 RLIS data input

⁹ 14 percent reported that their ADU is vacant, used as extra space, or “other”.

We're using land more efficiently for single-family housing

Today, a new single-family home uses about half as much land as one built in 1980. This trend of using land inside the UGB efficiently helps us to protect farms and forests. It also makes it more feasible to provide single-family neighborhoods with transit and other services.

What's holding housing back?

Getting enough housing built is not without its challenges and the reasons are varied, including:

- a lack of funding for pipes, pavement, parks and other facilities to make vacant lands development-ready
- neighborhood opposition to change that can slow or stop housing proposals
- uncertainty in permitting processes
- difficult access to financing for developers
- zoning codes that restrict "missing middle" housing

- depending on the location, achievable rents that are sometimes insufficient to spur redevelopment
- site specific challenges such as lot sizes and configurations, access, contamination, or property owners that don't want to develop or sell.

Land alone doesn't result in housing

The Metro Council made most of its UGB expansions from 1998 onward. Since then, the Metro Council has added about 27,000 acres or about 42 square miles to the UGB. For context, that's an area the about the size of two Beavertons, or 420 Oregon Zoos.

New construction in these expansion areas is a challenge. In addition to overcoming the normal financing and permitting hurdles, a city or developer must also build streets, sidewalks, sewers and other basic infrastructure to support a neighborhood. Infrastructure easily costs hundreds of millions of dollars. Since they were brought into the UGB, these areas have produced 16 percent of their planned housing

Figure 11: Single-family lot size and building size (annual medians), Metro UGB, 1980-2016



Source: Metro Land Development Monitoring System output dataset from May 2018 RLIS data input

(fewer than 11,000 approved or pending permits out of the expected 67,000).

In those cases where development readiness has been resolved – for example, Happy Valley, North Bethany, River Terrace, Villebois, Witch Hazel – housing has been built.

Aside from getting land ready for development, our region shares another challenge facing regions around the country: the private market often can't profitably build new housing that is affordable to people earning lower incomes. Without that potential for profit, affordable housing doesn't get built even if our community plans allow for it.

Cities proposing UGB expansions have been asked to describe how they are encouraging construction and preservation of affordable housing in their existing urban areas.

A shortage of cities

It matters, not just how much housing gets built, but where housing gets built. People in the greater Portland region were forward-thinking in the mid-1990s when they called for focusing most growth in existing downtowns and transportation corridors. That vision made our region more prepared for recent growth trends.

Cities around the country have seen a reversal of decades-long pattern of people moving away from urban centers (Edlund, Machado, & Sviatschi, 2015). Sales prices for central locations now reflect people's preference to live close to urban amenities like restaurants, grocery stores and cafes (Couture & Handbury, 2015). Construction of new housing in those locations is not keeping up with demand, leading economists and others to point to a "shortage of cities" (Cortright, Our Shortage of Cities, 2014).

This trend isn't restricted to central cities. Many people that live in the suburbs are seeking urban amenities – restaurants and transit, for instance – like those offered in Orenco and Tanasbourne in Hillsboro and The Round in Beaverton.

In the end, no one can predict future housing preferences, particularly when so much seems in flux. Regardless of preferences, there are significant headwinds for keeping up with population growth by building single-family homes. Those challenges include record levels of student loan debt, tighter lending standards, and high costs for new pipes and pavement that show up on a house's price tag.

Finding home



Cheranda Curtis calls her studio apartment her "sanctuary." Having an affordable place to live has given Curtis the opportunity to stay sober, hold a steady job and save for a house.



Patti Jay felt "exhausted with having to move again" after she received a no-cause eviction. She's grateful she found a place to live close to her son's high school, which means he didn't have to switch schools.

Displacement of people of color

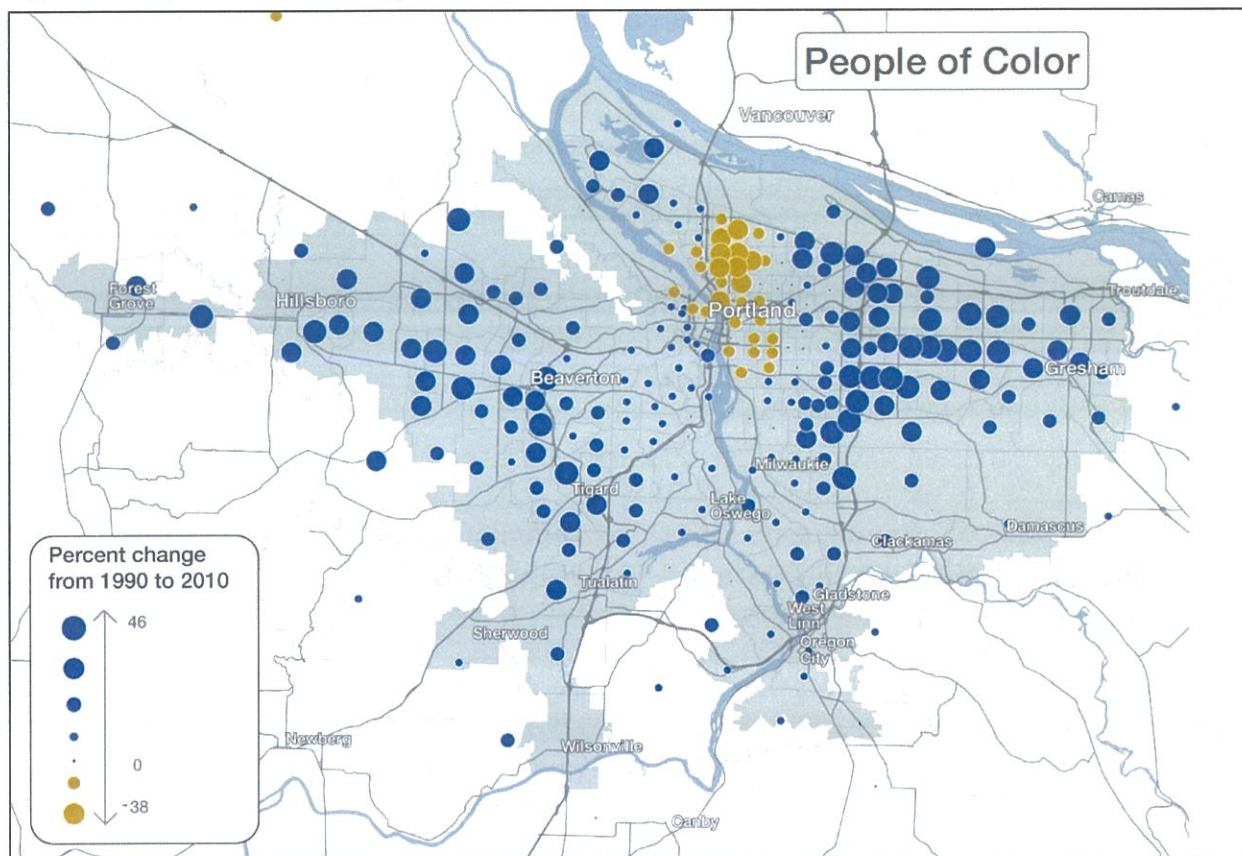
Unable to afford living in the region's urban centers, many people have moved to areas of the region with cheaper housing. Cheap housing comes with hidden costs, though. When you factor in the additional transportation costs – the increased costs of gas and car expenses or the extra time to bike, walk or take transit – a significant portion of the affordability benefits are lost if it requires long commutes.

Displacement has disproportionately affected communities of color, leading to a shift in the racial geography of the region over the last decade.

Displacement is a geographic consequence of a series of systemic inequities that would not be entirely solved with more abundant, affordable housing close to the region's city centers. But, not providing it exacerbates community divisions, by putting some people further from resources, jobs and opportunities readily available in more walkable, transit-served areas. Likewise, it disrupts the social institutions and networks that bind communities together.

And the impacts can be long-term. Displacement and housing stress can have wide-ranging impacts on health and well-being – impacts that can span generations.

Figure 12: Displacement and migration of communities of color, 1990-2010



Source: US Census

Where we stand today with jobs

Ascending out of the Great Recession

Our regional economy is the envy of many others. Educated, working-age people continue to migrate here in increasing numbers, providing local employers with a steady pool of skilled workers while also attracting employers in other regions to consider locating here¹⁰. And with a strong 4.6 percent increase in a measure of regional economic activity called gross domestic product (GDP), greater Portland had the 10th-fastest growing economy out of the nation's 100 largest metro areas in 2015 (State of Oregon Employment Department, 2016).

Job growth in the greater Portland region exceeds the national rate of job growth. In 2015, our region's jobs increased by 3.3 percent while the nation saw a 2 percent increase.

Figure 13: Annual percentage change in job growth, Portland metro area compared to the national average, 2004.-2018



Source: US Bureau of Labor Statistics

Manufacturing plays an outsized role in our economy

More than a quarter of greater Portland's economic output comes from the manufacturing sector. Nationally, manufacturing accounts for less than half that – just 12 percent of the nation's total economy (United States Bureau of Economic Analysis, 2018).



"In a region like this I don't think that there are a lot of barriers [to job growth]. You know, people want to live in a nice environment – you can't get much nicer than Portland. People want to live someplace where housing is affordable – let's hope we can keep it affordable."

By and large, across the board, these are people that are conscious of their communities, they like green energy systems, they like public transportation. These are all very important issues for our audience that we're targeting [for employee recruitment]."

—Dr. Lisa Coussens, OHSU,
Knight Cancer Institute

10. See Appendix 4 for more information about employment trends.

But economic activity doesn't always equal jobs: manufacturing accounts for just over a tenth of greater Portland's jobs.

Thanks largely to production of high-value products such as semiconductors and electronics, the manufacturing sector contributes an oversized amount to the regional economy relative to its share of the workforce.

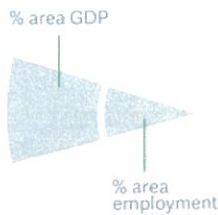
But despite its strong contribution to the region's economy, jobs in the manufacturing sector stagnated in 2016 – by December 2016, the industry had lost 1.4 percent of its Portland-area jobs relative to the year before.

Still, the large profit margins of the region's high-tech manufacturing exports means that the sector's earnings are substantial, even as the size of the manufacturing workforce is somewhat stagnant.

Figure 14: Employment and gross domestic product (GDP), Portland metropolitan area, 2015

Employment and GDP in the Portland metropolitan area

Manufacturing:
 11 percent of greater Portland's jobs, 26 percent of economic activity



Note: For total nonfarm full- and part-time employment.
 Sources: Bureau of Economic Analysis, Table CA25N, 2015 Total Full-Time and Part-Time Employment by NAICS Industry, and 2015 Gross domestic product (GDP) by metropolitan area (millions of current dollars).
 Both accessed Dec. 2016.

Most jobs are in population-serving and other non-manufacturing employment

As in the past, a large portion of future employment is expected in jobs that serve the public: education and medicine, for instance. As the population grows, so too will employment in these sectors.

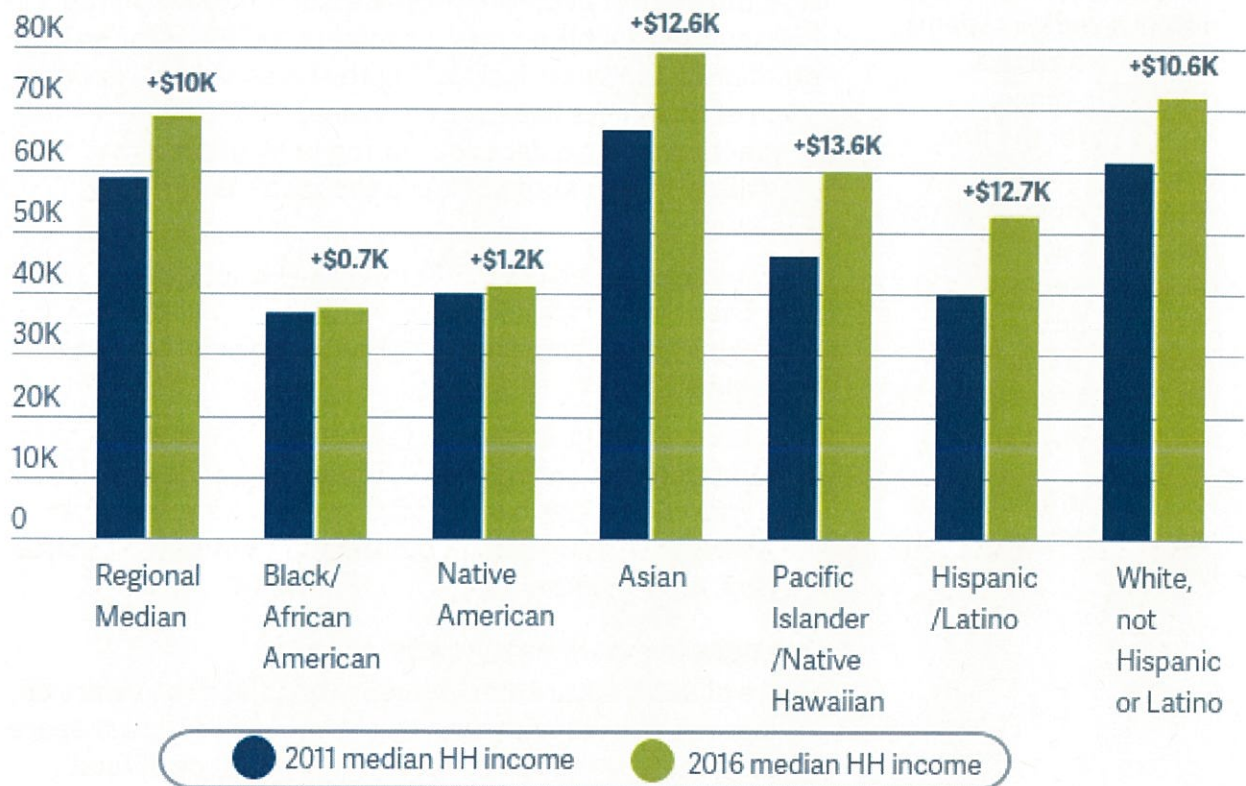
Likewise, sectors like professional and business services (attorneys, engineers, and architects, for example) and financial services (insurance agents, real estate agents, and bankers, for instance) will continue to make up much of our region's employment. What all of these sectors have in common is that they need to locate close

to clusters of where people live . From a growth management perspective, this means that the needs of these sectors are best met in existing urban locations

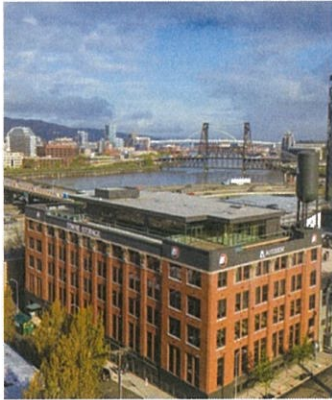
Not everyone is benefiting from economic growth

Though the headlines about unemployment rates and productivity are good, not everyone is prospering. From 2011 through 2016, median household income in the greater Portland region increased by \$10,000. However, Black and Native American households only saw an increase of about \$1,000.

Figure 15: Change in median household income by race, seven-county Portland-Vancouver-Hillsboro MSA, 2011 vs. 2016



Source: 2011 and 2016 American Community Survey (1-year estimates)



Help wanted

"Last year, Millennials became the largest component of the American workforce. For many companies, attracting and retaining millennial workers seems to require having a downtown office. "Probably for the first time in history, instead of people moving where jobs are," says Tom Murphy, a senior fellow at the Urban Land Institute, "jobs are moving where the talent is." (Wogan, 2016)

Photo credit: autodesk.
blogs.com/between_the_lines/

Middle income jobs were slow to recover from the Great Recession

Wage polarization has been a long-term trend both locally and nationally and the recent recession only accelerated the shift toward more high and low wage jobs and a smaller share of middle wage jobs. As of 2007, middle wage occupations comprised nearly 65 percent of the jobs in the Portland metropolitan area, but that share was less than 58 percent by 2017.

Middle wage job growth has picked up in the last couple of years. As of 2017, the region finally recovered the number of middle wage jobs lost during the recession. But low and high wage jobs have fared much better, both during and after the recession, leading to increasing wage polarization. The polarization trend is expected to continue in the future for the region and the U.S. as a whole, in large part due to globalization and technological change.

Occupations within the middle wage category have also seen different trajectories over the last ten years. In the Portland metropolitan area, around 13,200 manufacturing production jobs were lost during the recession and only 4,600 of those jobs had been recovered as of 2017. Production workers face continuing pressure from globalization and automation in the manufacturing industry .

Administrative and office support occupations also saw significant job losses and weak recovery as advances in technology change the nature of office work and the need for support staff.

On the other hand, employment in several middle wage occupations that are primarily driven by population and demographic change continued to grow during and after the recession, including healthcare support workers, police officers, and teachers.

Changes in where businesses locate

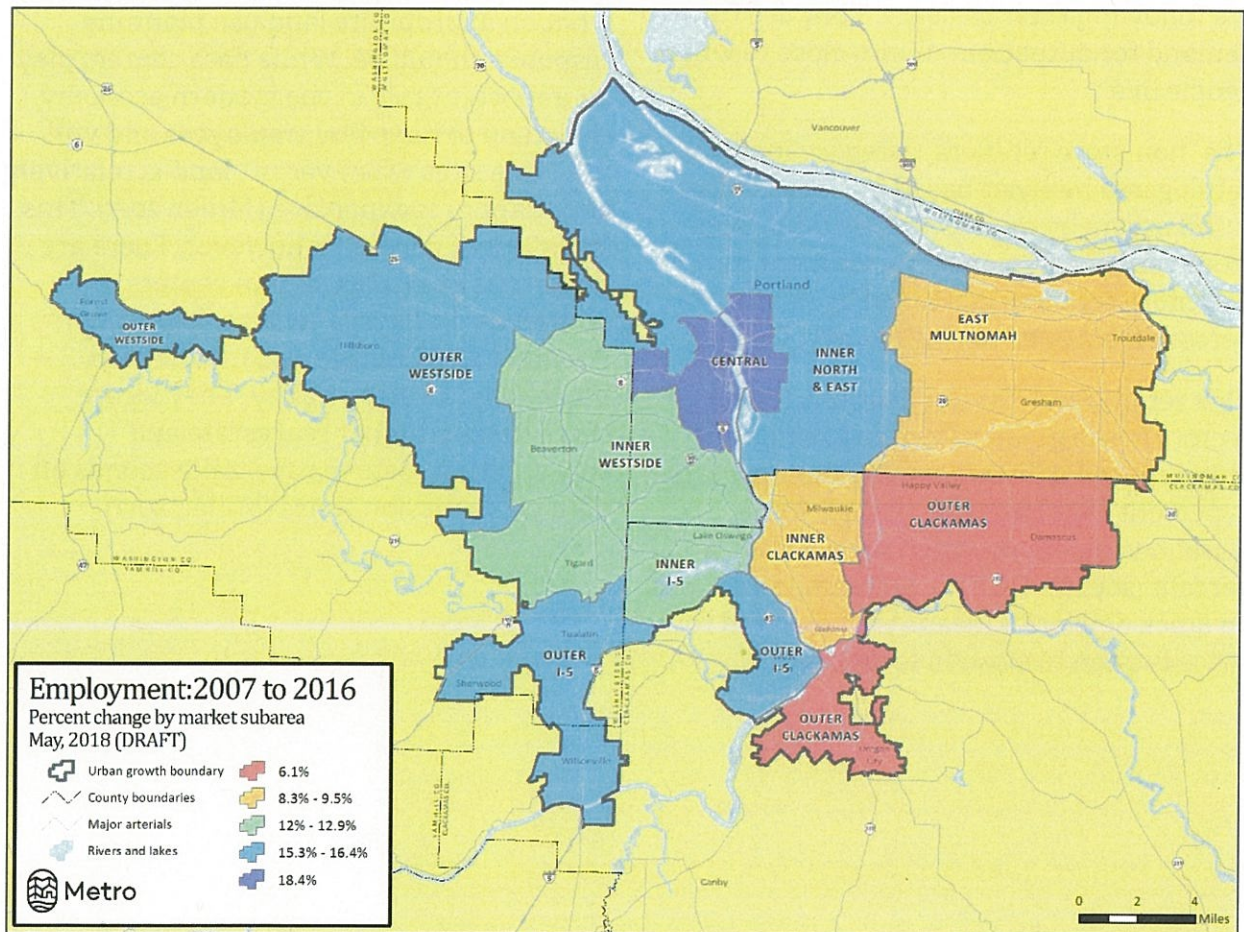
As we plan for future employment, we need to be aware of changes in where businesses locate and how they use space. Most of these trends point to more efficient use of land.

Nationwide, there has been a trend of businesses relocating from more remote campus settings to downtowns. Businesses are doing this to attract and retain an educated workforce that wants access to urban amenities like restaurants, bars, cafés and transit.

This is now a mainstream trend. In recent years, G.E. moved its headquarters from a suburban campus in Connecticut to a downtown Boston location. The new G.E. headquarters won't have a parking lot. McDonald's and Kraft Heinz both moved from suburban Chicago locations to downtown.

In the greater Portland region, these trends are evident. The highest rate of job growth in the region from 2007 to 2016 was in central Portland at 18.4 percent growth. This was followed by the outer west side, inner north and east, and the outer I-5 areas at 15.3 to 16.4 percent growth. Job growth in east Multnomah County and Clackamas County has lagged behind at 6.1 percent.

Figure 16: Percent change of employment by market subarea, 2007-2016



Our workplaces look different than they used to

Inside office buildings, workers are taking up less space than they used to. In many professions, gone are the days of private offices. Instead, a laptop and a chair are often more typical.

Among the increasing ranks of the “gig economy” (self-employed), work space can be co-working space that is leased by the hour or a seat at a coffee shop for the price of coffee refills.

In the medical sector, health care providers are following their patients. They see future demand for outpatient clinics close to where people live.

The “non-store retailers” category includes catalog and internet-based businesses that fulfill orders by mail as well as other non-store vendors. Regional employment by non-store retailers increased by nearly 27 percent from 2007 to 2017 (source: QCEW).

This retail trend has implications for other sectors in the greater Portland region. Shipping and delivery employment grew by 31 percent over the same period, while warehousing employment grew nearly 9 percent (source: QCEW). E-commerce’s focus on quick deliveries means that demand for space is often in close-in locations.

For “brick and mortar” retail, the emergence of e-commerce and people shifting their consumption habits from retail goods to meals and entertainment portends the closing of malls and retail businesses in commercial corridors (Thompson, 2017). This trend can be seen in the closure of many Sears, J.C. Penney, Macy’s, and Kmart stores and all Toys R Us stores in the U.S. Between 2007 and 2009, 400 of the U.S.’s largest 2,000 malls closed (Esri, 2014).

The construction of data centers has recently created more demand for industrial land. Policy makers may wish to consider what an appropriate land use planning response should be. While data centers play an important role in the modern economy, they tend to have few employees and will use large sites when vacant land is relatively abundant or inexpensive (Miller, 2017). This is not out of necessity, however. There are numerous examples of data centers in multistory buildings such as downtown Portland and Chicago and in northern Virginia and Silicon Valley. They locate there despite higher real estate and construction costs to save milliseconds on data transmission times (Miller, 2017).

From home to work and back

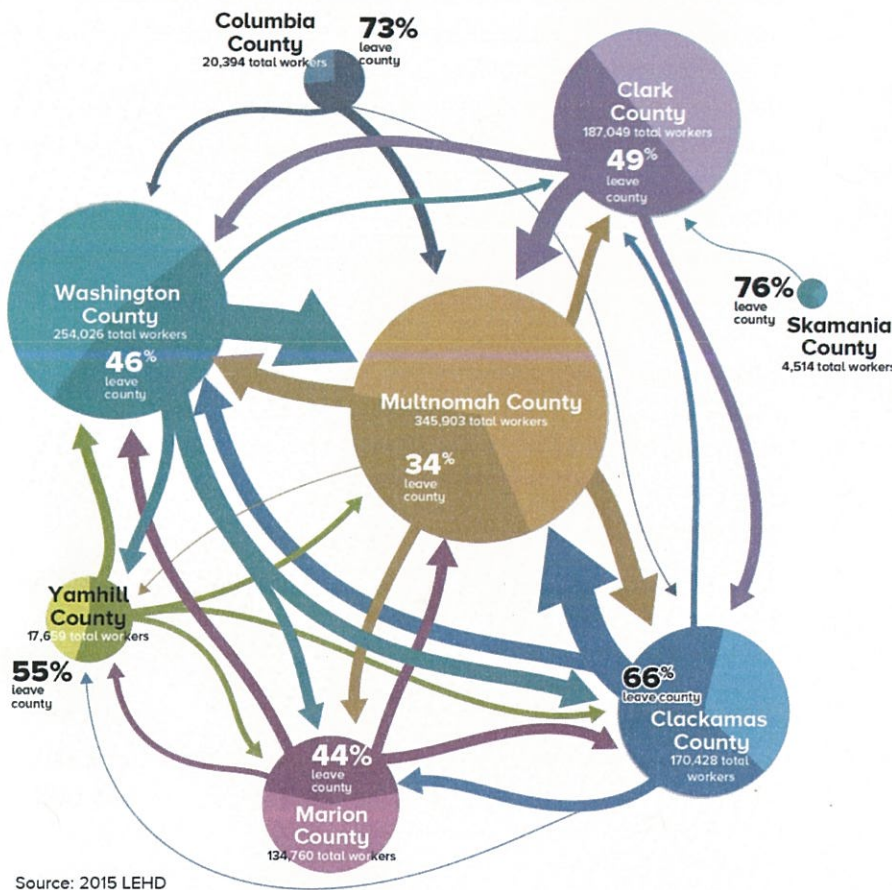
Ours is a regional economy that doesn't stop and start at state lines, the UGB, or county and city boundaries. People make complex decisions about where to live and work. Few of us choose the job closest to home or the home closest to our job. Rather, we consider other factors, which might include:

- whether jobs are a good match for our skills
- whether jobs pay enough
- whether our spouse or partner is also employed, but in a different location
- whether homes match our budget
- whether homes and neighborhoods match our preferences
- whether we can tolerate or afford longer commutes
- whether local schools meet our needs and preferences.

These choices are borne out in the data on commute patterns that show people commuting across city and county lines. Those patterns will not be changed by any UGB expansion for housing or jobs. The best course of action is to plan communities with a mix of uses that shorten our other trips – going to the grocery store, for example – and provide reliable and safe multimodal transportation options to link different parts of the region.

In the context of growth management decisions, these patterns influence the amount of housing and job growth that is likely to locate in the Metro UGB. Historically (since 1979), about 61 percent of the new households in the seven-county metropolitan area and 82 percent of the new jobs have located in the Metro UGB.

Figure 17: Where greater Portland area residents work by county, 2015 (source: US Census LEHD)



Regional outlook

Good sources

Metro bases its forecast on the best sources available:

- U.S. Census
- U.S. Bureau of Labor Statistics
- U.S. Bureau of Economics
- Federal Reserve Board
- Portland State University’s Population Research Center
- IHS Markit

Handling uncertainty

There is uncertainty in any forecast. Metro recognizes uncertainty by producing a probabilistic range forecast. The midpoint of the range is the most likely outcome. However, migration trends, federal monetary policy, technological change, recessions and international relations are all factors that may move actual growth higher or lower in the range.

The communities inside the Metro UGB are a major part of a larger regional economy that extends over seven counties and across state lines. To understand housing and employment needs in the Metro UGB, we need to first understand what’s happening in the larger seven-county metropolitan area. This larger area is the starting point for Metro’s population, household and employment growth forecasts. This seven-county forecast is documented in Appendix 1.

Metro subjects its forecast model and the forecast results to a peer review process that includes public and private partners who are experts in economics and demographics. In the case of the draft forecast, the peer review panel found the forecast to be reasonable and in line with other projections. Documentation for the peer review process is included in Appendix 1.

To check how we’re doing, Metro also provides comparisons of past forecasts and actual growth (see Appendix 1). Those comparisons show that Metro’s forecasts have been accurate and reliable. Metro’s 2010 forecast has held up well, slightly underestimating population growth and slightly overestimating employment growth in the seven-county area. After five years, the forecast was within three percent of actual estimates for population and employment, less than a one percent annual difference. It is also worth noting that the year 2015 “actual” numbers are estimates and also subject to error.

We expect more people in the region

Between 2018 and 2038, there could be between 365,000 (low) to 659,000 (high) additional people residing in the seven-county region. The most likely amount of growth is 524,000 more people in the seven-county region.

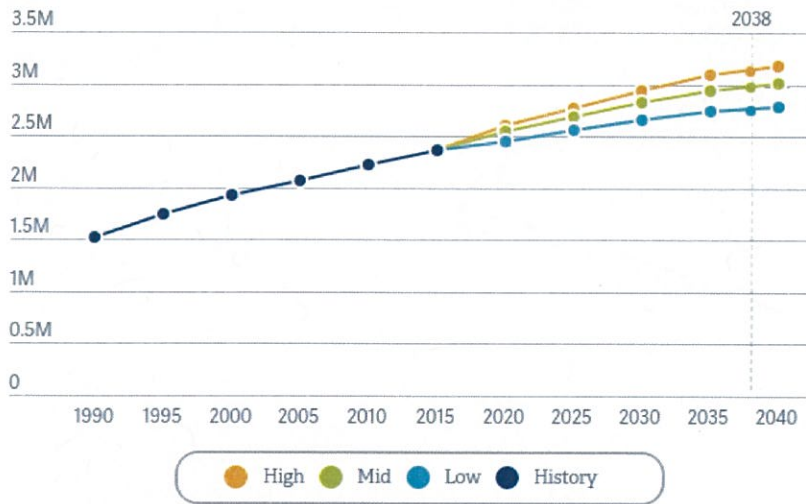
Table 2: Population forecast for the seven-county Metropolitan Statistical Area (2018 to 2038)

	2018	2038	Difference
Low growth	2,414,000	2,779,000	365,000
Most likely growth	2,481,000	3,005,000	524,000
High growth	2,516,000	3,175,000	659,000

The primary source of population growth in the region will continue to be migration. Births represent an ever-shrinking source of population growth in our region and nation. In 2017, the U.S. saw the fewest births in 30 years and its lowest general fertility rate in history. (U.S. Department of Health and Human Services, 2018)

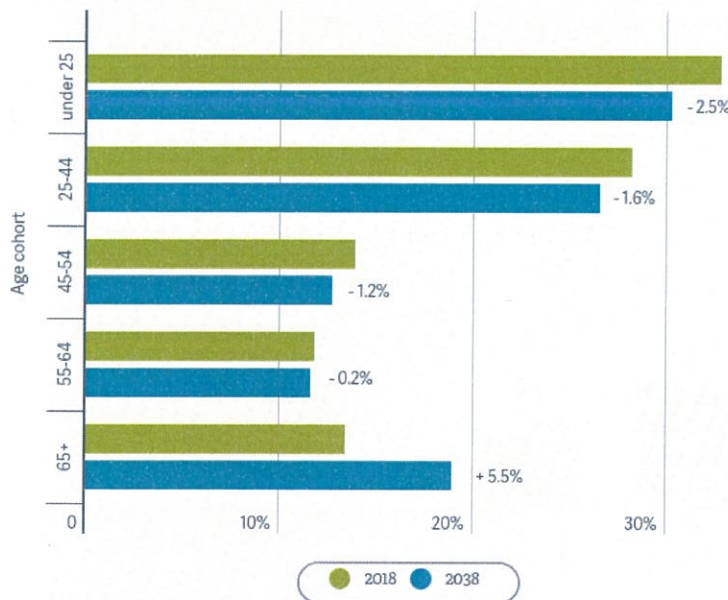
Along with declining birth rates, the region's population is aging. In 2018, about 13 percent of the population is 65 years or older. By 2038, about 19 percent of the population will be 65 years or older.

Figure 18: Population history and range forecast, seven-county Portland-Vancouver-Hillsboro MSA, 1990-2038.



Source: 2018-38 Portland-Vancouver-Hillsboro, OR-WA MSA Forecast, Metro Research Center, Nov 2017

Figure 19: Age cohorts as a percentage of total population, seven-county Portland-Vancouver-Hillsboro MSA, 2018 and 2038



Source: 2018-38 Portland-Vancouver-Hillsboro, OR-WA MSA Forecast, Metro Research Center, Nov 2017

Note: Age bracket size (i.e. the number of years per age bracket) varies by cohort.

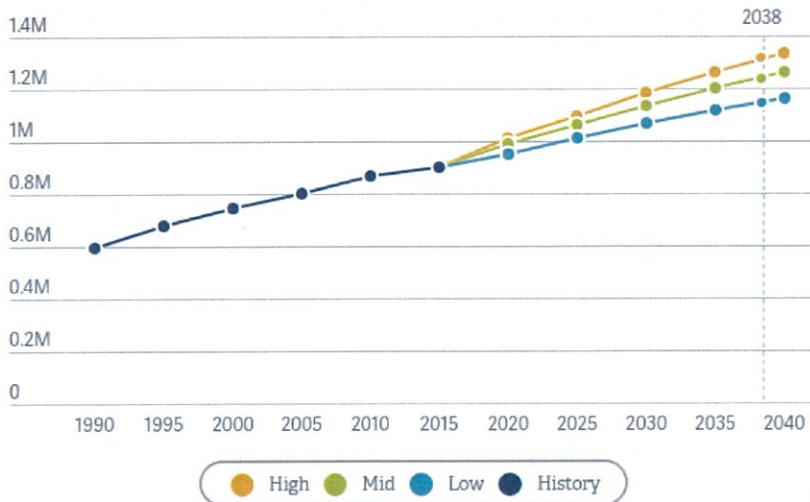
We expect more households in the region

Between 2018 and 2038, there could be between 212,000 (low) to 335,000 (high) additional households in the seven-county region. The most likely amount of growth is 279,000 more households in the seven-county region.

Table 3: Household forecast for the seven-county Metropolitan Statistical Area (2018 to 2038)

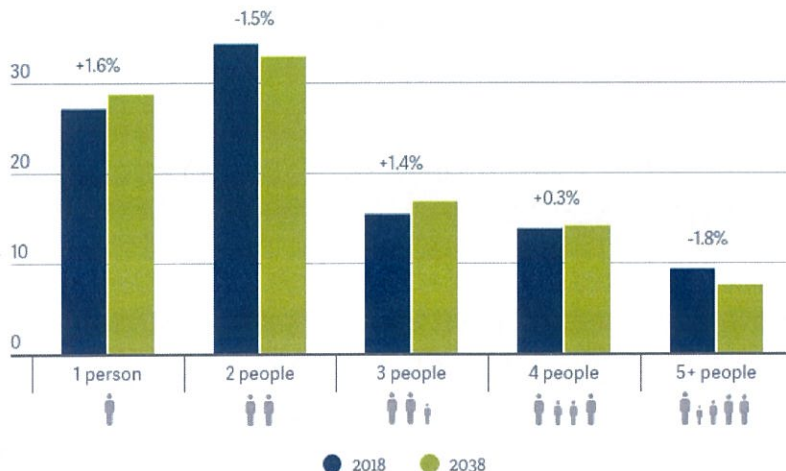
	2018	2038	Difference
Low growth	932,000	1,144,000	212,000
Most likely growth	958,000	1,237,000	279,000
High growth	972,000	1,307,000	335,000

Figure 20: Household history and range forecast seven-county Portland-Vancouver-Hillsboro MSA, 1990-2038



Source: 2018-38 Portland-Vancouver-Hillsboro, OR-WA MSA Forecast, Metro Research Center, Nov 2017

Figure 21: Household size history and forecast by share of total, seven-county Portland-Vancouver-Hillsboro MSA, 2018 to 2038



Source: 2018-38 Portland-Vancouver-Hillsboro, OR-WA MSA Forecast, Metro Research Center, Nov 2017

Because people are staying single longer and having fewer children, the average household size for the seven-county metropolitan area is expected to drop from 2.6 people per household in 2018 to about 2.4 people per household in 2038. Today (and in 2038), almost two-thirds of households consist of one or two people.

In 2018, about 23 percent of heads of households are 65 and older. By 2038, about 30 percent of heads of households will be 65 and older.

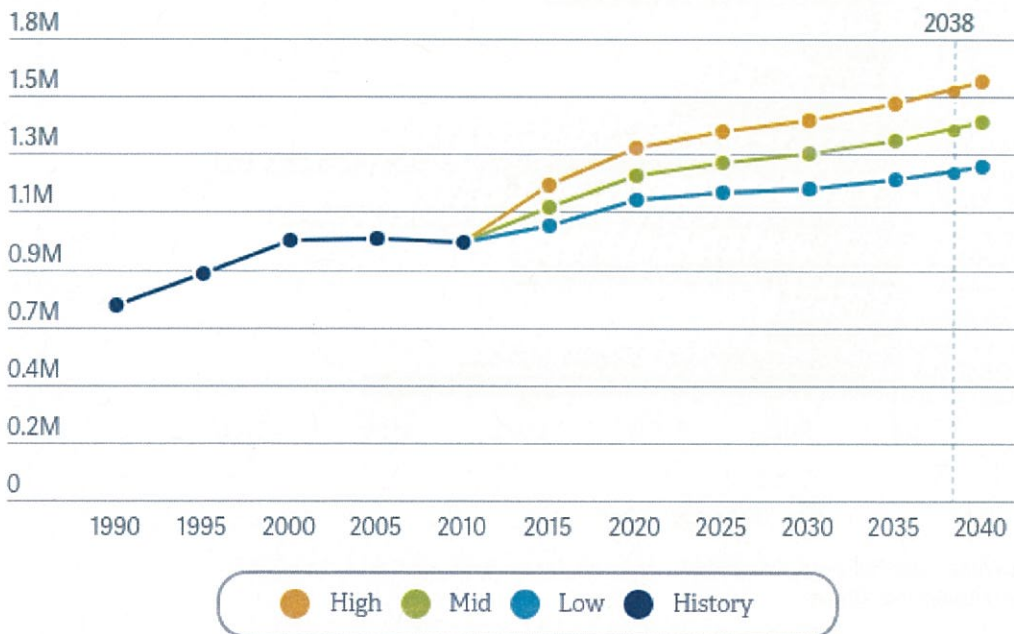
We expect more jobs in the region

Between 2018 and 2038, there could be between 135,000 (low) to 258,000 (high) additional jobs in the seven-county region. The most likely amount of growth is 209,000 more jobs in the seven-county region.

Table 4: Employment forecast for the seven-county Metropolitan Statistical Area (2018 to 2038)

	2018	2038	Difference
Low growth	1,108,000	1,243,000	135,000
Most likely growth	1,193,000	1,402,000	209,000
High growth	1,293,000	1,551,000	258,000

Figure 22: Employment history and range forecast seven-county Portland-Vancouver-Hillsboro MSA, 1990-2038



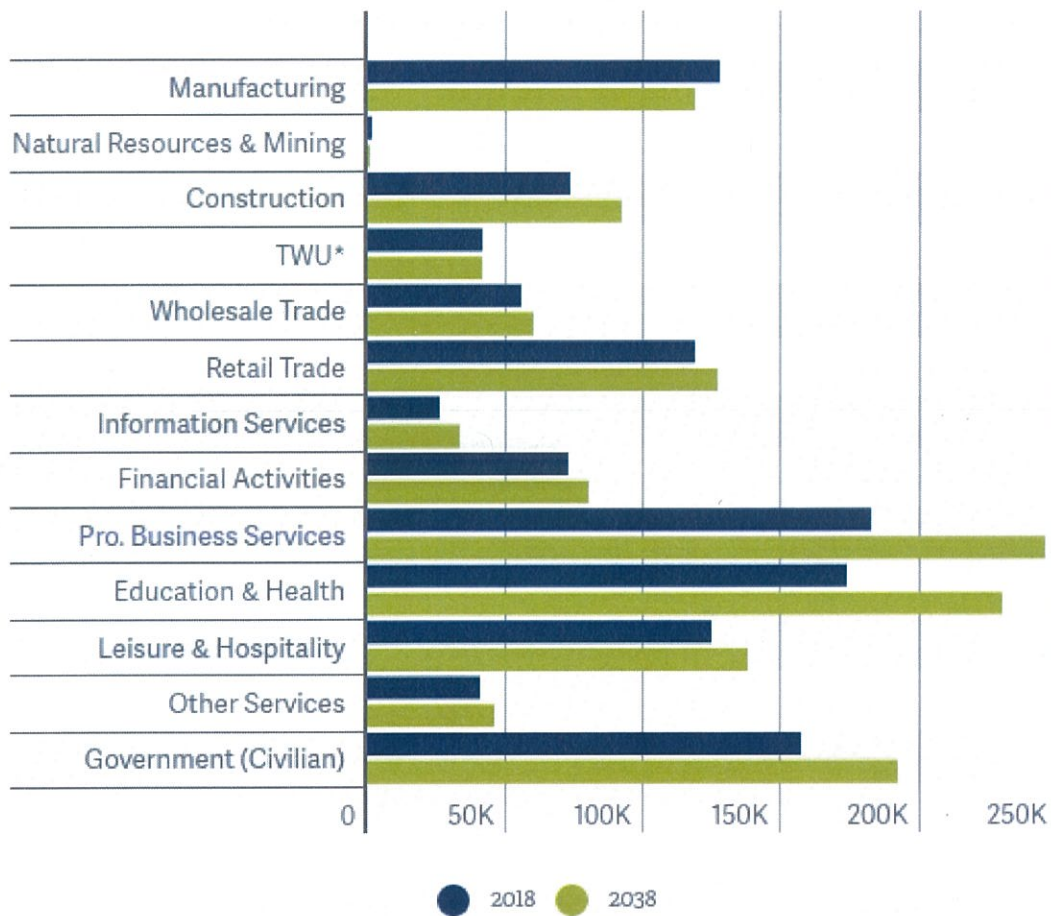
Source: 2018-38 Portland-Vancouver-Hillsboro, OR-WA MSA Forecast, Metro Research Center, Nov 2017

There is more uncertainty around the job forecast than the population forecast since the economy may be positively or negatively impacted by global events, innovations, and decisions that can't be predicted. Actual growth will not follow a smooth trend line, but will have ups and downs with business cycles.

There is yet more uncertainty when it comes to forecasting employment by sector, but most economists see continued strength in sectors like education and medicine that serve the growing population.

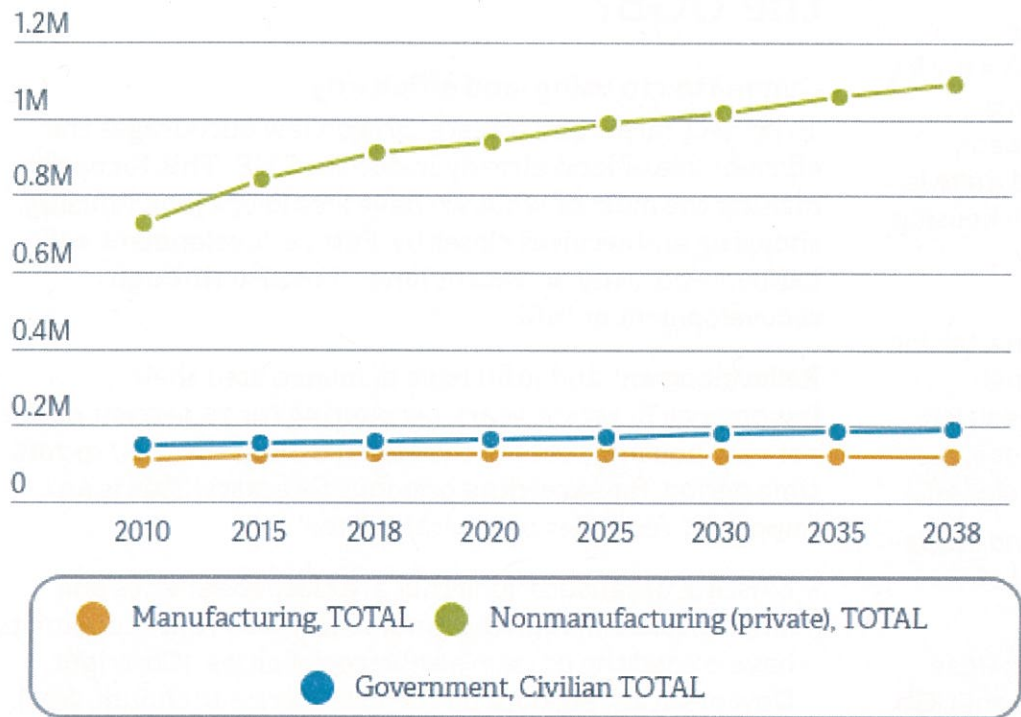
On the flip side, because of automation and other factors, many economists see slow or no job growth for industrial sectors – such as high-tech manufacturing and wood products – that have traditionally been strengths for Oregon (Lehner, Oregon's Industrial Structure and Outlook, 2018). Instead, going forward, employment growth in the high-tech sector is expected in software development (Lehner, Oregon High-Tech Outlook, 2018).

Figure 23: Employment by sector, current and baseline (likely) forecast seven-county Portland-Vancouver-Hillsboro MSA, 2018 and 2038



Source: 2018-38 Portland-Vancouver-Hillsboro, OR-WA MSA Forecast, Metro Research Center, Nov 2017
 *TWU = Transport, Warehousing and Utilities

Figure 24: Employment history and projections (by major sector).
 seven-county Portland-Vancouver-Hillsboro MSA, 1990-2038



Source: 2018-38 Portland-Vancouver-Hillsboro, OR-WA MSA Forecast, Metro Research Center, Nov 2017
 Forecast is for mid-range projection.

How much room is there for housing and job growth inside the UGB?

Where growth can happen

Redevelopment

Development on a tax lot where the original structure has been demolished and there is a net increase in housing units or jobs.

Infill Additional development on a tax lot where the original structure has been left intact and the lot is considered developed.

Vacant land Land inside the UGB that's not developed.

Urban reserves Areas outside the current UGB designated by Metro and the three counties as the best places for future growth if urban growth expansions are needed over the next 50 years.

Neighbor cities Cities in the larger metropolitan area, but outside of Metro's jurisdiction: Vancouver, Newberg, Sandy, etc.

Committed to using land efficiently

To protect farms and forests, Oregon law encourages the efficient use of land already inside the UGB. This focus on making the most of what we have also keeps jobs, housing, shopping and services closer by. Future development will happen – not only on vacant land – but also through redevelopment or infill.

Redevelopment and infill have demonstrated their importance in recent years, accounting for 76 percent of the net new housing units in the Metro UGB in the 2007 to 2016 time period, far exceeding previous forecasts. This is an important reminder of several points:

- Existing urban locations that are close to services and amenities are in high demand, so much so that economists have coined the phrase “a shortage of cities” (Cortright, *Dow of Cities: Big data on the urban price premium*, 2018).
- Encouraging redevelopment and infill is the means to address the shortage of cities and to reduce housing prices in these locations.
- Redevelopment and infill are not static. They are more likely in locations that are in high demand.

Buildable land inventory review process

Metro inventories buildable land through a comprehensive process that includes extensive review by city and county planning staff. Many local staff participated in Metro's Land Use Technical Advisory Group (LUTAG), which assisted in the inventory. LUTAG began meeting in the summer of 2017 and met regularly through spring of 2018.

Appendix 2 describes the methods that Metro used to estimate how much buildable land is inside the UGB. All cities and counties in the region had an opportunity to review the buildable land inventory used in this analysis. The inventory results are described in Appendix 2.

Though the inventory assumes that current zoning regulates allowable uses, it does not assume that all of that zoned capacity is viable in the next 20 years (there is zoned capacity for over 1.3 million homes in the UGB).

The inventory begins with aerial photos locating vacant land. Subsequent steps account for environmental constraints such as steep slopes and wetlands.

Aside from vacant land, additional housing and jobs are also expected on some already-developed lands. There are a variety of uncertain market factors that may influence long-term redevelopment and infill potential. For that reason, redevelopment and infill potential are expressed as a range.

Buildable residential land inside the UGB

The buildable land inventory for the Metro UGB includes capacity for 228,200 to 363,300 additional homes. The difference in the two numbers is attributable to redevelopment potential. Because of a variety of factors (infrastructure, market, neighborhood opposition, etc.), not all of this capacity may be development-ready in the 20-year planning period.

Table 5: Residential buildable land range (source: Metro, in coordination with cities and counties)

	Single-family homes	Multi-family homes	Total homes
Low	92,300	135,900	228,200
Medium	92,300	227,700	320,000
High	92,300	271,000	363,300

Note: single-family housing capacity is shown as a static number rather than a range since there are fewer market uncertainties than with multifamily redevelopment

Buildable employment land inside the UGB

Metro categorizes employment land as commercial or industrial according to adopted zoning. As documented in the 2014 Urban Growth Report, these categories are somewhat flexible and it is common to find commercial employment on industrial land.

Commercial (non-industrial) employment land

There are 2,150 to 2,530 net buildable acres of commercial employment land inside the Metro UGB. Because there is uncertainty around redevelopment of land in mixed-use zones, these buildable acres are expressed as a range.

Industrial employment land

There are 8,600 net buildable acres of industrial employment land inside the Metro UGB.

Large industrial sites

Expanding and attracting traded-sector businesses are important aspects to creating middle-income jobs. As an income tax dependent state, Oregon's higher wage jobs generate revenue to fund schools, parks and other public services. The greater Portland region competes globally to attract these coveted jobs, so it is important to have development-ready sites where businesses can locate.

The 2017 update of the Regional Industrial Site Readiness project inventoried large, vacant industrial sites (over 25-net buildable acres per site) and is included as Appendix 8. The inventory is a subset of the previously described industrial land inventory. It finds 65 large industrial sites inside the UGB and at varying stages of development readiness:

- There are 45 large industrial sites inside the UGB that may be available to the general market¹¹.
- An additional 20 large industrial sites inside the UGB that are held by existing firms for potential future expansion.

The focus of the Regional Industrial Site Readiness project is to identify actions that must be taken to make these sites development-ready to produce jobs. The project finds that many large industrial sites have extensive needs including:

- infrastructure needs, particularly transportation improvements
- site assembly
- brownfield cleanup
- wetland mitigation

- annexation by cities
- willing seller.

These challenges mean that, of the 45 large sites that aren't being held by existing businesses for future expansion:

- 10 sites are developable within a 6-month timeframe (Tier One)
- 11 sites will require 7 to 30 months to be made development-ready (Tier Two)
- 4 sites will require more than 30 months to be made development-ready (Tier Three).

Any sites added to the UGB would be Tier Three, requiring months of effort and substantial investment to make them development-ready.

11. The inventory identified 47 sites, but two of them outside the UGB, so they are not included here.

Conclusion

Since the draft UGR was released in July 2018, the Metro Council provided direction to Metro staff in Resolution No. 18-4914, which accepts the Chief Operating Officer recommendation regarding the proposed expansion areas and directs staff to include conditions of approval that will ensure an appropriate mix of housing types in those areas. Based on that direction, staff has completed a regional Housing Needs Analysis, which can be found in Appendix 5A.

The Housing Needs Analysis identifies a need for additional land in the UGB to address single-family housing demand (attached and detached housing). The Housing Needs Analysis assumes the baseline (midpoint of the forecast range) household forecast as documented in Appendix 1 and the midpoint of the buildable land inventory range as documented in Appendix 2.

It also assumes that the Metro UGB will “capture” a share of the larger 7-county household growth that is in keeping with historic and modeled rates. The analysis also assumes that 50 percent of the new housing will be single-family housing (attached and detached), a rate that represents a continued long-term shift towards multifamily and single-family attached housing. The Housing Needs Analysis summarizes the regional need for additional single-family housing as follows:

7-county MSA new households, 2018 to 2038 (midpoint of range)	279,000
7-county MSA new dwelling units (apply 5% vacancy rate)	293,000
Metro UGB new dwelling units (capture rate range = 67.2%)	196,900
Metro UGB new single family dwelling units (SF rate = 50%)	98,400
Metro UGB existing single family capacity (attached and detached)	92,300
Unmet single family dwelling unit (attached and detached) need	6,100

The proposed 2,181 gross acres of UGB expansions will provide a total of approximately 6,100 single-family housing units along with approximately 3,100 multifamily units, for a total of approximately 9,200 homes. The proposed 6,100 single-family units in expansion areas will address the need for 6,100 single-family homes. The proposed conditions of approval for the UGB expansion seek to enhance the variety of single-family attached housing that will be allowed in the expansion areas. It is possible that the number of allowed housing units in each area will increase as a result.

As documented in the range buildable land estimates in Appendix 2 and scenario modeling described in Appendix 3, the existing UGB has ample land planned for multifamily housing. Today, 36 percent of existing housing is multifamily housing. That share is likely to increase over time as allowed under city and county zoning.

While no UGB expansion is required to accommodate multifamily housing growth, most of the proposed UGB expansions include some amount of multifamily housing to ensure that these areas provide a variety of housing choices and comply with the state Metropolitan Housing Rule.

Likewise, cities have often included multifamily housing as a means of decreasing infrastructure costs per home and to make more efficient use of land. To ensure that people of varied backgrounds can find housing in these new communities, the conditions of approval require each city to allow additional single-family attached housing options in locations planned for single-family housing in the expansion areas.

The draft Urban Growth Report included the Goal 14 Locational Factor Analysis of Urban Reserves in Appendix 7. Based in part on the results of the Goal 14 Analysis, staff has completed an evaluation (Appendix 7A) of a smaller set of urban reserves using the Metro Code requirements. These analyses support the Metro Council findings that the four urban reserve areas under consideration provide the best locations for expansions under the applicable factors and should be included in the UGB.



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If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

Stay in touch with news, stories and things to do.

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Metro Council President

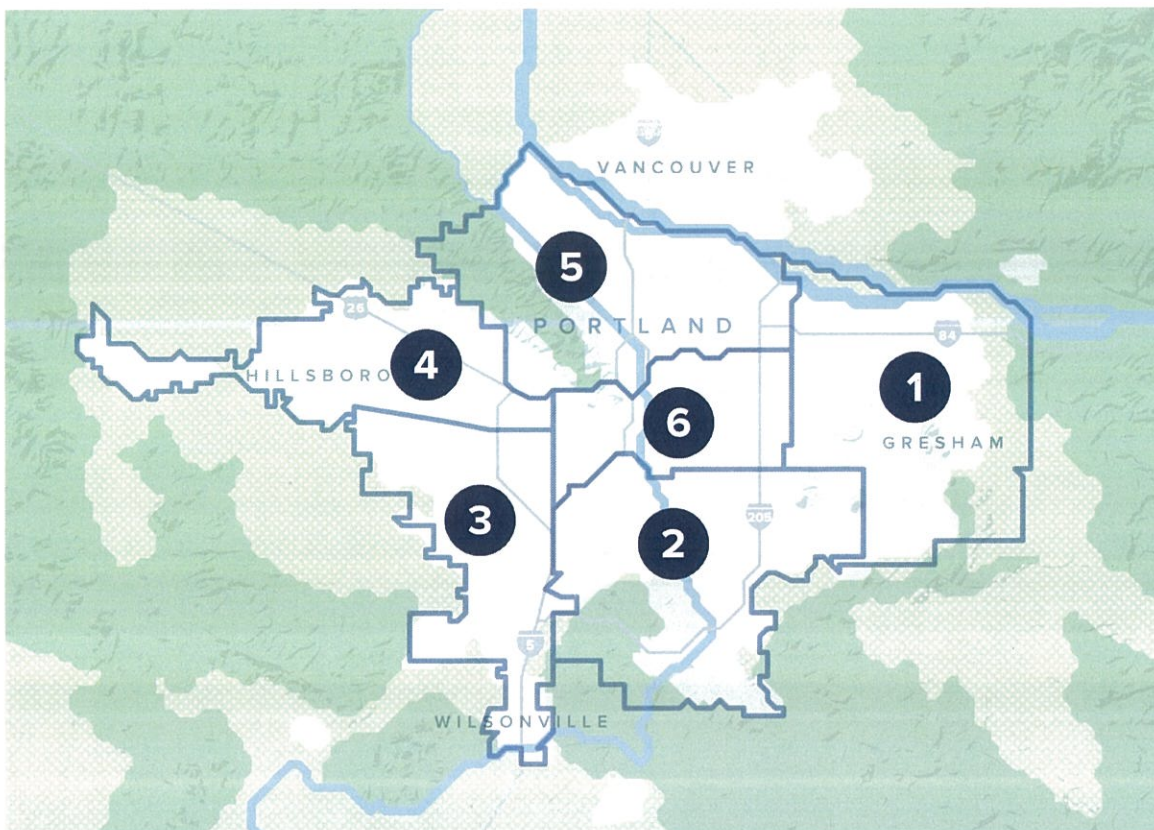
Tom Hughes

Metro Councilors

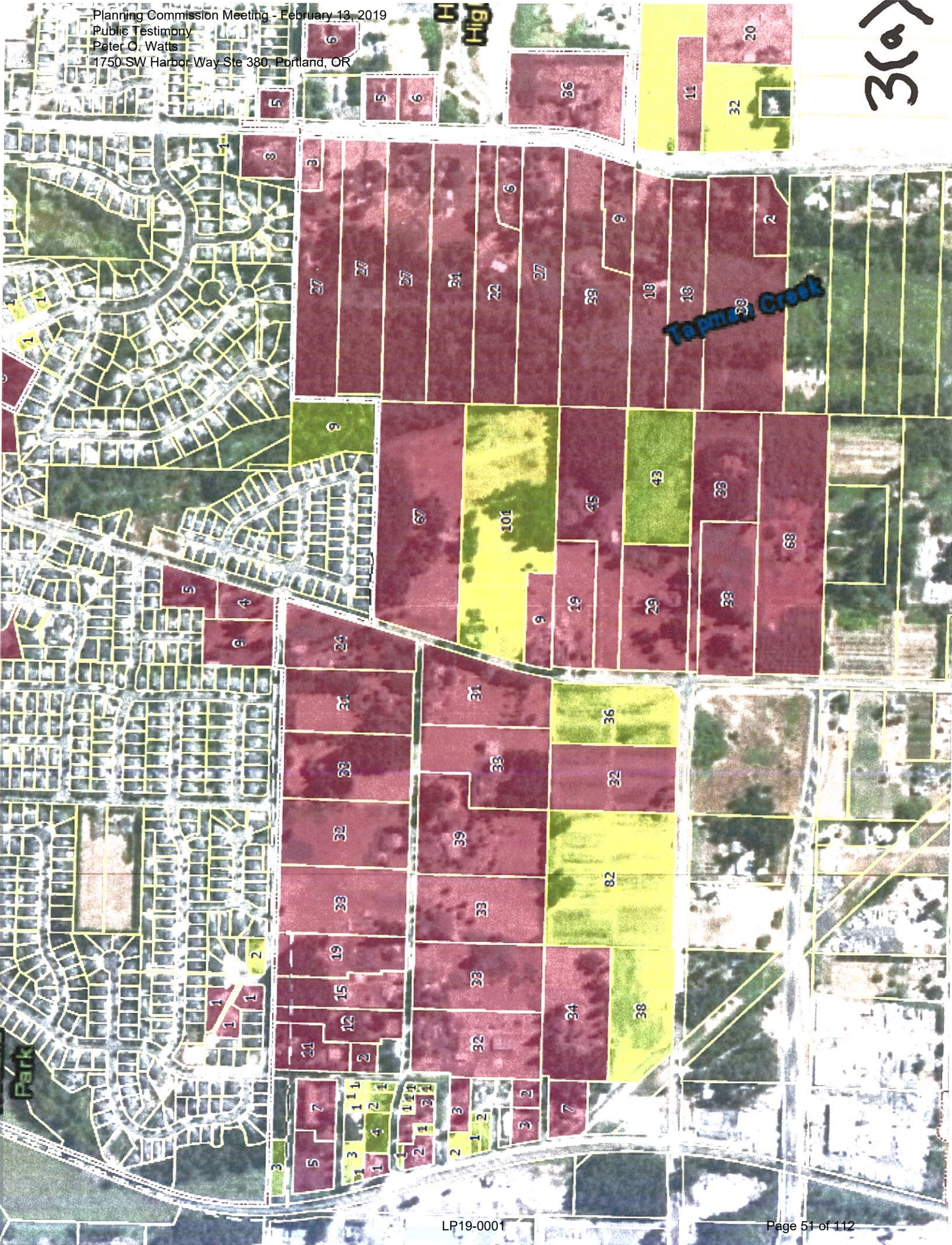
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- Betty Dominguez, District 2
- Craig Dirksen, District 3
- Kathryn Harrington, District 4
- Sam Chase, District 5
- Bob Stacey, District 6

Auditor

Brian Evans



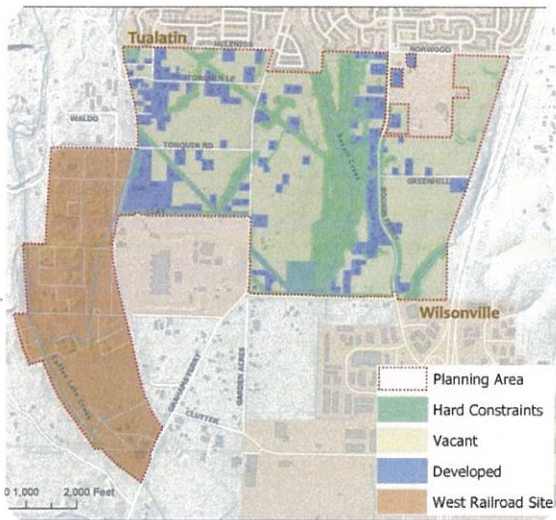
3(a)



GOAL 1: EXPAND ACCESSIBLE AND INCLUSIVE PARKS AND FACILITIES TO SUPPORT COMMUNITY INTERESTS AND RECREATION NEEDS.

To achieve Goal 1, the Master Plan recommends providing well-maintained parks, greenways,

natural areas and a diversity of recreation opportunities to fill existing gaps and serve future development areas. Thoughtfully designed facilities and activities will be accessible and meet the needs of Tualatin's diverse, growing and changing community.



Develop a new park in the Basalt Creek area to serve new residents and address unmet facility needs in south Tualatin.



Prioritize deferred maintenance projects and renovate aging amenities in parks



Improve existing sport fields, acquire new parks for sports, and evaluate the financial feasibility of a tournament complex.



Design parks to be accessible and respond to demographic, cultural and neighborhood needs.



Proposed New Parks

Implementing the following recommendations for new parks and partnerships will help achieve all seven Master Plan goals:



Jurgens Park Addition (P1)

Site recommendations for Jurgens Park include expanding the park by acquiring an adjacent space to introduce new uses.

- Acquire adjacent property as available.
- Master plan and develop this site in conjunction with the existing park.

Tualatin Community Park Addition (P2)

Tualatin Community Park is the City's largest park located at the heart of the city on the Tualatin River. The City should take advantage of opportunities to acquire adjacent land that would improve park access and site use.

- Acquire additional land (if the opportunity exists) to enhance the role of the park as the heart of the Tualatin community.
- Master plan and develop this site in conjunction with the existing park.

Basalt Creek Park (P3)

A new large neighborhood park is proposed for the Basalt Creek Concept Plan Area in south Tualatin to serve residents and employees. Prior to acquisition, opportunities should be evaluated to acquire additional land to support community-wide

recreation needs and protect natural resources in the Basalt Creek Canyon. A larger park in the Basalt Creek Concept Plan area would help address traffic congestion by developing the City's second community park, connected to the local and regional trail system, providing tourism attractions and space for community events, large and small group gatherings, sports (fields or a sports complex), as well as other active and passive recreation uses.

- Acquire 10-20+ acres of park space through an area master plan process.
- Acquire additional land for greenways and natural parks to support planned trail connectivity and protect creek canyon habitat and natural resources.
- Master Plan and develop park site as a community park to meet neighborhood, employee, and community needs.

East Tualatin/Bridgeport Elementary Partnership (P4)

Residents in east Tualatin lack access to a nearby neighborhood park. The City should explore a partnership or joint-use agreement with the Tigard-Tualatin School District for the use and/or improvement of recreation facilities of Bridgeport Elementary. The partnership would expand the range of park lands available in east Tualatin, which is now limited to greenways and natural areas.

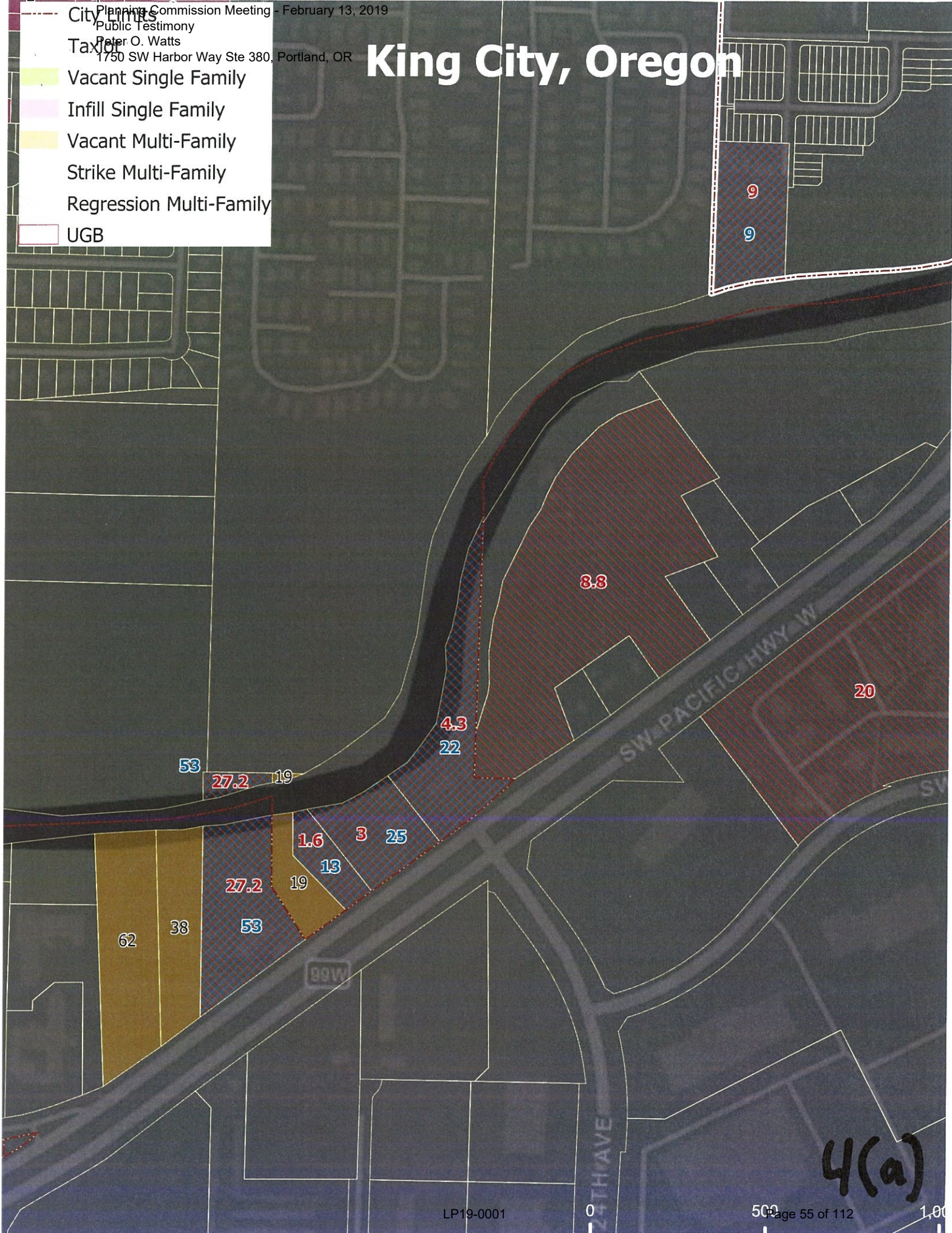
- Pursue a school partnership with Bridgeport Elementary to formalize the joint use of the outdoor play areas, lawn, sports field, basketball courts, and track during out-of-school hours.
- Add programming for Hispanic/Latino community in partnership with Bridgeport Elementary.

3(c)



King City, Oregon

- Vacant Single Family
- Infill Single Family
- Vacant Multi-Family
- Strike Multi-Family
- Regression Multi-Family
- UGB





LIHTC Program Income Guidelines

Woodridge Apartments is a Section 42 Tax Credit Project which means that federal tax credit subsidies were given to help finance the property. Because of the subsidies received, the owner is required to hold the maximum rent charged at or below a level considered appropriate for the households that have incomes at or below 60% of the median household income for the county. This maximum rent that can be charged is calculated at 30% of the 60% of the median monthly household income less a utility allowance which is determined by the Department of Housing and Urban Development. Applicants must also qualify to live in the community by demonstrating that their annual household income is at or below 60% of the median income for the county where the community is located.

Below are two lists, one is the maximum household incomes allowed to qualify for residency based on the number of people in the household, and the second is the maximum allowable rent for the studio, one and two bedroom apartments.

Number of Occupants	Maximum Household Income		Apartment Size	Maximum Allowable Rent Limit	
	50%	60%		50%	60%
1	\$28,700	\$34,440	1 Bedroom	\$677	\$825
2	\$32,800	\$39,360	2 Bedroom	\$809	\$986
3	\$36,900	\$44,280	3 Bedroom	\$929	\$1,135
4	\$40,950	\$49,140			
5	\$44,250	\$53,100			
6	\$47,550	\$57,060			

4(b)

Public Testimony

Peter O. Watts

1750 SW Harbor Way Ste 380, Portland, OR

If your annual household income from all sources is at or below the amounts shown above, you may qualify to be a resident and pay the below market rent. Before a final determination regarding your eligibility can be made, you need to fill out an application and go through the certification process. The process is simple and is handled by the on site management staff. Please see the site staff for more information. They will be happy to explain the program in more detail.

Contact

Woodridge Apartments
11999 SW Tualatin Rd
Tualatin, OR 97062
p: (503) 691-9085
f: (503) 691-9009

Office Hours

Monday - Saturday: 9am - 6pm
Closed on Sundays

6, 12 Month Leases Available

Managed By



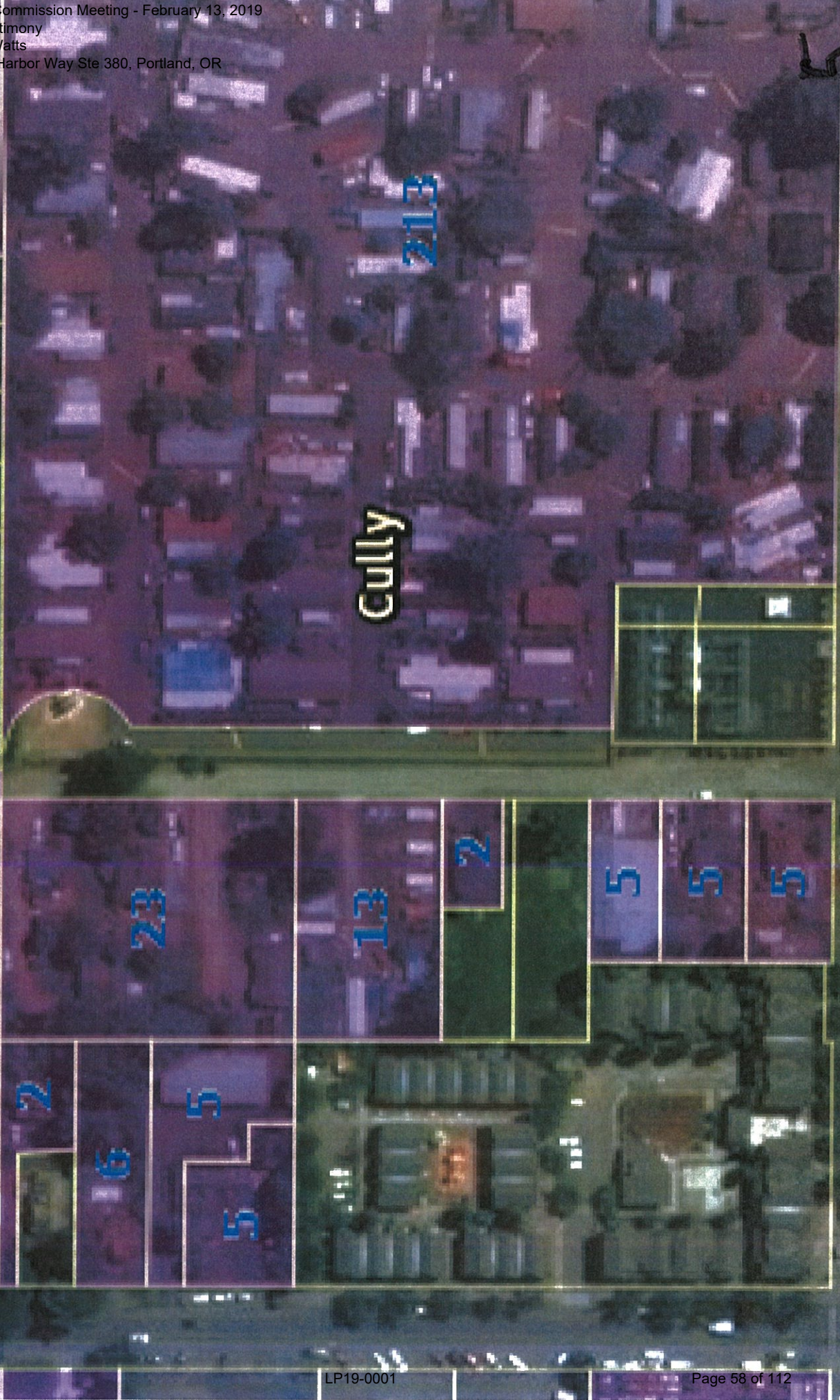
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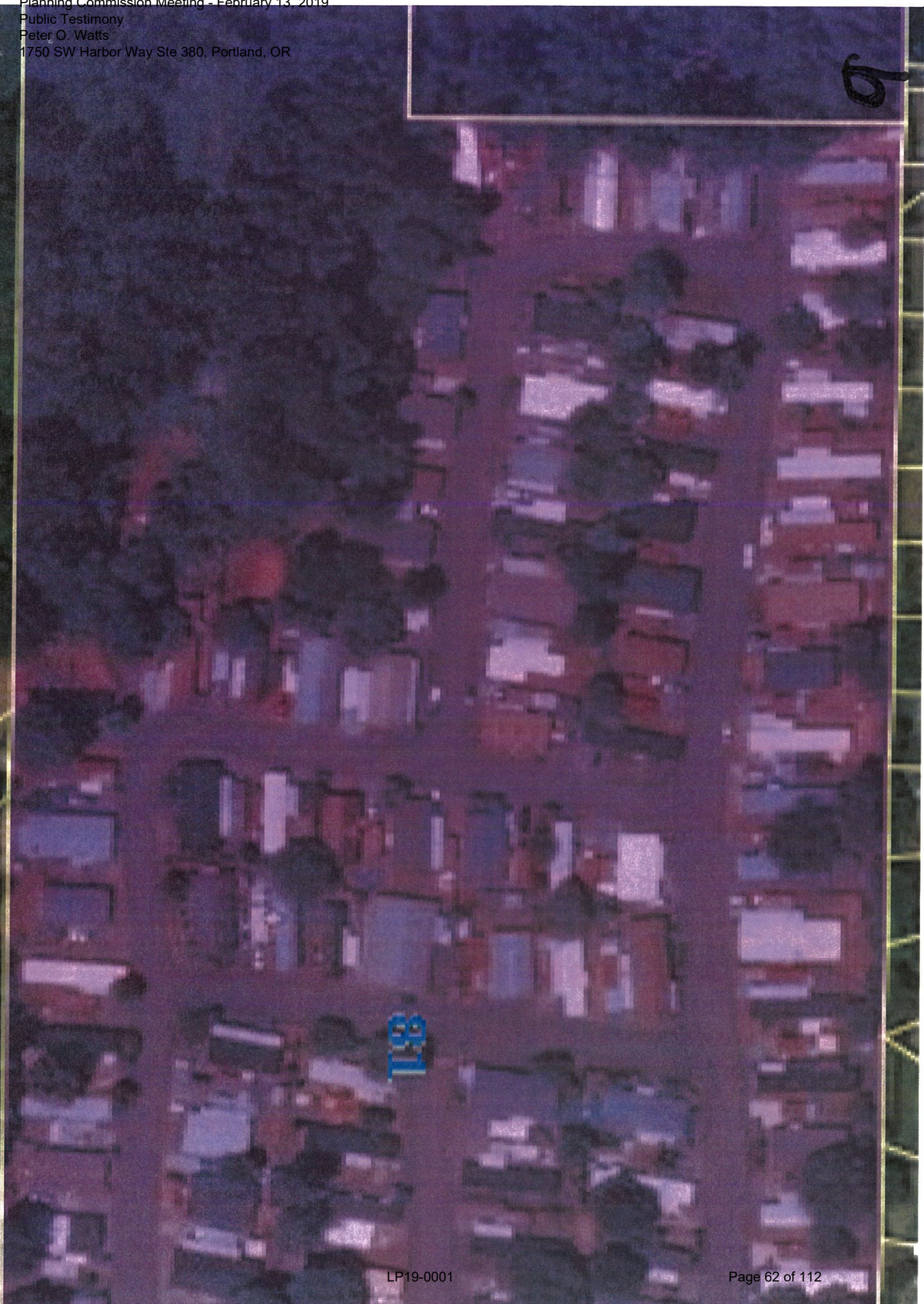


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Gladstone
Station

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Meldrum
Bar Park



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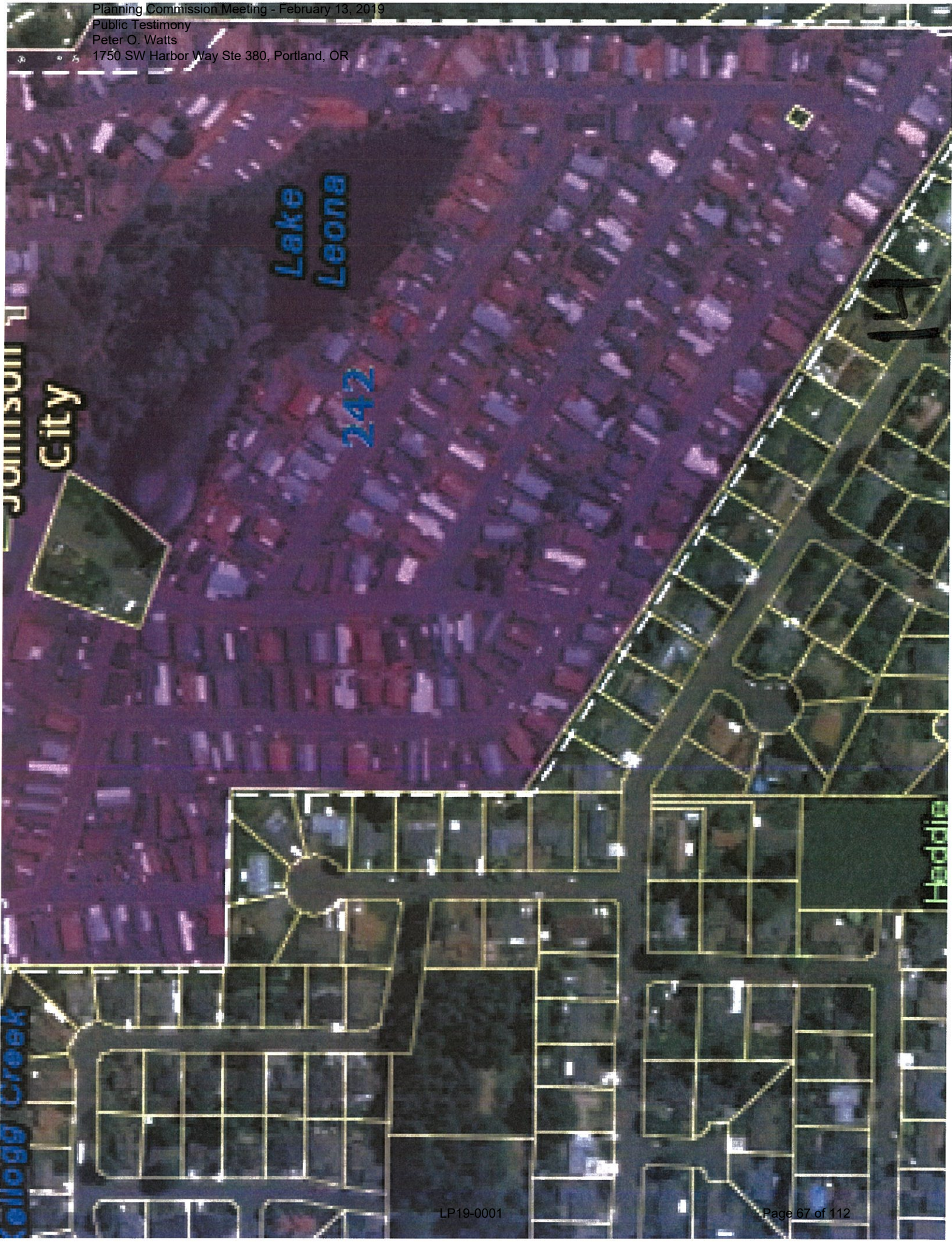
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Lexington
Park

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Beaverton Creek



Public Testimony

Peter O. Watts

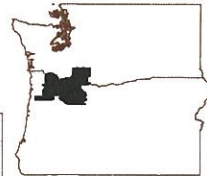
1750 SW Harbor Way Ste 380, Portland, OR



15

Portland-Vancouver-Hillsboro, Oregon-Washington

U.S. Department of Housing and Urban Development | Office of Policy Development and Research | As of May 1, 2016



Housing Market Area



The Portland-Vancouver-Hillsboro Housing Market Area (hereafter, the Portland HMA) consists of seven counties located at the confluence of the Columbia and Willamette Rivers in northwestern Oregon and southwestern Washington. The HMA is coterminous with the Portland-Vancouver-Hillsboro, OR-WA Metropolitan Statistical Area. For purposes of this analysis, the HMA is divided into three submarkets: (1) the Portland submarket, consisting of Clackamas, Columbia, and Multnomah Counties in Oregon; (2) the Beaverton-Hillsboro submarket, consisting of Washington and Yamhill Counties in Oregon; and (3) the Vancouver submarket, which consists of Clark and Skamania Counties in Washington.

Summary

Economy

After losing jobs from 2008 through 2010, nonfarm payrolls in the Portland HMA have expanded every year since 2011 as a result of strong economic conditions. During the 12 months ending April 2016, nonfarm payrolls in the HMA increased by 35,200 jobs, or 3.2 percent, to 1.12 million jobs compared with a gain of 32,400 jobs, or 3.1 percent, during the 12 months ending April 2015. During the same time, the unemployment rate declined from 5.8 to 5.0 percent. Nonfarm

payrolls are projected to increase at an average annual rate of 2.7 percent during the 3-year forecast period.

Sales Market

The current sales housing market in the HMA is tight, with an estimated vacancy rate of 1.0 percent, down from 2.2 percent in April 2010 (Table DP-1 at the end of this report). New and existing home sales totaled 52,900 during the 12 months ending March 2016, up 19 percent from a year earlier (CoreLogic, Inc., with adjustments by the analyst). As of April 2016, a 1.4-month supply of homes was available for sale, down from a 1.8- and 2.8-month supply in April 2015 and 2014, respectively, in the HMA (RMLS™). During the next 3 years, demand is expected for 27,225

new single-family homes (Table 1). The 2,810 homes under construction and some of the 20,700 other vacant units that may return to the market will satisfy a portion of the demand.

Rental Market

Rental housing market conditions in the HMA are tight, with an estimated vacancy rate of 2.9 percent compared with 5.9 percent in April 2010 (Table DP-1). The apartment vacancy rate was 3.0 percent during the first quarter of 2016, up from 2.5 percent a year ago; however, the average rent increased 13 percent to \$1,185 (MPF Research). During the 3-year forecast period, demand is expected for 18,925 market-rate rental units. The 6,995 units under construction will meet a portion of the demand (Table 1).

Market Details

Economic Conditions	2
Population and Households	6
Housing Market Trends	9
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Table 1. Housing Demand in the Portland HMA* During the Forecast Period

	Portland HMA*		Portland Submarket		Beaverton-Hillsboro Submarket		Vancouver Submarket	
	Sales Units	Rental Units	Sales Units	Rental Units	Sales Units	Rental Units	Sales Units	Rental Units
Total demand	27,225	18,925	12,750	10,650	7,675	5,325	6,800	2,950
Under construction	2,810	6,995	1,050	4,900	820	970	940	1,125

*Portland-Vancouver-Hillsboro HMA.

Notes: Total demand represents estimated production necessary to achieve a balanced market at the end of the forecast period. Units under construction as of May 1, 2016. A portion of the estimated 20,700 other vacant units in the HMA will likely satisfy some of the forecast demand. The forecast period is May 1, 2016, to May 1, 2019.

Source: Estimates by analyst

Economic Conditions

Economic conditions in the Portland HMA are strong, with the rate of job growth having outpaced growth in the nation since 2011. Nonfarm payroll growth in the HMA averaged 2.6 percent a year from 2011 through 2015, far exceeding the national average of 1.7 percent. During the 12 months ending April 2016, job growth accelerated, increasing by an average of 35,200 jobs, or 3.2 percent, to 1.12 million

jobs compared with job gains during the 12 months ending April 2015 (Table 2). Job gains occurred in every nonfarm payroll sector during the past 12 months. The unemployment rate averaged 5.0 percent during the 12 months ending April 2016, down from 5.8 percent a year earlier, because growth in employment far outpaced growth in the labor force (Figure 1). Top employers in the HMA include Intel Corporation, Providence Health Systems, and Oregon Health & Science University, with 17,500, 15,239, and 14,616 employees, respectively (Table 3).

The economy of the HMA experienced two separate periods of substantial job losses during the 2000s—from 2001 through 2003, when the dot.com bubble burst, and from 2009 through 2010, when the economy experienced the nationwide economic recession and housing market collapse. The HMA is a regional center for the high-technology (hereafter, high-tech) industry, earning the region the nickname “Silicon Forest.” During the 1990s, the HMA experienced particularly strong economic

Table 2. 12-Month Average Nonfarm Payroll Jobs in the Portland HMA,* by Sector

	12 Months Ending		Absolute Change	Percent Change
	April 2015	April 2016		
Total nonfarm payroll jobs	1,087,700	1,122,900	35,200	3.2
Goods-producing sectors	176,100	180,100	4,000	2.3
Mining, logging, & construction	56,600	57,700	1,100	1.9
Manufacturing	119,500	122,400	2,900	2.4
Service-providing sectors	911,600	942,800	31,200	3.4
Wholesale & retail trade	167,300	171,200	3,900	2.3
Transportation & utilities	36,100	37,300	1,200	3.3
Information	23,700	25,100	1,400	5.9
Financial activities	64,800	67,200	2,400	3.7
Professional & business services	166,500	172,900	6,400	3.8
Education & health services	157,500	163,500	6,000	3.8
Leisure & hospitality	109,500	114,700	5,200	4.7
Other services	38,500	39,800	1,300	3.4
Government	147,800	151,100	3,300	2.2

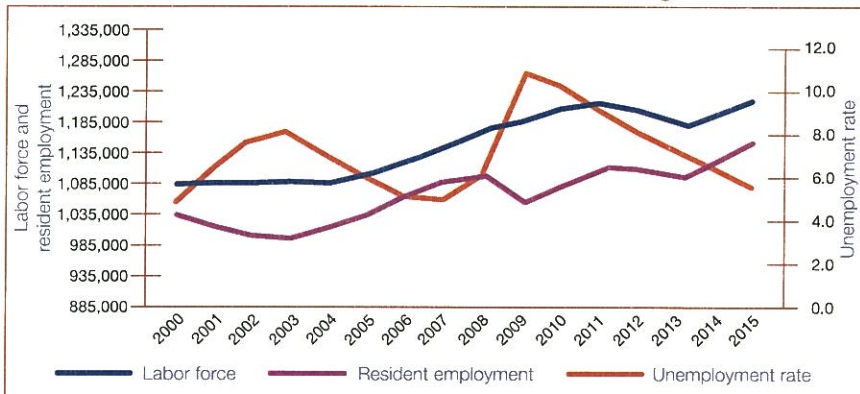
*Portland-Vancouver-Hillsboro HMA.

Notes: Numbers may not add to totals because of rounding. Based on 12-month averages through April 2015 and April 2016.

Source: U.S. Bureau of Labor Statistics

growth because the high-tech industry was expanding rapidly (referred to as the dot.com bubble); however, when the dot.com bubble burst, it disproportionately impacted firms in the high-tech industry, causing a more

Figure 1. Trends in Labor Force, Resident Employment, and Unemployment Rate in the Portland HMA,* 2000 Through 2015



*Portland-Vancouver-Hillsboro HMA.

Source: U.S. Bureau of Labor Statistics

Table 3. Major Employers in the Portland HMA*

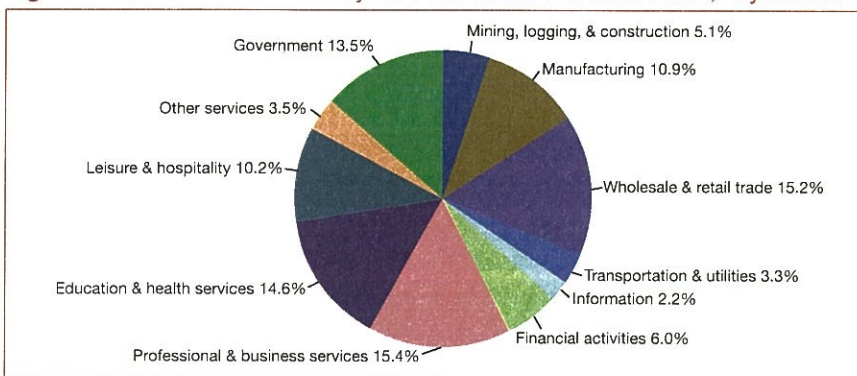
Name of Employer	Nonfarm Payroll Sector	Number of Employees
Intel Corporation	Manufacturing	17,500
Providence Health Systems	Education & health services	15,239
Oregon Health & Science University	Government	14,616
Kaiser Permanente	Education & health services	11,881
Legacy Health Systems	Education & health services	10,436
Fred Meyer Stores	Wholesale & retail trade	10,237
Nike, Inc.	Professional & business services	8,000
Wells Fargo & Co.	Financial activities	4,617
Portland State University	Government	4,153
U.S. Bank	Financial activities	4,000

*Portland-Vancouver-Hillsboro HMA.

Note: Excludes local school districts.

Sources: Moody's Economy.com; Portland Business Journal: Book of Lists 2015

Figure 2. Current Nonfarm Payroll Jobs in the Portland HMA,* by Sector



*Portland-Vancouver-Hillsboro HMA.

Note: Based on 12-month averages through April 2016.

Source: U.S. Bureau of Labor Statistics

severe downturn in the HMA compared with the economic downturn in the nation. From 2001 through 2003, payrolls in the HMA declined by an average of 13,300 jobs, or 1.4 percent, annually; nationwide, payrolls fell an average of 0.4 percent a year. Economic growth returned from 2004 through 2007, with payroll gains averaging 25,500 jobs, or 2.6 percent, annually compared with the national rate, which averaged 1.4 percent a year. The national recession and housing market collapse subsequently caused economic conditions in the HMA to weaken. After reaching a plateau of 1.04 million jobs in 2007 and 2008, nonfarm payrolls fell by 60,000 jobs, or 5.8 percent, in 2009 and the unemployment rate spiked to 10.9 percent; national payrolls fell 4.3 percent. The weak economy caused a sharp reduction in planned spending, both from households and businesses, causing job losses in nearly every sector of the economy. Payrolls continued to decline in 2010, but at a much slower rate, down 4,200 jobs, or 0.4 percent, to 979,200 jobs.

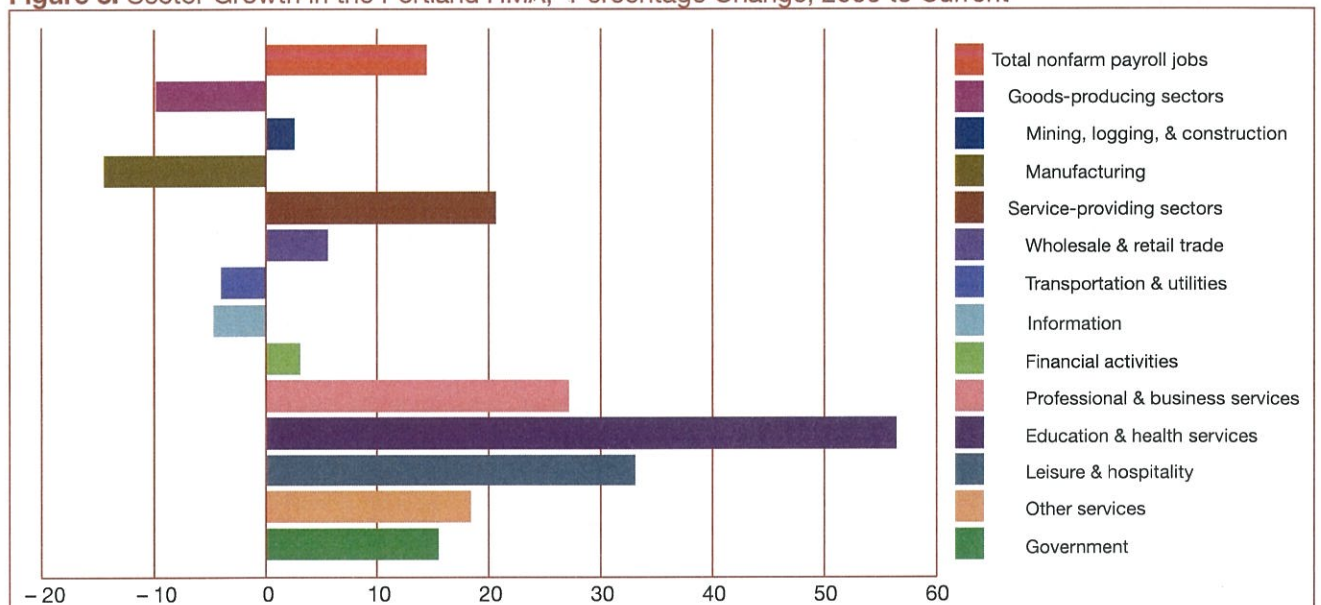
The professional and business services sector, the largest in the HMA economy, represents slightly more than 15 percent of total nonfarm payrolls (Figure 2). During the 12 months ending April 2016, the sector added more jobs than any sector, increasing by 6,400 jobs, or 3.8 percent, to 172,900 jobs, compared with an increase of 7,800 jobs, or 4.9 percent, during the previous 12 months. Growth in this sector has been boosted by hiring in the high-tech industry, including computer systems design and scientific, professional, and technical services, and also by increased administrative hiring with the presence of corporate headquarters such as Apple North America,

Columbia Sportswear Company, Daimler Trucks North America, Intel Corporation, and NIKE, Inc. Growth trends in this sector mirrored overall economic conditions in the HMA, with strong growth during the buildup of the dot.com bubble, followed by a sharp drop as it burst. The sector rebounded quickly, partially because business openings and expansions required increased administrative hiring, but also because of increased demand for computer systems design and information technology improvements. The onset of the nationwide economic recession caused a 1-year decline in sector payrolls, which fell by 11,600 jobs, or 8.0 percent, in 2009. Job growth in the professional and business services sector recovered faster than any sector in the HMA, and, from 2011 through 2014, payrolls increased by an average of 7,000 jobs, or 4.8 percent, annually. In April 2016, NIKE, Inc., announced a \$380 million expansion of its corporate headquarters campus in the Beaverton-Hillsboro submarket. With a target completion

date of 2018, the expansion will add approximately 3.2 million square feet of office, mixed-use, and parking facilities to the campus, with the potential to create thousands of jobs during the 3-year forecast period.

The manufacturing sector continues to play a significant role in the economy of the HMA, despite a decline in employment of 15.0 percent since 2000 (Figure 3). During the 12 months ending April 2016, manufacturing payrolls increased by 2,900 jobs, or 2.4 percent, to 122,400 jobs, compared with a gain of 3,200 jobs, or 2.5 percent, during the previous 12 months. Nearly 60 percent of the jobs in the manufacturing sector are in the computer and electronic product manufacturing or semiconductor and other electronic component manufacturing industries. Both these industries are considered part of the high-tech industry; consequently, the collapse of the dot.com bubble caused a major decline in manufacturing jobs. From 2001

Figure 3. Sector Growth in the Portland HMA,* Percentage Change, 2000 to Current



*Portland-Vancouver-Hillsboro HMA.
 Note: Current is based on 12-month averages through April 2016.
 Source: U.S. Bureau of Labor Statistics

through 2003, manufacturing sector payrolls declined by an average of 8,400 jobs, or 6.2 percent, annually, the largest payroll decline of any sector. Manufacturing payroll growth resumed from 2004 through 2006, during a period of economic expansion in the HMA, but the average growth of 2,800 jobs, or 2.3 percent, annually was not enough to compensate for all the job losses during the previous recession. The most recent economic recession caused payrolls to decline even further, losing an average of 4,900 jobs, or 4.1 percent, annually from 2007 through 2010. The manufacturing sector began to recover in 2011, when the high-tech industry began to expand; from 2011 through 2014, payrolls increased by an average of 2,800 jobs, or 2.5 percent, a year. This trend is expected to moderate during the forecast period because of planned layoffs at Intel Corporation, the largest employer in the HMA and in Oregon, which specializes in semiconductor manufacturing. In April 2016, the company announced plans to cut its global workforce by 11 percent, or 12,000 workers, beginning immediately. Already, nearly 800 employees have been laid off in Oregon, but that could climb to an estimated 2,150 jobs if the 11-percent cut is applied evenly across all locations. Reducing its workforce is not uncommon for Intel Corporation, however, and is not necessarily indicative of industry performance. It is likely that a large portion of these highly skilled workers will find employment at other high-tech firms that are expanding within the HMA.

During the past 5 years, the HMA has gained national attention for its lifestyle and culture, with numerous accolades, including being ranked number 1 in 2015 on the *Washington*

Post's list of "The 10 Best Food Cities in America." Recognition such as that has contributed to strong growth in the leisure and hospitality sector, which largely comprises jobs in the accommodations and food services industry. During the 12 months ending April 2016, sector payrolls increased by an average of 5,200 jobs, or 4.7 percent, to 114,700 jobs, compared with an increase of 3,900 jobs, or 3.7 percent, during the previous 12 months. Sector payrolls declined sharply in response to both economic downturns but have fully recovered, adding an average of 3,300 jobs, or increasing 3.3 percent, annually from 2011 through 2014. Part of this growth can be attributed the HMA's growing beer industry. The number of brewing companies in the HMA increased from 83 in 2014 to 91 in 2015, and the industry had an economic impact of \$2.83 billion in Oregon in 2014 (Oregon Craft Beer). Job growth in the leisure and hospitality sector is expected to continue at a strong pace during the forecast period as the HMA continues to be nationally highlighted, boosting population growth and tourism and elevating the demand for accommodations and drinking and dining establishments.

The recent and future growth in the local high-tech industry is expected to positively affect employment in the manufacturing and the professional and business services sectors. Other sectors, such as the leisure and hospitality and the wholesale and retail trade sectors, are expected to indirectly benefit from growth in core industries. Nonfarm payrolls are expected to increase at an average annual rate of 2.7 percent, or by 29,950 jobs, annually during the 3-year forecast period.

Population and Households

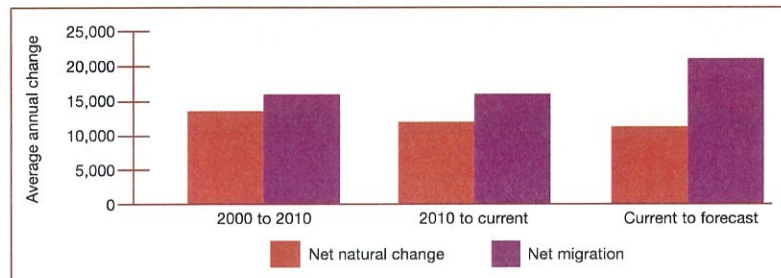
As of May 1, 2016, the population of the Portland HMA is estimated at 2.4 million, increasing at an average annual rate of 1.2 percent, or 27,800, since 2010, with net in-migration accounting for 15,800 people a year, or approximately 57 percent of the increase (Figure 4). Population growth averaged 1.5 percent a year from 2000 to 2004, despite the collapse of the dot-com bubble, with net in-migration accounting for 51 percent of the increase. Economic growth rebounded, and population growth accelerated moderately from 2004 to 2007, averaging 1.7 percent, or 35,050 people, annually; approximately 63 percent of the growth came from net in-migration. Population growth in the HMA slowed sharply in response to the nationwide economic recession that began in 2007, and, from 2007 to 2012, growth averaged 20,900 people, or 0.9 percent; net in-migration decreased, comprising 32 percent of the increase. Strengthening economic conditions boosted population growth to an average of 26,700 people, or 1.2 percent, from 2012 to 2013, because of increased net in-migration, which averaged 15,000 people and comprised 56 percent of the increase. Since 2013, population growth in the HMA has averaged 35,800 people, or

1.5 percent, annually, and strong labor market conditions helped boost net in-migration, which has accounted for nearly 69 percent of total population growth, or 24,800 people, annually. During the next 3 years, population growth is expected to slow slightly because of moderating economic growth, reaching an estimated 2.49 million people by May 1, 2019, reflecting an average annual increase of 32,000 people, or 1.3 percent, a year.

The Portland submarket is the most populous of the three submarkets in the HMA, with an estimated population of 1.24 million, followed by the Beaverton-Hillsboro submarket with an estimated population of 683,400, and the Vancouver submarket with approximately 472,200, increasing at average annual rates of 1.1, 1.4, and 1.3 percent, respectively, since 2010. Net in-migration in the HMA has averaged 15,800 people annually since 2010, with nearly 50 percent being in the Portland submarket, 28 percent in the Beaverton-Hillsboro submarket, and 22 percent in the Vancouver submarket. From 2000 to 2004, suburban growth was more prevalent, and net in-migration was strongest in the Vancouver submarket, which comprised 46 percent of total net in-migration to the HMA. The Vancouver submarket historically has been a bedroom community for the city of Portland, attracting new residents because of its relatively low cost of living compared with the other two submarkets. The Portland submarket captured approximately 32 percent of total net in-migration during this period, and the Beaverton-Hillsboro submarket accounted for 22 percent.

Population growth in the HMA increased from 2004 to 2007 because of strong economic conditions that

Figure 4. Components of Population Change in the Portland HMA,* 2000 to Forecast



*Portland-Vancouver-Hillsboro HMA.

Notes: The current date is May 1, 2016. The forecast date is May 1, 2019.

Sources: 2000 and 2010–2000 Census and 2010 Census; current and forecast—estimates by analyst

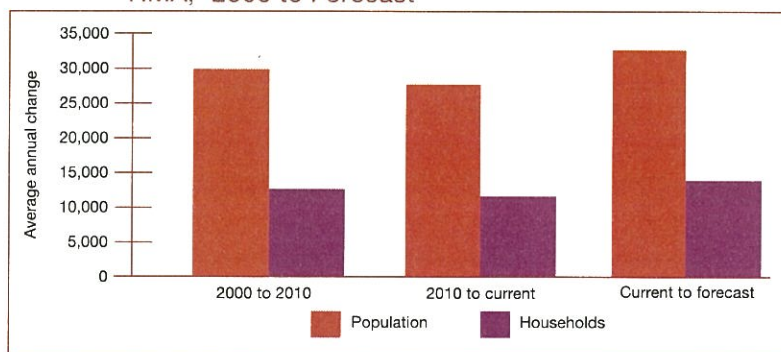
bolstered net in-migration, which averaged 22,150 people annually. During this period of economic expansion, household preferences shifted toward more urban areas that tend to be closer to job opportunities, and the share of net in-migration attributable to the Portland submarket increased from 32 to 43 percent. In the Beaverton-Hillsboro submarket, net in-migration increased, accounting for 30 percent of the total, largely a result of job growth in the high-tech industry, which is more concentrated in the submarket. Population growth slowed in the Vancouver submarket, and its share of net in-migration declined from 46 to 27 percent. The trend of moving into urban centers continued during the nationwide economic recession, although total population growth in the HMA slowed substantially and net in-migration declined to an average of 6,750 people annually from 2007 to 2012. The Portland submarket captured 52 percent of total net in-migration to the HMA during this time. The Beaverton-Hillsboro submarket accounted for 35 percent of all net in-migration, mainly because it has a stronger economic base than does the Vancouver submarket and it has easier access to the city of Portland, which is the economic center

for the HMA. The recession caused population growth in the Vancouver submarket to plummet and net in-migration fell to 13 percent of the HMA total from 2007 to 2012. Since 2013, improving economic conditions in the HMA have led to increased net in-migration, averaging 24,800 people annually, with the Portland, Beaverton-Hillsboro, and Vancouver submarkets comprising 47, 28, and 25 percent of the HMA total, respectively.

During the next 3 years, population growth is expected to accelerate slightly compared with the 2010-to-current period in the Portland submarket, increasing by an average of 15,350 people, or 1.2 percent, annually, reaching 1.29 million people by May 1, 2019. The population of the Vancouver submarket is also anticipated to grow at a faster rate than the 2010-to-current period, increasing by an average of 7,000, or 1.5 percent, annually, to 493,200, by May 1, 2019, largely because job growth in the submarket has been strong since 2013 and the cost of living continues to be relatively less than in the other two submarkets. Population growth in the Beaverton-Hillsboro submarket is anticipated to continue at the same rate, gaining 9,975 people, or 1.4 percent, a year, reaching 713,300 people by the end of the 3-year forecast period.

An estimated 936,700 households currently reside in the HMA, with 504,500, 254,800, and 177,350 being in the Portland, Beaverton-Hillsboro, and Vancouver submarkets, respectively. From 2010 to the current date, the number of households in the HMA increased by an average of 11,350, or 1.3 percent, annually compared with an average annual increase of 12,250 households, or 1.5 percent, from 2000 to 2010 (Figure 5). From 2000 to 2010, Page 75 of 112

Figure 5. Population and Household Growth in the Portland HMA,* 2000 to Forecast

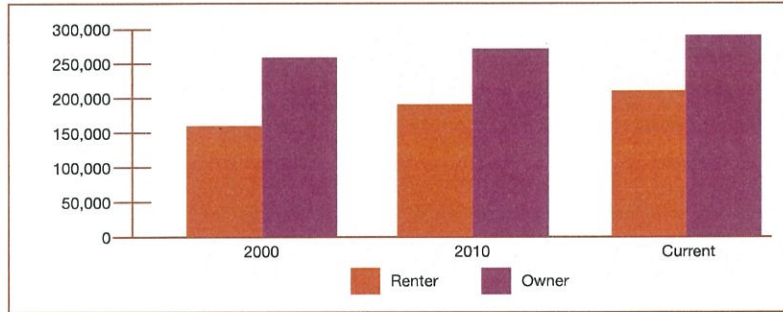


*Portland-Vancouver-Hillsboro HMA.

Notes: The current date is May 1, 2016. The forecast date is May 1, 2019.

Sources: 2000 and 2010–2000 Census and 2010 Census; current and forecast—estimates by analyst

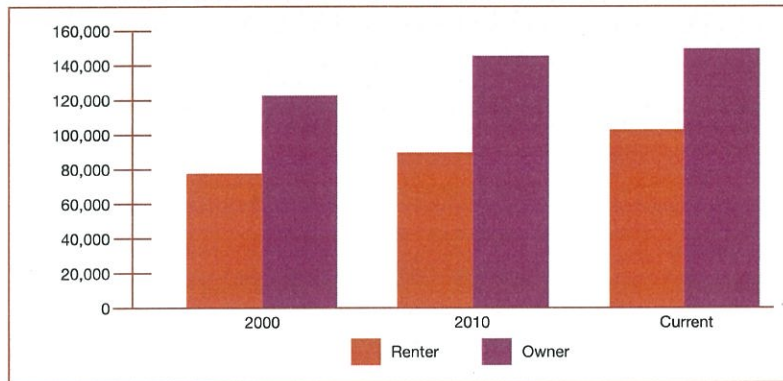
Figure 6. Number of Households by Tenure in the Portland Submarket, 2000 to Current



Note: The current date is May 1, 2016.

Sources: 2000 and 2010–2000 Census and 2010 Census; current—estimates by analyst

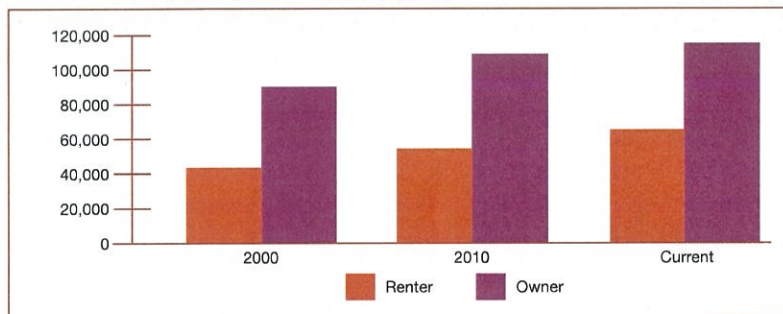
Figure 7. Number of Households by Tenure in the Beaverton-Hillsboro Submarket, 2000 to Current



Note: The current date is May 1, 2016.

Sources: 2000 and 2010–2000 Census and 2010 Census; current—estimates by analyst

Figure 8. Number of Households by Tenure in the Vancouver Submarket, 2000 to Current



Note: The current date is May 1, 2016.

Sources: 2000 and 2010–2000 Census and 2010 Census; current—estimates by analyst

the rate of household growth was highest in the Vancouver submarket, at 3,175 households, or 2.2 percent, followed by the Beaverton-Hillsboro submarket, at 3,775 households, or 1.8 percent, and the Portland submarket at 5,275 households, or 1.2 percent. Household growth slowed from 2010 to the current date in the Beaverton-Hillsboro and Vancouver submarkets because of the prolonged effects from the national recession and the shift toward urban living, with average annual increases of 3,150 households, or 1.3 percent, and 2,425 households, or 1.4 percent, respectively. The household growth rate in the Portland submarket remained unchanged, increasing by an average of 5,750 households, or 1.2 percent. During the 3-year forecast period, the number of households in the HMA is estimated to increase to 978,200, reflecting an average annual increase of 13,850 households, or 1.5 percent. The household growth rate is anticipated to increase in each submarket, reaching 525,400, 266,500, and 186,200 households in the Portland, Beaverton-Hillsboro, and Vancouver submarkets, respectively. Figures 6, 7, and 8 illustrate the number of households by tenure in each submarket from 2000 to the current date.

Housing Market Trends

Sales Market—Portland Submarket

Current sales housing market conditions in the Portland submarket are tight, with an estimated vacancy rate of 1.0 percent, down from 2.4 percent in April 2010 (Table DP-2 at the end of this report). The decline reflects increased demand because household finances and access to credit continue to improve, and much of the excess inventory that resulted from the foreclosure crisis has been absorbed.

During the 12 months ending March 2016, 24,300 existing single-family homes, townhomes, and condominiums (hereafter, existing homes) sold in the submarket, up 17 percent from a year ago (CoreLogic, Inc., with adjustments by the analyst). By comparison, existing home sales totaled 20,700 during the 12 months ending March 2015, representing a 9-percent increase from a year earlier. Existing home sales peaked from 2003 through 2005 during a period of strong economic expansion following the collapse of the dot.com bubble, averaging 28,650 sales annually. The nationwide recession and housing market collapse subsequently caused existing sales to decline at an average annual rate of 19 percent, or 4,525 homes sold, a year from 2006 through 2009, to a low of 13,750 homes sold. Existing sales increased modestly in 2010 when job losses moderated and again in 2011 when job growth gradually returned. As the economic recovery accelerated and access to credit improved, existing home sales increased, averaging 18,150 homes sold annually from 2012 through 2014. The average sales price of an existing home increased 9 percent, to \$356,000, during the 12 months ending March 2016 compared with the previous 12 months when the average

sales price increased 5 percent, to \$325,000. The current average sales price is approximately 9 percent higher than the previous peak of \$326,400 in 2007. The national recession caused a significant amount of strain on household finances and tighter mortgage lending standards. Combined, these two factors caused a sharp reduction in the number of potential homebuyers, and demand and prices fell quickly. From 2008 through 2011, the average sales price declined at an average annual rate of 6 percent, to a low of \$254,500. The average sales price began increasing in 2012 in response to increased demand as the economy improved, and, from 2012 through 2014, the average sales price increased at an average annual rate of 8 percent.

Seriously delinquent (90 or more days delinquent or in foreclosure) loans and real estate owned (REO) properties have become a less significant part of the sales market in the submarket than they were during the worst of the housing crisis from 2009 through 2012. During March 2016, 2.2 percent of mortgages were seriously delinquent or had transitioned into REO status, down from 3.1 percent in March 2015, but still above the average rate of 1.2 percent from 2000 through 2007 (CoreLogic, Inc.). By comparison, the delinquency rate averaged 5.4 percent from 2009 through 2012. During the 12 months ending March 2016, REO sales totaled 1,175, comprising 5 percent of all existing sales. By comparison, REO sales accounted for 21 percent of total existing sales from 2009 through 2012 and only 3 percent from 2000 through 2007. The average sales price of an REO home was \$275,000 during the

12 months ending March 2016, approximately 38 percent less than the sales price of a regular resale home.

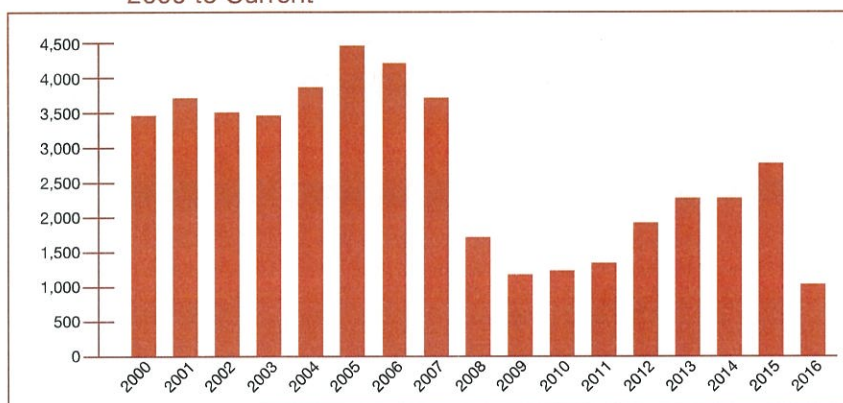
Approximately 2,175 new single-family homes, townhomes, and condominiums (hereafter, new homes) sold during the 12 months ending March 2016, up 18 percent from the 1,850 new homes sold during the previous 12 months (CoreLogic, Inc., with adjustments by the analyst). New home sales averaged 4,075 homes sold annually from 2001 through 2006, before declining at an average annual rate of 25 percent from 2007 through 2011 to a low of 1,275 new homes sold, a direct result of the nationwide recession and housing market crisis. As the economic recovery strengthened, the demand for new homes returned; sales increased an average of 25 percent a year from 2012 through 2014, averaging 1,600 homes sold annually. During the 12 months ending March 2016, the average sales price of a new home increased 5 percent from a year ago, to \$401,200, surpassing the previous peak of \$361,500 in 2008 by more than 11 percent. Sales prices increased at an average annual rate of 9 percent from 2003 through 2008 and, as a result of the national

recession, subsequently declined by an average of 10 percent a year in 2009 and 2010, to a low of \$295,100. Strong economic conditions from 2011 through 2014 led to an increase in the demand for new homes, and the average sales price increased at an average annual rate of 6 percent during this time.

New home construction, as measured by the number of single-family homes permitted, was relatively stable from 2000 through 2004, despite the economic impact of the dot.com bubble collapse; an average of 3,600 new homes were permitted annually (Figure 9). The buildup during the growth of the housing market bubble was fairly mild in the submarket, with new home construction increasing to an average of 4,150 homes permitted a year in 2005 and 2006; the limited amount of developable land in the submarket helped to constrain the amount of new home construction during this time. Conversely, the nationwide recession and housing crisis had a severe impact on new home construction in the submarket, causing permitting activity to decline an average of 35 percent annually from 2007 through 2009, to a low of 1,150 homes in 2009. New home construction stabilized in 2010 and increased gradually from 2011 through 2014, averaging 1,925 single-family homes permitted annually. During the 12 months ending April 2016, 2,725 single-family homes were permitted, up 11 percent from the 2,450 homes permitted during the 12 months ending March 2015 (preliminary data).

Nearly all new home construction in the Portland submarket is in smaller subdivisions with fewer than 50 homes, because available land is becoming harder to acquire. As

Figure 9. Single-Family Homes Permitted in the Portland Submarket, 2000 to Current



Notes: Includes townhomes. Current includes data through April 2016.

Sources: U.S. Census Bureau, Building Permits Survey; estimates by analyst

the average sales prices continues to climb, the most common target market for new single-family homes is second- and third-time homebuyers looking to upgrade into a larger home, rather than the first-time homebuyer demographic that was most prevalent during the early stage of the housing market recovery (local developers). Numerous communities are under construction throughout the submarket, mainly concentrated in suburban cities that surround the city of Portland, and prices range considerably. New homes are typically priced higher in the city of

Portland; for example, home prices in the new subdivision of Cedar Mills in northwest Portland start in the mid-\$600,000s, whereas new homes in Legend at Villebois in Wilsonville in the southeastern part of the submarket start in the high \$200,000s. In the city of Happy Valley in the eastern portion of the submarket, two communities have new homes for sale, both with starting prices in the high \$300,000-to-mid-\$400,000 range.

During the 3-year forecast period, demand is expected for 12,750 new homes in the Portland submarket (Table 1). The 1,050 homes currently under construction and a portion of the 13,000 other vacant units that may return to the market will satisfy some of the forecast demand. Table 4 illustrates the estimated demand for new sales housing in the submarket by price range. Demand is expected to increase modestly during each year of the forecast period as economic conditions remain strong and as household finances and access to credit improve.

Table 4. Estimated Demand for New Market-Rate Sales Housing in the Portland Submarket During the Forecast Period

Price Range (\$)		Units of Demand	Percent of Total
From	To		
200,000	299,999	1,525	12.0
300,000	399,999	3,175	25.0
400,000	499,999	3,175	25.0
500,000	599,999	2,550	20.0
600,000	699,999	1,275	10.0
700,000	and higher	1,025	8.0

Notes: The 1,050 homes currently under construction and a portion of the estimated 13,000 other vacant units in the submarket will likely satisfy some of the forecast demand. The forecast period is May 1, 2016, to May 1, 2019.

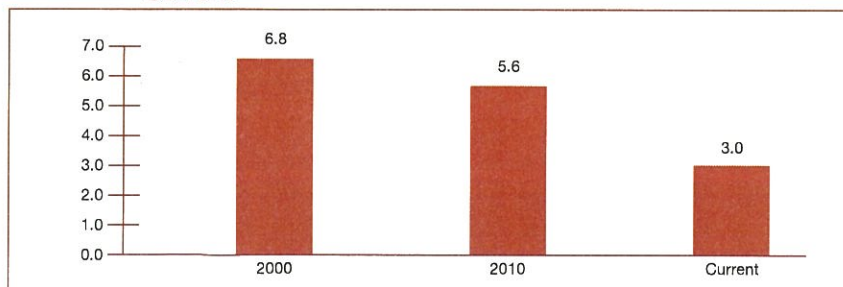
Source: Estimates by analyst

Rental Market—Portland Submarket

The current rental housing market in the Portland submarket is tight, with an overall estimated vacancy rate of 3.0 percent, down from 5.6 percent

in April 2010 (Figure 10). Along with increasingly high sales prices, strong economic growth and net in-migration in the submarket since 2010 have contributed to increased demand for rental housing. The apartment market is also tight, despite the addition of an estimated 3,200 units since the first quarter of 2015 (MPF Research). By comparison, approximately 1,125 units were added to the inventory during the first two quarters of 2014, and only 510 units during the first two quarters of 2015. Within the seven MPF-defined areas (hereafter areas in the Portland

Figure 10. Rental Vacancy Rates in the Portland Submarket, 2000 to Current



Note: The current date is May 1, 2016.

Sources: 2000 and 2010—2000 Census and 2010 Census; current—estimates by analyst

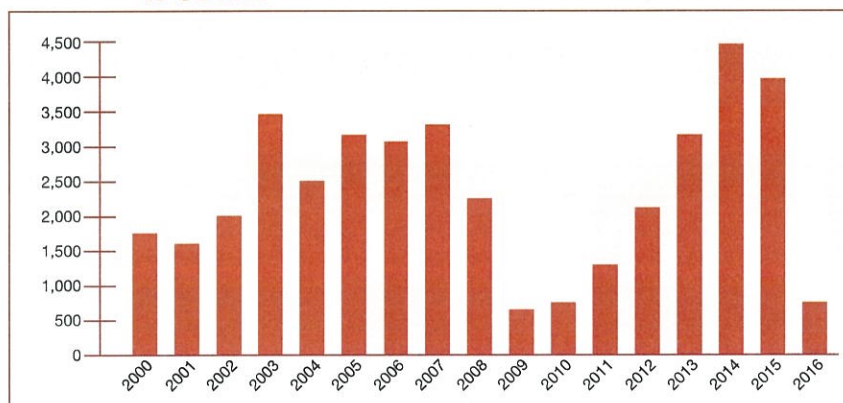
submarket, the apartment vacancy rates range from a high of 4.4 percent in the Central Portland area, up from 3.0 percent a year ago, to a low of 1.9 percent in the Gresham area, up from 1.4 percent a year ago. The increase in the vacancy rate in the Central Portland area is mainly because it is the location of more than one-third of the recently completed units in the submarket. Multifamily construction has been relatively limited in the Gresham area, contributing to the very low vacancy rate. Of the 3,200 units completed in the submarket during the past year, approximately 42 percent, or 1,325 units, were in the East Portland area, which reported a vacancy rate of 3.8 percent during the first quarter of 2016, up from 2.0 percent a year ago. Since 2010, the only area to have a vacancy rate above 5.0 percent was Central Portland during the first quarter of 2011.

Rent growth occurred in each MPF-defined area from the first quarter of 2015 to the first quarter of 2016. Except for the Central Portland area, which reported rent growth of 9 percent, all other areas in the submarket reported increases of more than 10 percent, with the largest increase in the Gresham area, at 17 percent.

The highest average asking rent was \$1,506 in the Central Portland area. Average asking rents by unit type were \$1,066 for a studio unit, \$1,406 for a one-bedroom unit, \$1,961 for a two-bedroom unit, and \$2,341 for a three-bedroom unit. The lowest average asking rent was \$1,037 in the Gresham area, where asking rents by unit type were \$867 for a studio unit, \$878 for a one-bedroom unit, \$1,067 for a two-bedroom unit, and \$1,296 for a three-bedroom unit. Average rent growth was more moderate in the submarket from 2011 through 2014, with no area reporting average annual rent growth above 10 percent. Properties offering concessions were more common in 2011 and 2012, when market conditions were not as tight; as of the first quarter of 2016, the Southwest Portland area was offering the most in concessions, at slightly more than 2 percent.

Because of job losses and reduced rental demand in the Portland submarket, multifamily construction, as measured by the number of multifamily units permitted, slowed to an average of 710 units a year in 2009 and 2010 compared with an average of 3,100 units permitted annually from 2003 through 2007, when economic growth was strong (Figure 11). Multifamily permitting began to increase after 2010 in response to increased rental demand, partially because the foreclosure crisis caused households to shift toward renting, but also because of rapidly increasing net in-migration. From 2011 through 2015, multifamily permitting increased at an average annual rate of 39 percent, averaging 3,000 units permitted each year. During the 12 months ending April 2016, approximately 4,775 multifamily units were permitted, up 25 percent

Figure 11. Multifamily Units Permitted in the Portland Submarket, 2000 to Current



Notes: Excludes townhomes. Current includes data through April 2016.

Sources: U.S. Census Bureau, Building Permits Survey, 2000-2015. Data by analyst

from the 3,825 units permitted during the previous 12 months (preliminary data). Since 2010, condominium construction has comprised less than 8 percent of total multifamily construction compared with the peak period of 2000 through 2007, when approximately 37 percent of multifamily construction was intended for condominiums. Currently under construction is the 28-story condominium tower Cosmopolitan On the Park, which will feature 150 units in downtown Portland’s most popular neighborhood, the Pearl District. The development is expected to be complete in August 2016, with sales prices ranging from the low \$400,000s for a one-bedroom/one-bathroom unit to \$3.8 million for the largest penthouse suites.

Within the submarket, apartment development is most popular in areas close to the downtown Portland core, including the Central Portland and the East Portland areas. Examples of developments currently under construction include the three-tower, 657-unit Hassalo on Eighth in the East Portland area and the 267-unit Modera Pearl apartments, in the Central Portland area. The first tower of Hassalo on Eighth opened in the summer of 2015, and the other two

are preleasing, with expected completion dates in late 2016 and early 2017; asking rents range from \$990 to \$1,809 for studio units, \$1,680 to \$3,225 for one-bedroom units, \$2,380 to \$3,850 for two-bedroom units, and \$3,043 to \$3,722 for three-bedroom units. Unit rents for Modera Pearl apartments are not available yet, because it will not be finished until late 2017. At the 244-unit Waterline Apartments, which was recently completed in the Central Portland area, asking rents are \$1,469 for studio units and range from \$1,560 to \$1,883 for one-bedroom units and from \$1,945 to \$2,422 for two-bedroom units.

During the 3-year forecast period, demand is expected for 10,650 new market-rate rental units in the Portland submarket (Table 1). The 4,900 units estimated to be under construction will satisfy part of the forecast demand. Demand is expected to be strongest in the first year of the forecast period and moderate in the second and third years as the new inventory is absorbed and market conditions become more balanced. Table 5 shows the estimated demand by rent level and number of bedrooms for new market-rate rental housing in the submarket during the forecast period.

Table 5. Estimated Demand for New Market-Rate Rental Housing in the Portland Submarket During the Forecast Period

Zero Bedrooms		One Bedroom		Two Bedrooms		Three or More Bedrooms	
Monthly Gross Rent (\$)	Units of Demand	Monthly Gross Rent (\$)	Units of Demand	Monthly Gross Rent (\$)	Units of Demand	Monthly Gross Rent (\$)	Units of Demand
1,000 to 1,199	470	1,100 to 1,299	1,275	1,300 to 1,499	1,675	1,500 to 1,699	230
1,200 to 1,399	530	1,300 to 1,499	1,700	1,500 to 1,699	2,150	1,700 to 1,899	85
1,400 or more	180	1,500 or more	1,275	1,700 or more	960	1,900 to 2,099	65
						2,100 or more	45
Total	1,175	Total	4,275	Total	4,800	Total	430

Notes: Numbers may not add to totals because of rounding. Monthly rent does not include utilities or concessions. The 4,900 units currently under construction will likely satisfy some of the estimated demand. The forecast period is May 1, 2016, to May 1, 2019.

Source: Estimates by analysts

Sales Market—Beaverton-Hillsboro Submarket

The current sales housing market in the Beaverton-Hillsboro submarket is tight as the demand for homes increases and prices continue to appreciate, a trend that has been sustained since 2012. The current estimated sales vacancy rate is 1.0 percent, down from 2.1 percent in April 2010 (Table DP-3 at the end of this report). During the 12 months ending March 2016, 12,650 existing homes sold in the submarket, up 29 percent from a year ago (CoreLogic, Inc., with adjustments by the analyst). By comparison, existing home sales totaled 10,100 homes sold during the 12 months ending March 2015, up 13 percent from a year earlier. The high-tech industry recovered from the dot.com bubble collapse, and the submarket experienced strong job growth from 2004 through 2005, which resulted in strong household growth. An average of 14,750 homes sold annually from 2004 through 2005. Although existing home sales remained elevated in 2006, it marked the first year of declining sales; from 2006 through 2009, existing home sales fell by an average of 28 percent annually, to a low of 6,000 homes sold. Existing home sales increased modestly in 2010, boosted by the first-time homebuyers tax credit program, but fell again in 2011 when the program expired. The economic recovery accelerated from 2012 through 2014, causing household finances to improve and banks to ease their lending standards, which resulted in increased demand for homes; an average of 9,400 homes sold annually.

The average sales price of an existing home increased 8 percent, to \$318,300, from \$294,000 the 12 months

ending March 2016, exceeding the previous peak of \$309,600 in 2007 by nearly 3 percent. By comparison, the average sales price increased 3 percent, to \$295,100, during the 12 months ending March 2015. The national recession caused the demand for homes to drop substantially, which put downward pressure on sales prices. From 2008 through 2011, the average sales price declined at an average annual rate of 6 percent to a low of \$241,400. Housing market conditions started to improve as the economic recovery accelerated, and, from 2012 through 2014, the average sales price increased 7 percent a year.

During 2005 and 2006, before the housing market downturn, the rate of home loans that were seriously delinquent or had transitioned into REO status in the submarket averaged 0.5 percent, and REO sales accounted for 1 percent of all existing home sales (CoreLogic, Inc.). The foreclosure crisis that resulted from the national recession had a damaging impact on the housing market, however, and the percentage of home loans that were seriously delinquent or in REO status averaged almost 5.0 percent from 2009 through 2011, and REO sales accounted for 23 percent of total existing home sales. By comparison, the delinquency rate averaged 0.9 percent from 2000 through 2007, during a period of strong housing market conditions, and REO sales accounted for only 2 percent of existing home sales. Housing market conditions have improved consistently since 2011 as a result of the strong economic recovery, and, as of March 2016, 1.9 percent of home loans in the submarket were seriously delinquent or in REO status, Page 82 of 128 percent in

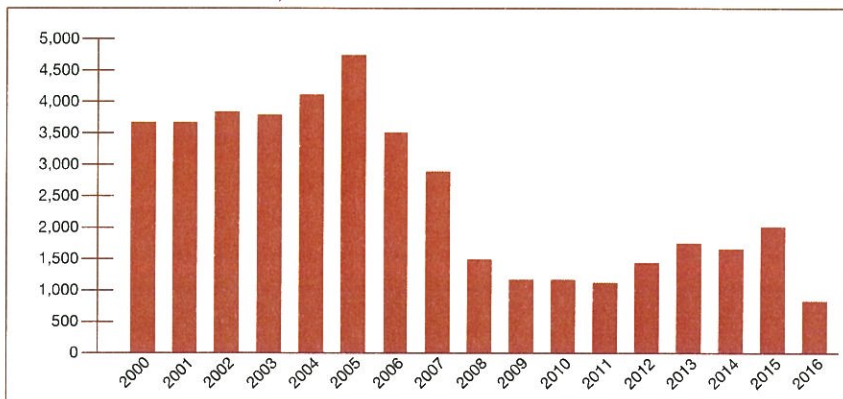
March 2015, and REO sales totaled 850, falling to 7 percent of all existing home sales. The average sales price of an REO home was \$226,500 during the 12 months ending March 2016, approximately 30 percent less than the sales price of a regular resale home.

The volume of new home sales in the submarket increased 14 percent, to 1,675 homes sold during the 12 months ending March 2016. By comparison, new home sales totaled 1,475 homes sold during the 12 months ending March 2015, up 3 percent from a year earlier. The economic expansion that occurred in the HMA from 2004 through 2007 especially benefited the submarket because of the relatively large number of rapidly expanding high-tech firms located in the submarket. New home sales peaked at an average of 4,125 homes sold annually in 2004 and 2005 and declined to an average of 3,300 homes sold a year in 2006 and 2007. Sales declined further as the housing market crisis worsened, averaging 1,335 homes sold a year from 2008 through 2010, before reaching a record low of 1,000 homes sold in 2011. The number of new home sales increased to an annual average of

1,375 homes sold from 2012 through 2014 because of strong economic growth. During the 12 months ending March 2016, the average sales price of a new home increased 4 percent from a year ago, to \$382,700, exceeding the previous peak of \$339,400 in 2008 by 13 percent. By comparison, the average sales price increased 16 percent during the 12 months ending March 2015 compared with prices during the previous 12 months. New home sales prices increased at an average annual rate of 9 percent from 2004 through 2008 and subsequently declined by an average of 5 percent a year from 2009 through 2012, to a low of \$277,200. Strong job growth and access to mortgage financing boosted the demand for new homes, causing prices to increase at an average annual rate of 13 percent from 2012 through 2014.

New home construction, as measured by the number of single-family homes permitted, has increased in the Beaverton-Hillsboro submarket since 2011 but remains below historical averages. During the 12 months ending April 2016, 2,250 single-family homes were permitted, a 36-percent increase from the 1,650 new homes permitted during the previous 12 months (preliminary data). New home construction was strong from 2000 through 2004, averaging 3,775 homes permitted annually despite the economic downturn that resulted from the collapse of the dot.com bubble, and permitting peaked in 2005, when 4,700 homes were permitted (Figure 12). Single-family home construction fell at an average annual rate of 30 percent from 2006 through 2009, to a low of 1,125 homes permitted, as a result of weakening housing market conditions and job losses brought on by the national recession.

Figure 12. Single-Family Homes Permitted in the Beaverton-Hillsboro Submarket, 2000 to Current



Notes: Includes townhomes. Current includes data through April 2016.

Sources: U.S. Census Bureau, Building Permits Survey, estimates by analyst

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From 2010 through 2014, an average of 1,400 new homes were permitted annually. New home construction in the submarket has generally concentrated in the cities of Beaverton and Hillsboro. The most common target

market for new single-family homes is second- and third-time homebuyers looking to upgrade into a larger home or new families earning high-tech industry wages that are typically much higher than the Area Median Income (local real estate agents).

Table 6. Estimated Demand for New Market-Rate Sales Housing in the Beaverton-Hillsboro Submarket During the Forecast Period

Price Range (\$)		Units of Demand	Percent of Total
From	To		
150,000	249,999	770	10.0
250,000	349,999	1,925	25.0
350,000	449,999	2,300	30.0
450,000	549,999	1,525	20.0
550,000	649,999	770	10.0
650,000	and higher	380	5.0

Notes: The 820 homes currently under construction and a portion of the estimated 3,800 other vacant units in the submarket will likely satisfy some of the forecast demand. The forecast period is May 1, 2016, to May 1, 2019.

Source: Estimates by analyst

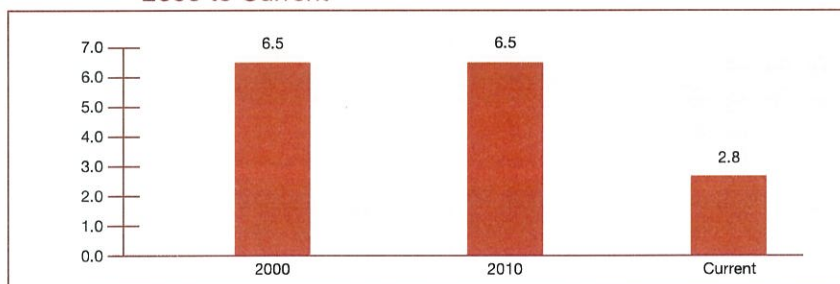
Demand is expected for 7,675 new homes in the Beaverton-Hillsboro submarket during the next 3 years (Table 1). The 820 homes currently under construction and a portion of the 3,800 other vacant units that may return to the market will satisfy some of the forecast demand. Table 6 illustrates the estimated demand for new sales housing in the submarket by price range. Demand is expected to be evenly distributed during each year of the forecast period.

Rental Market—Beaverton-Hillsboro Submarket

As a result of increased population growth since 2010, the rental housing market in the Beaverton-Hillsboro submarket remains tight, with an overall estimated vacancy rate of 2.8 percent compared with 6.5 percent in April 2010 (Figure 13). Despite a spike in multifamily rental construction since 2012, the apartment market has also remained tight. MPF Research defines three areas in the Beaverton-Hillsboro submarket: East

Beaverton, Aloha/West Beaverton, and Hillsboro. The apartment vacancy rate increased from 2.4 to 2.9 percent in the East Beaverton area and from 3.0 to 4.8 percent in the Hillsboro area, largely because household preferences have shifted toward the Aloha/West Beaverton area, which has experienced the largest gain in new inventory during the past 3 years and is closest to the Intel Corporation and NIKE, Inc. campuses. Of the 1,900 new units that have entered the market since the first quarter of 2014, 1,200 have been in the Aloha/West Beaverton area, but the vacancy rate has continued to decline and is estimated at 2.4 percent during the first quarter of 2016, down from 3.3 percent in the first quarter of 2015. Since 2010, the vacancy rates in all three areas have remained below 5.0 percent.

Figure 13. Rental Vacancy Rates in the Beaverton-Hillsboro Submarket, 2000 to Current



Note: The current date is May 1, 2016.

Sources: 2000 and 2010—2000 Census and 2010 Census; current—estimates by analyst

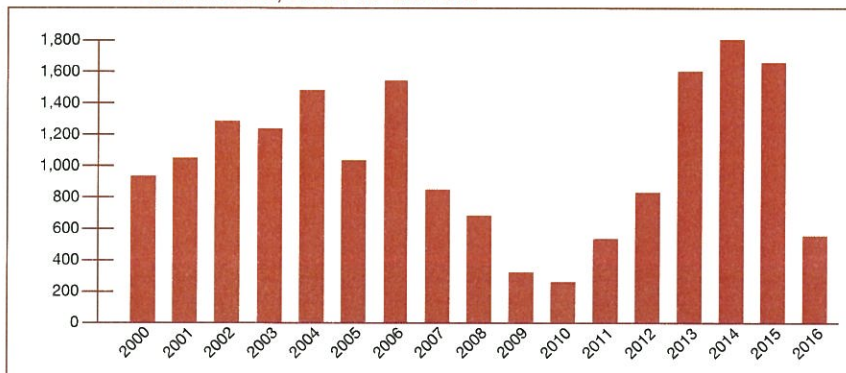
In percentage terms, the submarket has reported the strongest rent growth in the HMA from the first quarter of 2015 to the first quarter of 2016. The fastest rate of rent growth occurred in the East Beaverton area, at 19 percent, to an average of \$1,128; asking rents averaged \$848 for a studio unit, \$989 for a one-bedroom unit, \$1,182 for a two-bedroom unit, and \$1,411 for a three-bedroom unit. The average asking rent in the Hillsboro area increased 16 percent, to \$1,383, despite an increase in the vacancy rate; rents averaged \$1,180 for studio units, \$1,187 for one-bedroom units, \$1,425 for two-bedroom units, and \$1,719 for three-bedroom units. The smallest rent growth recorded in the submarket was in the Aloha/West Beaverton area, up 12 percent to \$1,226; rents averaged \$1,239 for studio units, \$1,081 for one-bedroom units, \$1,275 for two-bedroom units, and \$1,499 for three-bedroom units. Rent growth in the Aloha/West Beaverton area averaged 10 percent annually from the first quarter of 2013 through the first quarter of 2015. The East Beaverton and Hillsboro areas experienced milder average annual rent increases of 2 and 9 percent, respectively, during the same time. Studio units are most popular in newer developments,

with three-bedroom units taking the longest to lease (local property managers).

An average of 1,175 multifamily units were permitted in the Beaverton-Hillsboro submarket annually from 2000 through 2005, during a period of strong population growth (Figure 14). Multifamily permitting peaked in 2006, at 1,525 units, but subsequently declined at an average annual rate of 37 percent through 2010, to a low of 250 units permitted, because weak economic conditions resulted in reduced demand for condominiums and rental units. The foreclosure crisis fueled an increased demand for rental units, and multifamily permitting increased, averaging 670 units permitted a year in 2011 and 2012. As rental market conditions tightened further, builders responded by increasing multifamily building activity, which averaged 1,700 units annually in 2013 and 2014. During the 12 months ending April 2016, multifamily permitting decreased 6 percent, to 1,650 units permitted, compared with the number permitted during the previous 12 months (preliminary data). From 2004 through 2007, condominium construction peaked at nearly 40 percent of all multifamily building activity, as measured by the number of multifamily units permitted, in the submarket. The housing market collapse, however, caused a shift in preferences toward renting, increasing the demand for new apartment construction, and, since 2010, condominiums have comprised less than 10 percent of all multifamily units permitted.

Rental developments currently under construction or recently completed in the submarket include both affordable

Figure 14. Multifamily Units Permitted in the Beaverton-Hillsboro Submarket, 2000 to Current



Notes: Excludes townhomes. Current includes data through April 2016.

Sources: U.S. Census Bureau, Building Permits Survey; estimates by analyst

and market-rate apartment projects. Sunset View Apartments is currently under construction with an expected completion date in the summer of 2016. The development will consist of 236 affordable apartment units close to the NIKE, Inc. headquarters campus in the city of Beaverton. The 352-unit Amberglen West apartments in the Aloha/West Beaverton area is currently under construction and expected to be complete in August 2017; asking rents will range from \$1,266 to \$1,598 for one-bedroom units, \$1,352 to \$2,033 for two-bedroom units, and \$1,904 to \$1,961 for three-bedroom units. Construction of the 255-unit Rowlock Apartments was completed in August 2015 in the Hillsboro area, with rents starting at

\$1,425 for studio units and ranging from \$1,425 to \$1,580 for one-bedroom units and from \$1,915 to \$2,070 for two-bedroom units.

During the next 3 years, demand is expected for 5,325 new market-rate rental units in the Beaverton-Hillsboro submarket (Table 1). The 970 units under construction will meet a portion of the forecast demand. Demand is expected to be strongest in the first year of the forecast period and moderate in the second and third years as the new inventory is absorbed and the market becomes more balanced. Table 7 shows the estimated demand by rent level and number of bedrooms for new market-rate rental housing in the submarket during the forecast period.

Table 7. Estimated Demand for New Market-Rate Rental Housing in the Beaverton-Hillsboro Submarket During the Forecast Period

Zero Bedrooms		One Bedroom		Two Bedrooms		Three or More Bedrooms	
Monthly Gross Rent (\$)	Units of Demand	Monthly Gross Rent (\$)	Units of Demand	Monthly Gross Rent (\$)	Units of Demand	Monthly Gross Rent (\$)	Units of Demand
1,000 to 1,199	160	1,150 to 1,349	930	1,250 to 1,449	1,325	1,550 to 1,749	370
1,200 or more	110	1,350 to 1,549	470	1,450 to 1,649	800	1,750 or more	160
		1,550 or more	370	1,650 or more	400		
Total	270	Total	1,775	Total	2,525	Total	530

Notes: Numbers may not add to totals because of rounding. Monthly rent does not include utilities or concessions. The 970 units currently under construction will likely satisfy some of the estimated demand. The forecast period is May 1, 2016, to May 1, 2019.

Source: Estimates by analysts

Sales Market—Vancouver Submarket

The current sales housing market in the Vancouver submarket is tight, with an estimated vacancy rate of 1.0 percent, down from 2.1 percent in 2010 (Table DP-4 at the end of this report). Similar to trends in the other two submarkets, housing market conditions in the submarket have tightened rapidly since the economic recovery began, and most of the excess vacancies that resulted from the housing market collapse have been absorbed.

During the 12 months ending March 2016, 9,450 existing homes sold in the submarket, up 22 percent from a year ago, marking the largest number of existing homes sold since 2006 (CoreLogic, Inc., with adjustments by the analyst). From 2003 through 2005, relatively affordable sales housing in the submarket attracted new households, with an average of 11,950 existing homes sold annually. Existing home sales fell 22 percent in 2006, when economic growth began

to slow, and, from 2007 through 2010, existing home sales fell by an average of 17 percent a year, to a low of 4,925 homes sold. Economic conditions moderated in 2010, and new home sales remained unchanged. Growth in existing home sales resumed as the economy fully recovered, and, from 2011 through 2014, an average of 6,400 existing homes sold annually. The average sales price of an existing home increased 8 percent, to \$283,300, during the 12 months ending March 2016, approximately 20 and 10 percent less than the average existing home sales prices in the Portland and Beaverton-Hillsboro submarkets, respectively. The current average sales price remains 2 percent less than the peak sales price of \$289,400 in 2007. From 2008 through 2011, the average sales price declined at an average annual rate of 8 percent, to a low of \$210,500, because substantial job losses caused a sharp drop in the demand for sales homes. When job growth recovered and the demand for homes increased, the average sales price increased an average of 8 percent annually from 2012 through 2014.

Strong job growth and increasing home values during the past 3 years helped reduce seriously delinquent loans and REO properties in the Vancouver submarket and the HMA. During March 2016, 1.8 percent of all home loans in the submarket were seriously delinquent or had transitioned into REO status, down from 2.6 percent in March 2015, and REO sales declined from 6 to 4 percent of total existing home sales (CoreLogic, Inc., with adjustments by the analyst). By comparison, the delinquency rate, including homes in REO status, averaged approximately 7.0 percent from 2009 through 2011, during the

worst of the foreclosures crisis, and REO sales comprised almost one-fourth of all existing home sales. By comparison, from 2000 through 2007, the delinquency rate averaged 1.3 percent and REO sales accounted for less than 2 percent of existing home sales. The average sales prices of an REO home sale in the submarket was \$232,000 during the 12 months ending March 2016, approximately 18 percent less than the sales price of a regular resale home.

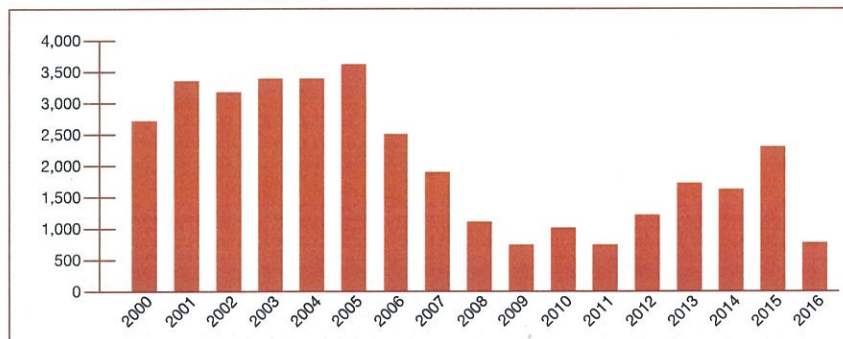
The new home sales market has improved dramatically since 2011, with home sales increasing an average of 25 percent annually. During the 12 months ending March 2016, new home sales totaled 1,700 homes sold, up 32 percent from the 1,300 new homes sold during the 12 months ending March 2015. An average of 2,875 new homes sold annually from 2003 through 2005, when economic conditions were strong and access to financing was more readily available. Following the national and regional trend, however, new home sales declined with the onset of the recession, and, from 2006 through 2011, new home sales fell at an average annual rate of 23 percent, to a low of 650 homes sold. The average sales price of a new home increased 10 percent, to \$328,400, during the 12 months ending March 2016 compared with a 7-percent increase during the previous 12 months. Sales prices increased at an average annual rate of 3 percent from 2004 through 2006 and subsequently declined an average of 9 percent a year from 2007 through 2009, to a low of \$237,600. Prices increased at an average annual rate of 5 percent from 2010 through 2014, when economic conditions improved and demand for new homes returned.

Strong housing demand and increasing sales prices have led to an increase in new home construction in the Vancouver submarket since 2011. During the 12 months ending April 2016, 2,525 single-family homes were permitted, up 45 percent from the 1,750 homes permitted during the previous 12 months (preliminary data). Single-family homebuilding was robust from 2000 through 2005, when population growth in the submarket was strongest, and an average of 3,250 single-family homes were permitted annually (Figure 15). Homebuilding dropped dramatically following the onset of the national

recession as net in-migration to the submarket plummeted. From 2006 through 2009, homebuilding activity declined at an average annual rate of 33 percent, to a low of 720 single-family homes permitted. After the economic recovery was fully under way, homebuilding increased and an average of 1,525 new single-family homes were permitted a year from 2012 through 2014. Most buyers are second- and third-time homebuyers looking to upgrade to larger homes; however, more first-time homebuyers are purchasing in the Vancouver submarket than in the Portland or Beaverton-Hillsboro submarkets because housing in the submarket is still relatively affordable (local developers and real estate agents). Single-family development is concentrated in Ridgefield in the northeastern portion of the submarket and in Camas in the eastern section of the submarket. In Ridgefield, new home prices range from the mid-\$200,000s to the upper \$600,000s. New homes in Camas start in the mid-\$300,000 range and increase to the mid-\$900,000s.

Demand is expected for 6,800 new homes in the Vancouver submarket during the next 3 years (Table 1). The 940 homes currently under construction and a portion of the 3,900 other vacant units that may return to the market will satisfy some of the forecast demand. Table 8 illustrates the estimated demand for new sales housing in the submarket by price range. Demand is expected to be evenly distributed during each year of the forecast period.

Figure 15. Single-Family Homes Permitted in the Vancouver Submarket, 2000 to Current



Notes: Includes townhomes. Current includes data through April 2016.

Sources: U.S. Census Bureau, Building Permits Survey; estimates by analyst

Table 8. Estimated Demand for New Market-Rate Sales Housing in the Vancouver Submarket During the Forecast Period

Price Range (\$)		Units of Demand	Percent of Total
From	To		
150,000	249,999	680	10.0
250,000	349,999	1,350	20.0
350,000	449,999	2,375	35.0
450,000	549,999	1,350	20.0
550,000	649,999	680	10.0
650,000	and higher	340	5.0

Notes: The 940 homes currently under construction and a portion of the estimated 3,900 other vacant units in the submarket will likely satisfy some of the forecast demand. The forecast period is May 1, 2016, to May 1, 2019.

Source: Estimates by analyst

Rental Market—Vancouver Submarket

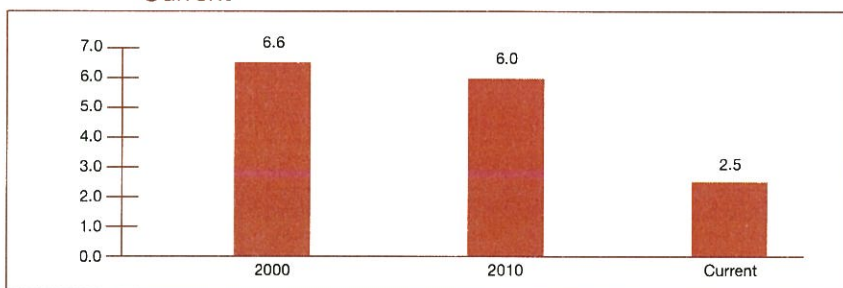
The current rental housing market in the Vancouver submarket is tight, with an overall estimated vacancy rate of 2.5 percent, down from 6.0 percent in April 2010 (Figure 16). The nationwide recession and housing market collapse caused a decrease in homeownership and a surge in demand for rental units since 2011. Although apartment construction has increased substantially during the past several years, it has not been strong enough to compensate for the record low level of construction from 2008 through 2012, and market conditions remain tight, with an estimated apartment vacancy rate of 2.5 percent during the first quarter of 2016, up from 1.7 percent a year ago (MPF Research). During the same time, the average asking rent in the submarket increased 10 percent, to \$1,068,

despite the uptick in the vacancy rate. Rents averaged \$777 for studio units, \$919 for one-bedroom units, \$1,150 for two-bedroom units, and \$1,294 for three-bedroom units. By comparison, rent growth averaged 8 percent annually from the first quarter of 2011 through the first quarter of 2014.

An average of 570 multifamily units were permitted annually in the Vancouver submarket from 2000 through 2007 (Figure 17). The national recession and housing market collapse caused multifamily construction to plummet from 2008 through 2011, when an average of 150 multifamily units were permitted annually. With increased rental demand stemming from the effects of the housing market crisis, the apartment market began to tighten quickly, and builders responded by increasing apartment construction 35 percent in 2012, to 370 units permitted. Apartment construction spiked in 2013, when 1,250 units were permitted, followed by a drop to 660 units permitted in 2014. During the 12 months ending April 2016, 1,050 multifamily units were permitted, up 33 percent from the 790 units permitted during the 12 months ending April 2015 (preliminary data). Condominium construction has accounted for less than 5 percent of total multifamily building activity in the submarket since 2010. By comparison, from 2004 through 2007, when financing was easier to obtain, condominium construction peaked at 37 percent of all multifamily building activity, as measured by the number of multifamily units permitted in the submarket.

Two of the larger developments currently under construction in the submarket are the 155-unit Columbia

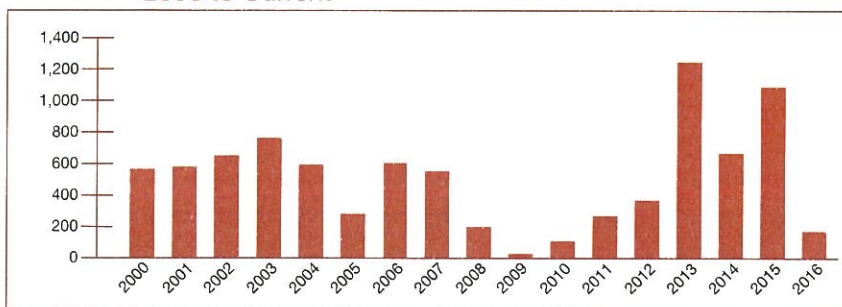
Figure 16. Rental Vacancy Rates in the Vancouver Submarket, 2000 to Current



Note: The current date is May 1, 2016.

Sources: 2000 and 2010—2000 Census and 2010 Census; current—estimates by analyst

Figure 17. Multifamily Units Permitted in the Vancouver Submarket, 2000 to Current



Notes: Excludes townhomes. Current includes data through April 2016.

Sources: U.S. Census Bureau, Building Permits Survey; estimates by analyst

Housing Market Trends

View Apartments Phase 2 and the 156-unit Four Seasons Central. The mix of units for the Columbia View Apartments includes one-, two-, and three-bedroom units; the anticipated completion date is in late 2017, and asking rents are unavailable. Construction of the Four Seasons Central is expected to be complete in October 2016; asking rents range from \$1,199 to \$1,575 for one-bedroom units and from \$1,544 to \$1,699 for two-bedroom units and are \$1,705 for three-bedroom units.

During the next 3 years, demand is expected for 2,950 new market-rate rental units in the Vancouver submarket (Table 1). The 1,125 units under construction will meet a portion of the forecast demand. Demand is expected to be evenly distributed during each year of the forecast period. Table 9 shows the estimated demand by rent level and number of bedrooms for new market-rate rental housing in the submarket during the forecast period.

Table 9. Estimated Demand for New Market-Rate Rental Housing in the Vancouver Submarket During the Forecast Period

Zero Bedrooms		One Bedroom		Two Bedrooms		Three or More Bedrooms	
Monthly Gross Rent (\$)	Units of Demand	Monthly Gross Rent (\$)	Units of Demand	Monthly Gross Rent (\$)	Units of Demand	Monthly Gross Rent (\$)	Units of Demand
800 to 999	95	850 to 1,049	580	1,100 to 1,299	1,050	1,350 to 1,549	190
1,000 or more	50	1,050 or more	310	1,300 or more	570	1,550 or more	100
Total	150	Total	890	Total	1,625	Total	300

Notes: Numbers may not add to totals because of rounding. Monthly rent does not include utilities or concessions. The 1,125 units currently under construction will likely satisfy some of the estimated demand. The forecast period is May 1, 2016, to May 1, 2019.

Source: Estimates by analysts

Data Profiles

Table DP-1. Portland HMA* Data Profile, 2000 to Current

	2000	2010	Current	Average Annual Change (%)	
				2000 to 2010	2010 to Current
Total resident employment	1,031,816	1,084,124	1,179,000	0.5	1.6
Unemployment rate	4.5%	10.2%	5.0%		
Nonfarm payroll jobs	981,500	979,200	1,123,000	0.0	2.6
Total population	1,927,881	2,226,009	2,395,000	1.4	1.2
Total households	745,531	867,794	936,700	1.5	1.3
Owner households	469,156	535,433	559,500	1.3	0.7
Percent owner	62.9%	61.7%	59.7%		
Renter households	276,375	332,361	377,200	1.9	2.1
Percent renter	37.1%	38.3%	40.3%		
Total housing units	790,876	925,076	974,100	1.6	0.9
Owner vacancy rate	2.2%	2.2%	1.0%		
Rental vacancy rate	6.7%	5.9%	2.9%		
Median Family Income	\$52,400	\$70,000	\$73,300	2.9	0.9

*Portland-Vancouver-Hillsboro HMA.

Notes: Numbers may not add to totals because of rounding. Employment data represent annual averages for 2000, 2010, and the 12 months through April 2016. Median Family Incomes are for 1999, 2009, and 2014. The current date is May 1, 2016.

Sources: U.S. Census Bureau; U.S. Department of Housing and Urban Development; estimates by analyst

Table DP-2. Portland Submarket Data Profile, 2000 to Current

	2000	2010	Current	Average Annual Change (%)	
				2000 to 2010	2010 to Current
Total population	1,042,437	1,160,677	1,239,000	1.1	1.1
Total households	416,674	469,513	504,500	1.2	1.2
Owner households	258,366	281,474	294,100	0.9	0.7
Percent owner	62.0%	60.0%	58.3%		
Rental households	158,308	188,039	210,400	1.7	1.9
Percent renter	38.0%	40.0%	41.7%		
Total housing units	443,087	502,475	527,000	1.3	0.8
Owner vacancy rate	2.2%	2.4%	1.0%		
Rental vacancy rate	6.8%	5.6%	3.0%		

Notes: Numbers may not add to totals because of rounding. The current date is May 1, 2016.

Sources: U.S. Census Bureau; U.S. Department of Housing and Urban Development; estimates by analyst

Table DP-3. Beaverton-Hillsboro Submarket Data Profile, 2000 to Current

	2000	2010	Current	Average Annual Change (%)	
				2000 to 2010	2010 to Current
Total population	530,334	628,903	683,400	1.7	1.4
Total households	197,894	235,660	254,800	1.8	1.3
Owner households	122,467	146,604	152,800	1.8	0.7
Percent owner	61.9%	62.2%	60.0%		
Rental households	75,427	89,056	102,000	1.7	2.3
Percent renter	38.1%	37.8%	40.0%		
Total housing units	209,183	249,560	263,100	1.8	0.9
Owner vacancy rate	2.3%	2.1%	1.0%		
Rental vacancy rate	6.5%	6.5%	2.8%		

Notes: Numbers may not add to totals because of rounding. The current date is May 1, 2016.

Sources: U.S. Census Bureau; U.S. Department of Housing and Urban Development; estimates by analyst

Table DP-4. Vancouver Submarket Data Profile, 2000 to Current

	2000	2010	Current	Average Annual Change (%)	
				2000 to 2010	2010 to Current
Total population	355,110	436,429	472,200	2.1	1.3
Total households	130,963	162,621	177,350	2.2	1.4
Owner households	88,323	107,355	112,600	2.0	0.8
Percent owner	67.4%	66.0%	63.5%		
Rental households	42,640	55,266	64,750	2.6	2.6
Percent renter	32.6%	34.0%	36.5%		
Total housing units	138,606	173,041	184,000	2.2	1.0
Owner vacancy rate	2.0%	2.1%	1.0%		
Rental vacancy rate	6.6%	6.0%	2.5%		

Notes: Numbers may not add to totals because of rounding. The current date is May 1, 2016.

Sources: U.S. Census Bureau; U.S. Department of Housing and Urban Development; estimates by analyst

Data Definitions and Sources

2000: 4/1/2000—U.S. Decennial Census

2010: 4/1/2010—U.S. Decennial Census

Current date: 5/1/2016—Analyst’s estimates

Forecast period: 5/1/2016–5/1/2019—Analyst’s estimates

The metropolitan statistical area definition in this report is based on the delineations established by the Office of Management and Budget (OMB) in the OMB Bulletin dated February 28, 2013.

Demand: The demand estimates in the analysis are not a forecast of building activity. They are the estimates of the total housing production needed to achieve a balanced market at the end of the 3-year forecast period given conditions on the as-of date of the analysis, growth, losses, and excess vacancies. The estimates do not account for units currently under construction or units in the development pipeline.

Other Vacant Units: In the U.S. Department of Housing and Urban Development’s (HUD’s) analysis, other vacant units include all vacant units that are not available for sale or for rent. The term therefore includes units rented or sold but not occupied; held for seasonal, recreational, or occasional use; used by migrant workers; and the category specified as “other” vacant by the Census Bureau.

Building Permits: Building permits do not necessarily reflect all residential building activity that occurs in an HMA. Some units are constructed or created without a building permit or are issued a different type of building permit. For example, some units classified as commercial structures are not reflected in the

residential building permits. As a result, the analyst, through diligent fieldwork, makes an estimate of this additional construction activity. Some of these estimates are included in the discussions of single-family and multifamily building permits.

For additional data pertaining to the housing market for this HMA, go to huduser.gov/publications/pdf/CMARtables_Portland_Vancouver_HillsboroOR_WA_16.pdf.

Contact Information

Holi Weaver, Economist

Seattle HUD Regional Office

206–220–5291

holi.m.woods-weaver@hud.gov

This analysis has been prepared for the assistance and guidance of HUD in its operations. The factual information, findings, and conclusions may also be useful to builders, mortgagees, and others concerned with local housing market conditions and trends. The analysis does not purport to make determinations regarding the acceptability of any mortgage insurance proposals that may be under consideration by the Department.

The factual framework for this analysis follows the guidelines and methods developed by HUD’s Economic and Market Analysis Division. The analysis and findings are as thorough and current as possible based on information available on the as-of date from local and national sources. As such, findings or conclusions may be modified by subsequent developments. HUD expresses its appreciation to those industry sources and state and local government officials who provided data and information on local economic and housing market conditions.

For additional reports on other market areas, please go to huduser.gov/portal/ushmc/chma_archive.html.

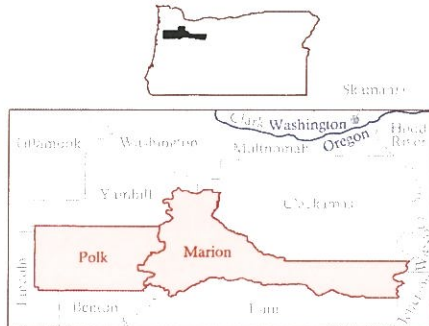


Salem, Oregon

U.S. Department of Housing and Urban Development | Office of Policy Development and Research | As of August 1, 2016



Housing Market Area



The Salem Housing Market Area (HMA), coterminous with the Salem, OR Metropolitan Statistical Area, consists of Marion and Polk Counties in the Willamette Valley region of Oregon, midway between Portland and Eugene along Interstate 5. The principal city, Salem, is the state capital.

Market Details

- Economic Conditions 2
- Population and Households 5
- Housing Market Trends 7
- Data Profile 11

Summary

Economy

The economy of the Salem HMA has steadily improved since 2012 and has recovered all jobs lost as a result of the national recession. Nonfarm payrolls averaged 158,500 jobs during the 12 months ending July 2016, an increase of 4,800 jobs, or 3.1 percent, from the previous 12 months. During the same period, the unemployment rate declined from 6.4 to 5.4 percent. Nonfarm payrolls are expected to expand by an average of 4,800 jobs, or 3.0 percent, a year during the 3-year forecast period, led by growth in industries related to health care and business services.

Sales Market

Sales housing market conditions in the Salem HMA are currently tight, with an estimated vacancy rate of 2.0 percent, down from 2.4 percent in 2010. During the 12 months ending July 2016, sales of new and existing single-family homes, townhomes, and condominiums increased more than 15 percent from the previous 12-month period, and the average sales price was up almost 9 percent (CoreLogic, Inc., with adjustments by the analyst). Demand is expected for 3,075 new homes in the HMA during the 3-year forecast period (Table 1). The 260 units currently under construction and a

portion of the 4,000 estimated other vacant units in the HMA will fulfill some of the forecast demand.

Rental Market

Overall rental housing market conditions in the Salem HMA are currently slightly tight, with an estimated 4.5-percent vacancy rate as of August 1, 2016, down from 7.0 percent in April 2010. The decline in the vacancy rate is largely because the foreclosure crisis caused a shift in household preferences toward renting, and the rate of new apartment construction and conversion of single-family homes to rentals has not kept up with the rate of renter household growth. During the 3-year forecast period, demand is estimated for 2,025 rental units; the 520 units currently under construction will satisfy part of that demand (Table 1).

Table 1. Housing Demand in the Salem HMA During the Forecast Period

	Salem HMA	
	Sales Units	Rental Units
Total demand	3,075	2,025
Under construction	260	520

Notes: Total demand represents estimated production necessary to achieve a balanced market at the end of the forecast period. Units under construction as of August 1, 2016. A portion of the estimated 4,000 other vacant units in the HMA will likely satisfy some of the forecast demand. The forecast period is August 1, 2016, to August 1, 2019. Source: Estimates by analyst

Economic Conditions

The economy of the Salem HMA has been expanding since 2012, and the current level of nonfarm payrolls, 158,500 jobs, surpasses by nearly 4 percent the peak before the downturn of 152,600 jobs, recorded in

2008. During the 12 months ending July 2016, nonfarm payrolls increased by an average of 4,800 jobs, or 3.1 percent, from a year earlier (Table 2), which was higher than the average annual growth of 3,500 jobs, or 2.4 percent, from 2012 through 2015. The current economic expansion is also significantly stronger than the previous period of expansion from 2004 through 2008, when nonfarm payroll growth averaged 2,500 jobs, or 1.8 percent, annually. These recent job gains are in sharp contrast to annual declines of 3,600 jobs, or 2.4 percent, from 2009 through 2011 as a result of the national recession and sluggish consumer spending. The unemployment rate averaged 5.4 percent during the 12 months ending July 2016, down from 6.4 percent a year prior, the lowest rate recorded since 2007. Figure 1 shows trends in the labor force, resident employment, and the unemployment rate from 2000 through 2015.

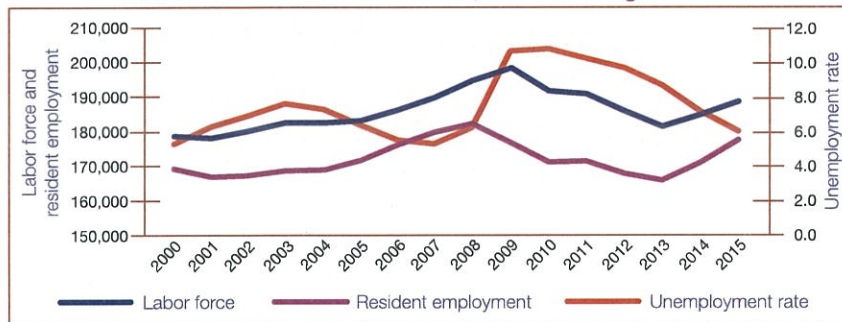
Table 2. 12-Month Average Nonfarm Payroll Jobs in the Salem HMA, by Sector

	12 Months Ending		Absolute Change	Percent Change
	July 2015	July 2016		
Total nonfarm payroll jobs	153,700	158,500	4,800	3.1
Goods-producing sectors	22,300	23,300	1,000	4.5
Mining, logging, & construction	9,600	10,200	600	6.3
Manufacturing	12,700	13,100	400	3.1
Service-providing sectors	131,400	135,200	3,800	2.9
Wholesale & retail trade	21,700	22,200	500	2.3
Transportation & utilities	3,900	3,900	0	0.0
Information	1,000	1,000	0	0.0
Financial activities	6,900	6,900	0	0.0
Professional & business services	13,000	14,200	1,200	9.2
Education & health services	24,300	25,200	900	3.7
Leisure & hospitality	14,000	14,600	600	4.3
Other services	5,200	5,300	100	1.9
Government	41,400	42,000	600	1.4

Notes: Numbers may not add to totals because of rounding. Based on 12-month averages through July 2015 and July 2016.

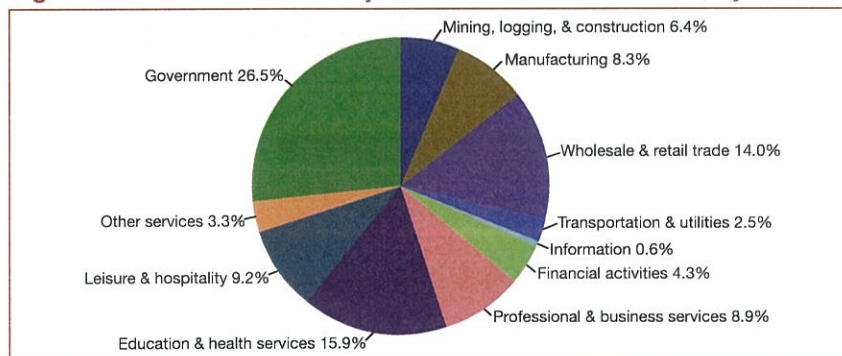
Source: U.S. Bureau of Labor Statistics

Figure 1. Trends in Labor Force, Resident Employment, and Unemployment Rate in the Salem HMA, 2000 Through 2015



Source: U.S. Bureau of Labor Statistics

Figure 2. Current Nonfarm Payroll Jobs in the Salem HMA, by Sector



Note: Based on 12-month averages through July 2016.

Source: U.S. Bureau of Labor Statistics

The government sector serves as the foundation of the economy, representing more than one-fourth of all nonfarm payroll jobs in the HMA (Figure 2) due to the presence of the Oregon state capital and assorted state and local agencies, including the Oregon State Hospital, Oregon State Penitentiary, the Mill Creek Correctional Facility and Santiam Correctional Institution, Spirit Mountain Casino, and Chinook Winds Casino Resort. Also included in the government sector are public colleges Western Oregon University and Chemeketa Community College, which in 2014 had enrollments of 6,050 and 11,100 students and employed 900 and 1,150 workers, respectively. The HMA's largest employer (Table 3), the State of Oregon, employs approximately

Table 3. Major Employers in the Salem HMA

Name of Employer	Nonfarm Payroll Sector	Number of Employees
State of Oregon	Government	22,500
Salem Health	Education & health services	3,900
Dex Media	Professional & business services	3,000
Association of Salem Keizer Education Support Professionals	Education & health services	2,100
Fred Meyer Stores	Wholesale & retail trade	1,710
Spirit Mountain Casino	Government	1,500
NORPAC Foods, Inc.	Manufacturing	1,106
SAIF Corporation	Financial activities	854
Wal-Mart Stores, Inc.	Wholesale & retail trade	820
Chinook Winds Casino Resort	Government	785

Note: Excludes local school districts.

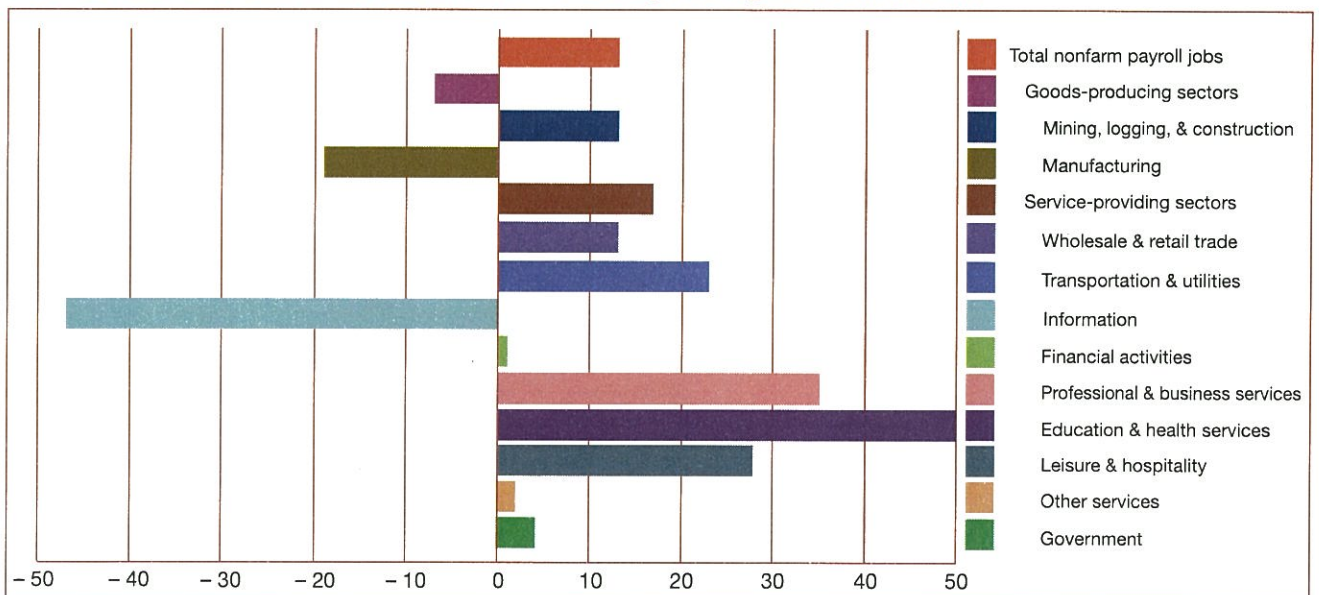
Source: Moody's Economy.com

22,500 people, accounting for more than one-half of all government sector jobs in the HMA. The effects of the national recession that began in 2007 did not start to negatively impact the HMA until 2009, in large part because of the relative stability of employment in the government sector, which added an average of 900 jobs, or 2.3 percent, a year from 2007 through 2009 before declining by an average of 900 jobs, or 2.0 percent, annually from 2010 through 2011. Taxable incomes increased as job growth returned to the HMA in

2012, allowing increased government hiring, which further advanced the economic recovery. During the 12 months ending July 2016, government sector payrolls increased by 600 jobs, or 1.4 percent, including gains of 300 jobs each in the local government and state government subsectors. Job growth in the government sector is anticipated to continue at a similar pace during the 3-year forecast period as the economy continues to expand.

The education and health services sector has grown the most of any sector since 2000 (Figure 3) and currently accounts for 25,200 jobs, or 16 percent of total nonfarm payrolls. During the 12 months ending July 2016, payrolls increased by 900 jobs, or 3.7 percent, compared with a gain of 1,100 jobs, or 4.5 percent, during the 12 months ending July 2015. Part of the growth can be attributed to increased demand for healthcare services as the population continues to grow and age; from 2010 to 2015, the population of residents ages 62 years and older was the fastest-growing

Figure 3. Sector Growth in the Salem HMA, Percentage Change, 2000 to Current



Note: Current is based on 12-month averages through July 2016.

Source: U.S. Bureau of Labor Statistics

cohort in the HMA, increasing from 16.6 to 18.7 percent of the total population (American Community Survey 1-year data [ACS]). In addition, Salem Health, the HMA's second largest employer, opened a \$15 million outpatient clinic in February 2016, employing approximately 50 new providers servicing an estimated 250 clients per day. Unlike the cyclical nature of other sectors, the education and health services sector has added jobs every year since 2000, increasing by an average of 500 jobs, or 2.6 percent, annually from 2001 through 2015. The sector is expected to continue growing at a healthy rate during the forecast period as the healthcare industry expands to meet the increasing need for services as a result of strong population growth and an aging population.

The greatest nonfarm payroll gains during the 12 months ending July 2016 occurred in the professional and business services sector, which added 1,200 jobs, or 9.2 percent, increasing to 14,200 jobs compared with an increase of 300 jobs, or 2.6 percent, during the previous 12 months. Job gains in the sector have been caused by a mix of increased hiring at staffing agencies within the administrative and support services industry and in the management of companies industry, a result of the broad-based economic expansion occurring in the HMA. From 2001 through 2008, the professional and business services sector added an average of 300 jobs, or 2.8 percent, a year. As with most other sectors in the economy, the professional and business services sector lost jobs as a result of the national recession, declining by an average of 700 jobs, or 5.7 percent, annually from 2009 through 2011. Growth resumed in 2012 and, from 2012

through 2015, sector payrolls increased by an average of 600 jobs, or 4.7 percent, per year. The professional and business services sector is expected to continue to grow during the next 3 years as local firms increasingly make use of temporary workers and contract out work that is not part of their core product.

Several other sectors benefit from the strong performance in the core sectors discussed previously. The mining, logging, and construction, the leisure and hospitality, and the wholesale and retail trade sectors increased by 600, 600, and 500 jobs—or 6.3, 4.3, and 2.3 percent, respectively—during the 12 months ending July 2016. These sectors are the most responsive to changing economic conditions, because they rely heavily on consumer confidence and spending habits. All three sectors lost a substantial amount of jobs as a consequence of the national recession but have added jobs consistently since the economic expansion began in 2012. Payrolls in the wholesale and retail trade sector have finally recovered all jobs lost during the recession, and those in the leisure and hospitality sector have surpassed their prerecession peak by 15 percent. Although a recent boom in residential and commercial construction has bolstered job growth in the mining, logging, and construction sector, payrolls remain 11 percent below their prerecession level. No payroll sector reported job losses during the most recent 12 months, but three sectors—the transportation and utilities, information, and financial activities sectors—were stagnant. These three sectors combine to account for only 7 percent of nonfarm payrolls in the HMA; therefore, their impact on overall economic growth is minimal.

Strong population growth is expected to positively affect employment in the education and health services sector during the next 3 years, while the large public sector will continue providing a stable foundation to the economy. Other sectors—such as the professional and business services, the wholesale and retail trade, the mining, logging,

and construction, and the leisure and hospitality sectors—are expected to indirectly benefit from growth in core sectors. Nonfarm payrolls are expected to expand by an average of 4,800 jobs, or 3.0 percent, a year during the forecast period. Table DP-1 at the end of this report provides additional employment data.

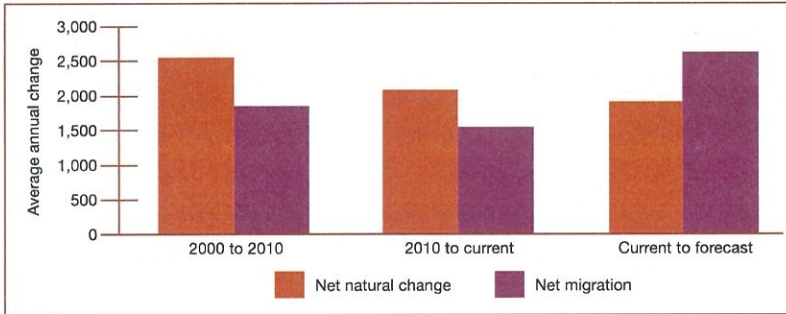
Population and Households

As of August 1, 2016, the population of the Salem HMA is estimated at 413,500, increasing at an average annual rate of 0.9 percent, or by 3,600, since 2010, with net in-migration accounting for 1,525 people a year, or approximately 42 percent of the increase. Population growth was strongest from 2004 to 2009, during a time of economic expansion, averaging 4,700 people, or 1.3 percent, annually, with net in-migration comprising 46 percent of the growth, or 2,175 people each year (Portland State University July 1 estimates, with adjustments by the analyst). The HMA is a popular destination for retirees, and an influx during this time furthered population growth; the number of residents in the HMA 62 years and older increased at an average annual rate of almost 6.0 percent from 2005 to 2009, increasing from 14.5 to 16.4 percent of total population (2005 and 2009 ACS 1-year data). From 2009 to 2012, as economic conditions weakened because of the national recession, population growth fell to an average of 3,400 people, or 0.9 percent, annually. Net in-migration declined to an average of 1,025 people a year and comprised only 30 percent of population growth, partially because the

weak labor market kept jobseekers from moving to the HMA, and also because the housing market collapse left many homeowners with negative equity and unable to relocate. The growth rate in the retired-age population also slowed, averaging only 2.0 percent a year, but its share of the overall population still increased from 16.4 to 17.3 percent of total population.

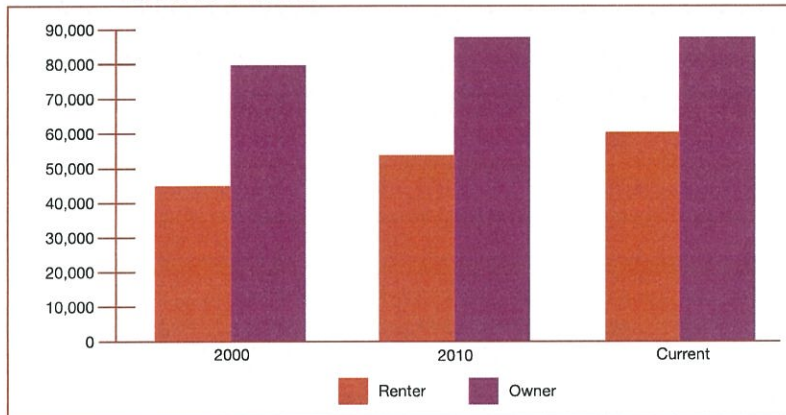
Since 2012, strengthening economic conditions have boosted population growth to an average of 4,000 people, or 1.0 percent, annually because of increased net in-migration, which has averaged 2,125 people annually, comprising 53 percent of the increase. The retired-aged population continued to increase from 2012 to 2015 at an average annual rate of nearly 4.0 percent, comprising 18.7 percent of total population, up from 17.3 percent. As economic conditions remain strong, inducing net in-migration from jobseekers, along with the continued attraction of retirees to the HMA, the population is expected to increase by an average of 4,475, or 1.1 percent, annually during the 3-year forecast period, with more than 58 percent of the growth resulting from net in-migration. The population of the

Figure 4. Components of Population Change in the Salem HMA, 2000 to Forecast



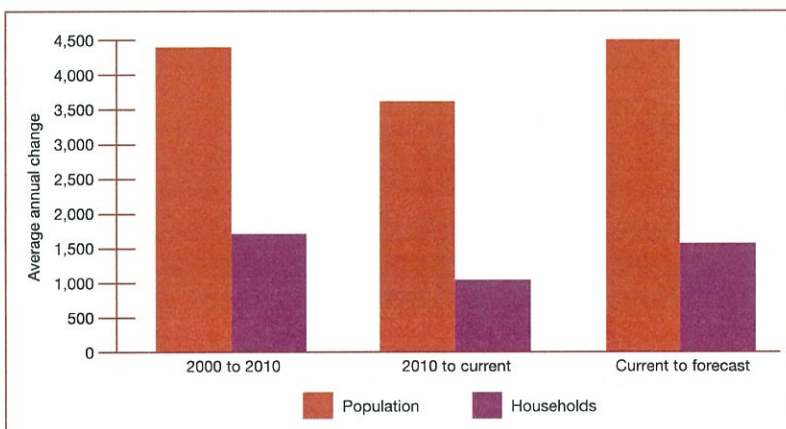
Notes: The current date is August 1, 2016. The forecast date is August 1, 2019.
Sources: 2000 and 2010–2000 Census and 2010 Census; current and forecast—estimates by analyst

Figure 5. Number of Households by Tenure in the Salem HMA, 2000 to Current



Note: The current date is August 1, 2016.
Sources: 2000 and 2010–2000 Census and 2010 Census; current—estimates by analyst

Figure 6. Population and Household Growth in the Salem HMA, 2000 to Forecast



Notes: The current date is August 1, 2016. The forecast date is August 1, 2019.
Sources: 2000 and 2010–2000 Census and 2010 Census; current and forecast—estimates by analyst

HMA is expected to reach 426,900 by August 1, 2019. Figure 4 shows the components of population change from 2000 to the forecast date.

An estimated 147,700 households reside in the HMA, reflecting an average annual increase of 1,025 households, or 0.7 percent, since 2010. By comparison, from 2000 to 2010, when population growth was stronger because of increased net in-migration, the number of households expanded by an average of 1,650, or 1.3 percent, annually. An estimated 59.2 percent of current households, or 87,450 households, are homeowners and the remaining 60,250 are renter households, compared with homeownership rates of 62.1 and 64.0 percent in April 2010 and 2000, respectively (Figure 5). The decline in homeownership reflects the prolonged effects from the foreclosure crisis, including stricter lending standards and a shift in household preferences toward renting. Renter households accounted for slightly more than one-half of household growth from 2000 to 2010 but have accounted for all of household growth since 2010. The number of households in the HMA is expected to grow by 1,525, or 1.0 percent, annually during the next 3 years, reaching 152,300 households by August 1, 2019. During the forecast period, renter households are projected to comprise approximately 41 percent of new households, mainly because the strong economy has helped improve household finances and access to credit, allowing more households the opportunity to purchase homes. Figure 6 shows population and household growth trends from 2000 to the forecast date.

Housing Market Trends

Sales Market

Sales housing market conditions in the Salem HMA are currently tight, with an estimated vacancy rate of 2.0 percent, down from 2.4 percent in April 2010. The decline in new home production following the collapse of the housing market, combined with improving economic conditions, contributed to the absorption of excess vacancies and to the tight market conditions. The inventory of homes for sale represented a 2.9-month supply in August 2016 compared with a 4.5-month supply in August 2015. During the same time, the number of active listings increased 36 percent, to 286, while the total marketing time declined from 79 to 46 days (RMLS™).

During the 12 months ending July 2016, approximately 6,850 existing single-family homes, townhomes, and condominiums (hereafter, existing homes) sold, up 17 percent from the 6,000 existing homes sold during the previous 12 months (CoreLogic, Inc., with adjustments by the analyst).

By comparison, existing home sales averaged 8,175 during the buildup of the housing boom from 2003 through 2007 before declining from 2008 through 2011 at an average annual rate of 18 percent to a low of 3,475 existing home sales. Since 2013, demand for homes has increased faster than the available supply, putting upward pressure on home prices. The average sales price increased 8 percent during the 12 months ending July 2016 to \$225,300, which is 32 percent higher than the trough in 2012 and 3 percent higher than the prerecession peak of \$213,400 reached in 2007.

In response to strong economic conditions in the HMA, seriously delinquent (90 or more days delinquent

or in foreclosure) loans and real estate owned (REO) properties have become a less significant part of the sales market than they were during the worst of the housing crisis from 2009 through 2012. During July 2016, 2.8 percent of mortgages in the HMA were seriously delinquent or in REO status, down from 4.1 percent in July 2015 and well below a July high of 6.4 percent in 2012 (CoreLogic, Inc.). As a result of weak economic conditions and the foreclosure crises, REO home sales accounted for almost one-fourth of all existing home sales from 2009 through 2012; however, REO sales comprised only 10 percent of existing home sales during the 12 months ending July 2016. The average sales price of an REO home was \$162,600, almost 30 percent less than the average sales price of a regular resale home (CoreLogic, Inc., with adjustments by the analyst).

Sales of new single-family homes, townhomes, and condominiums (hereafter, new homes) have increased each year since 2013. Approximately 570 new homes sold during the 12 months ending July 2016, reflecting an increase of almost 20 percent from a year ago. By comparison, an average of 1,275 new homes sold annually from 2001 through 2007. After the housing bubble burst, the demand for new homes declined as a result of poor labor market conditions, decreased access to credit, and increased competition from existing homes. From 2008 through 2012, new home sales declined at an average annual rate of 26 percent to a low of 220 new homes sales. During the 12 months ending July 2016, the average sales price of a new home increased 10 percent

Housing Market Trends

to \$272,100, still 3 percent less than the prerecession peak of \$280,500 in 2008 but 42 percent higher than in 2013, when new home sales prices bottomed out.

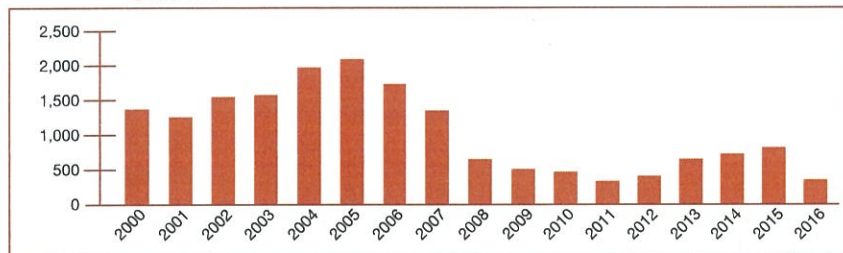
Single-family home construction, as measured by the number of single-family homes permitted, reached a 20-year low in 2011, when only 320 homes were permitted, in response to decreased demand for new homes as a consequence of the housing market collapse and national recession. Beginning in 2012, however, builders responded to the improving sales market by increasing new home construction (Figure 7). During the 12 months ending July 2016, 400 single-family

homes were permitted, a decline of approximately 5 percent compared with the preceding 12-month period; however, single-family permitting levels in 2015 were the highest recorded since 2007 (preliminary data subject to revisions). By contrast, an average of 1,600 homes were permitted annually from 2000 through 2007.

New home construction is occurring throughout the HMA, with a higher concentration in the southeast portion of the city of Salem. Examples of larger communities currently under construction include Cottonwood Lakes Phase III and Bailey Ridge Phase II. Cottonwood Lakes comprises 102 lots, with homes ranging from 1,425 to 2,300 square feet and an average list price of \$352,300. Bailey Ridge consists of 159 lots; Phase II is under construction with 5 homes available for purchase with an average list price of \$432,500, and 10 homes will be available within the coming year. Currently, an estimated 260 single-family homes are under construction in the HMA.

During the 3-year forecast period, demand is estimated for 3,075 new homes in the HMA, with increasing demand during the second and third years of the forecast period (Table 1). The 260 homes currently under construction and a portion of the 4,000 other vacant units that may reenter the sales market will satisfy some of the demand. Demand is expected to be greatest in the \$300,000-to-\$399,999 price range. Table 4 shows the estimated demand for market-rate sales housing by price range.

Figure 7. Single-Family Homes Permitted in the Salem HMA, 2000 to Current



Notes: Includes townhomes. Current includes data through July 2016.

Sources: U.S. Census Bureau, Building Permits Survey; estimates by analysts

Table 4. Estimated Demand for New Market-Rate Sales Housing in the Salem HMA During the Forecast Period

Price Range (\$)		Units of Demand	Percent of Total
From	To		
250,000	299,999	310	10.0
300,000	349,999	920	30.0
350,000	399,999	920	30.0
400,000	449,999	370	12.0
450,000	499,999	250	8.0
500,000	599,999	180	6.0
600,000	and higher	120	4.0

Notes: The 260 homes currently under construction and a portion of the estimated 4,000 other vacant units in the HMA will likely satisfy some of the forecast demand. The forecast period is August 1, 2016, to August 1, 2019.

Source: Estimates by analyst

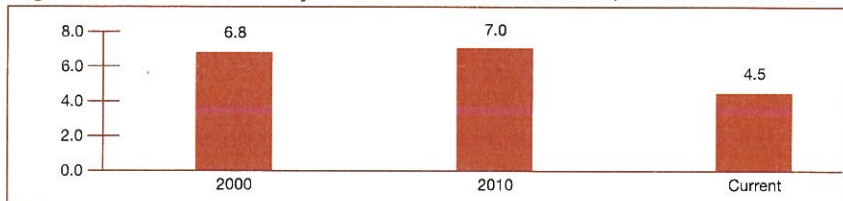
Rental Market

Rental housing market conditions in the Salem HMA are currently slightly tight, with an overall rental vacancy rate estimated at 4.5 percent as of September 1, 2016, down from 7.0 percent in April 2010 when market conditions were soft (Figure 8). Rental market conditions in the Salem HMA have tightened considerably because growth in renter households has outpaced the increase in rental inventory since 2010. The apartment market, which comprises approximately 65 percent of renter-occupied units in the HMA, is very tight, but the vacancy rate increased to 2.7 percent during the second quarter of 2016, up from 1.3 percent a year prior, because approximately 320 new units entered the market in the past year (Reis, Inc.). Since 2005, limited apartment construction has kept the vacancy rate under 6 percent, even during periods when market conditions were soft, rent growth was slower, and concessions

were more prevalent (data available only beginning in 2005). The average apartment rent increased 9 percent from the second quarter of 2015 to the second quarter of 2016, to \$790, marking the fourth consecutive quarter with year-over-year rent growth of 9 percent or higher. Rents averaged \$578 for studios, \$658 for one-bedroom units, \$799 for two-bedroom units, and \$1,042 for three-bedroom units. As market conditions tightened, the percentage of units offering concessions declined from 100 percent during the second quarter of 2011 to 0 percent during the second quarter of 2016 (MPF Research).

Multifamily construction activity, as measured by the number of units permitted, has generally improved since the 2009-through-2011 period, when permitting was lower than during any other 3-year period since the late 1980s. Approximately 290 multifamily units were permitted in the HMA during the 12 months ending July 2016 compared with 110 units permitted during the previous 12 months (preliminary data subject to revisions). By comparison, an average of 450 multifamily units were permitted annually from 2000 through 2009 (Figure 9). The onset of the national recession and subsequent housing market collapse caused multifamily construction to decline at an average annual rate of 35 percent from 2009 through 2011, to a low of 110 multifamily units permitted. During this time, financing for new construction was particularly difficult to obtain, despite an increased demand for rental units brought on by the foreclosure crisis. This obstacle resulted in a very limited supply of new apartments, which, coupled with

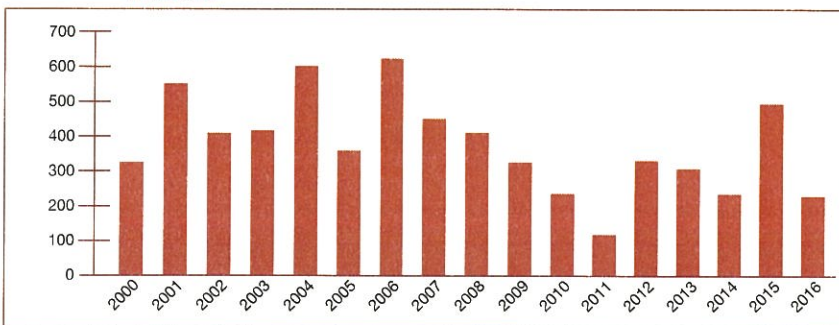
Figure 8. Rental Vacancy Rates in the Salem HMA, 2000 to Current



Note: The current date is August 1, 2016.

Sources: 2000 and 2010—2000 Census and 2010 Census; current—estimates by analyst

Figure 9. Multifamily Units Permitted in the Salem HMA, 2000 to Current



Notes: Excludes townhomes. Current includes data through July 2016.

Sources: U.S. Census Bureau, Building Permits Survey; estimates by analysts

increased demand, caused apartment market conditions to tighten. As lenders became increasingly confident in the economic recovery, financing returned and builders increased apartment construction to an average of 240 units annually from 2010 through 2014.

An estimated 520 multifamily units are currently under construction, 200 of which are units in assisted living facilities. The most recent market-rate apartment complex to open was the 108-unit Encore Apartments in January 2016 in downtown Salem. Rents start at \$900 for one-bedroom units, \$1,015 for two-bedroom units, and \$1,325 for three-bedroom units. The 115-unit South Block Apartments opened in August 2015 in downtown Salem. The property began preleasing in May 2015 and was fully occupied by December 2015, averaging an absorption rate of 16 units per month.

Monthly rents by bedroom range from \$995 to \$1,300 for studios, from \$1,100 to \$1,400 for one-bedroom units, and from \$1,300 to \$2,500 for two-bedroom units and start at \$2,000 for three-bedroom units. Phase II of South Block Apartments is under construction and will consist of 63 units on completion in December 2016. Currently, 75 percent of the units have been preleased, and unit rents are the same as those for Phase I.

During the next 3 years, demand is expected for 2,025 new market-rate rental units in the HMA (Table 1), with demand the highest in the first year and tapering off in the second and third years. The 520 units currently under construction will satisfy part of the demand. Table 5 shows the forecast demand for new market-rate rental housing in the HMA by rent level and number of bedrooms.

Table 5. Estimated Demand for New Market-Rate Rental Housing in the Salem HMA During the Forecast Period

Zero Bedrooms		One Bedroom		Two Bedrooms		Three or More Bedrooms	
Monthly Gross Rent (\$)	Units of Demand	Monthly Gross Rent (\$)	Units of Demand	Monthly Gross Rent (\$)	Units of Demand	Monthly Gross Rent (\$)	Units of Demand
800 or more	100	1,000 to 1,199	550	1,200 to 1,399	870	1,400 to 1,599	310
		1,200 or more	60	1,400 or more	95	1,600 or more	35
Total	100	Total	610	Total	970	Total	340

Notes: Numbers may not add to totals because of rounding. Monthly rent does not include utilities or concessions. The 520 units currently under construction will likely satisfy some of the estimated demand. The forecast period is August 1, 2016, to August 1, 2019.

Source: Estimates by analyst

Data Profile

Table DP-1. Salem HMA Data Profile, 2000 to Current

	2000	2010	Current	Average Annual Change (%)	
				2000 to 2010	2010 to Current
Total resident employment	169,023	170,874	182,900	0.1	1.2
Unemployment rate	5.3%	10.9%	5.4%		
Nonfarm payroll jobs	140,700	143,700	158,500	0.2	1.8
Total population	347,214	390,738	413,500	1.2	0.9
Total households	124,699	141,245	147,700	1.3	0.7
Owner households	79,746	87,643	87,450	0.9	0.0
Percent owner	64.0%	62.1%	59.2%		
Renter households	44,953	53,602	60,250	1.8	1.9
Percent renter	36.0%	37.9%	40.8%		
Total housing units	132,635	151,250	156,400	1.3	0.5
Owner vacancy rate	2.5%	2.4%	2.0%		
Rental vacancy rate	6.8%	7.0%	4.5%		
Median Family Income	\$43,200	\$58,200	\$57,200	3.0	-0.3

Notes: Numbers may not add to totals because of rounding. Employment data represent annual averages for 2000, 2010, and the 12 months through July 2016. Median Family Incomes are for 1999, 2009, and 2015. The current date is August 1, 2016.

Sources: U.S. Census Bureau; U.S. Department of Housing and Urban Development; estimates by analyst

Data Definitions and Sources

2000: 4/1/2000—U.S. Decennial Census

2010: 4/1/2010—U.S. Decennial Census

Current date: 8/1/2016—Analyst’s estimates

Forecast period: 8/1/2016–8/1/2019—Analyst’s estimates

The metropolitan statistical area definition in this report is based on the delineations established by the Office of Management and Budget (OMB) in the OMB Bulletin dated February 28, 2013.

Demand: The demand estimates in the analysis are not a forecast of building activity. They are the estimates of the total housing production needed to achieve a balanced market at the end of the 3-year forecast period given conditions on the as-of date of the analysis, growth, losses, and excess vacancies. The estimates do not account for units currently under construction or units in the development pipeline.

Other Vacant Units: In the U.S. Department of Housing and Urban Development’s (HUD’s) analysis, other vacant units include all vacant units that are not available for sale or for rent. The term therefore includes units rented or sold but not occupied; held for seasonal, recreational, or occasional use; used by migrant workers; and the category specified as “other” vacant by the Census Bureau.

Building Permits: Building permits do not necessarily reflect all residential building activity that occurs in an HMA. Some units are constructed or created without a building permit or are issued a different type of building permit. For example, some units classified as commercial structures are not reflected in the residential building permits.

As a result, the analyst, through diligent fieldwork, makes an estimate of this additional construction activity. Some of these estimates are included in the discussions of single-family and multifamily building permits.

For additional data pertaining to the housing market for this HMA, go to huduser.gov/publications/pdf/CMARtables_SalemOR_17.pdf.

Contact Information

Holi Weaver, Economist

Seattle HUD Regional Office

206–220–5291

holi.m.woods-weaver@hud.gov

This analysis has been prepared for the assistance and guidance of HUD in its operations. The factual information, findings, and conclusions may also be useful to builders, mortgagees, and others concerned with local housing market conditions and trends. The analysis does not purport to make determinations regarding the acceptability of any mortgage insurance proposals that may be under consideration by the Department.

The factual framework for this analysis follows the guidelines and methods developed by HUD’s Economic and Market Analysis Division. The analysis and findings are as thorough and current as possible based on information available on the as-of date from local and national sources. As such, findings or conclusions may be modified by subsequent developments. HUD expresses its appreciation to those industry sources and state and local government officials who provided data and information on local economic and housing market conditions.

For additional reports on other market areas, please go to huduser.gov/portal/ushmc/chma_archive.html.



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How Luxury Housing Becomes Affordable

August 3, 2017 Heather Poston

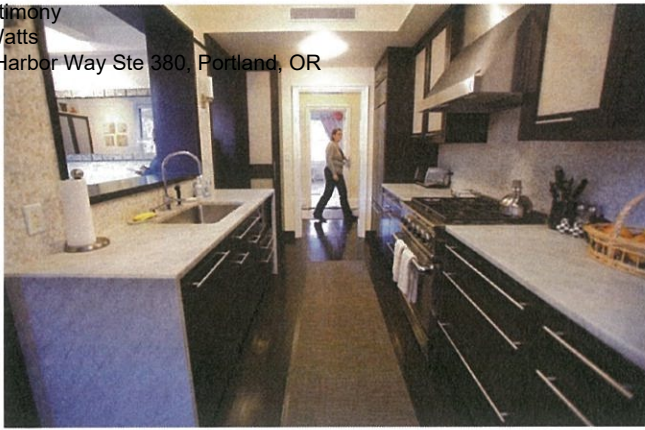
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(Lucas Jackson/Reuters)

One of the most common refrains in the affordable housing discussion is "developers are targeting the high end of the market" and new apartments are just unaffordable.

Of course, it's not that simple. Demand for new housing that isn't met by the construction of new high-end units doesn't disappear, it spills over into more modest housing, driving up rents for everyone. Building more high-end housing helps with affordability, because it keeps those with high incomes from **outbidding** those with lower incomes for the existing housing stock. (Just imagine what would happen to housing prices if you **suddenly demolished** 10,000 units of expensive housing.) And often, today's luxury units become tomorrow's affordable homes.

To understand this, just look to Portland's recent history. Housing blogger **Iain MacKenzie**, who tracks new housing and commercial developments at the definitive **Next Portland** website, shared with us a couple of fascinating historical clips from the city's paper of record, *The Oregonian*. They show that today's affordable housing often started life as self-

The first example dates back a half century, to the 1960s, when in the wake of urban renewal the city was building a wave of new apartments. *The Oregonian* on January 9, 1966, described the city's booming market for new luxury accommodation:

Luxury apartments, which start at \$135 for a one bedroom unit and rapidly climb out of sight, have been sprouting in Portland at a breathless rate, and more are planned or abuilding. The total investment in such properties is certainly above the \$100 million mark here.

One of these complexes was the Timberlee in suburban Raleigh Hills, a close-in suburban neighborhood. According to *The Oregonian*, the Timberlee on SW 38th Place was one of the most prosperous of the 13 apartment complexes it examined in its story, with 97 percent of its 214 units rented.

The Timberlee Apartments are still around today. While none of the units are currently for rent, according to Apartments.com, rents in the area run from about \$1,000 for studios and one-bedroom units to \$1,300 and more for two-bedroom and larger apartments. By today's standards, the Timberlee seems modest, and a bit dated, rather than luxurious.

The Timberlee apartments are typical of those that were built around the country in the 1960s and 1970s. As I've chronicled, similar vintage apartments in the Atlanta suburb of Marietta, started life as the preferred housing of (mostly white) young couples and singles, but as they aged, became so affordable that they constituted low-income housing. The city spent \$65 million of taxpayer money to buy and demolish these apartments, displacing hundreds of families.

A second clipping goes back just more than a century, to Christmas Day, 1910, when Portland was enjoying a small construction boom—interestingly, triggered by the advent of a tougher building code that would have made apartments more expensive or impossible to build in some neighborhoods. Just as with today's **inclusionary housing ordinance**, there was a land rush as developers filed for building permits in advance of the deadline.

The 1910 article plays up the luxury of the new dwellings under construction.

The purpose of the builds is to establish a model for high-class apartments... The building will follow the latest style of construction in vogue in New York, and will embody the extreme of luxury with every possible attention given to comfort. Some new features in the way of modern conveniences will be introduced, the aim being to attract the desirable class of patrons, those

who will be willing to pay as high as \$150 a month for the five and six room apartments which they house will contain.

One of the new luxury apartment buildings constructed in 1910 was the Belmont Court, on the city's growing East Side. Plans called for a modern 24-unit apartment building with a range of conveniences.

Some fine dwellings of this class are being planned for the East Side. MacNaughton & Raymond have designed for E. L. Taylor a three-story brick veneer apartment-house 50x100, to be built at East Fifteenth and Belmont Streets and to cost \$30,000. It will have seven three-room apartments on each floor and 24 in all, including the janitor's quarters and two other suites in the basement.

More than a century later, the Belmont Court building still stands. In fact, two of its apartments are for rent just now. According to Zillow, average apartment rents in Portland are about \$1,600 per month. With studio apartments renting at just under \$1,100, they're not exactly cheap, but they cost less per square foot than newly built units, and with a Walk Score of 92, there located in a neighborhood where one can conveniently live without a car.

Another interesting historical change. Described as three-room apartments when

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They were built, the Belmont Court
apartments are **today described as studios.**

They have a separate living area, kitchen and bathroom (each of which, a century ago, merited counting as a separate room). In an era when a large fraction of urban residents were boarders in boarding houses, a private kitchen and bathroom may indeed have been a luxury.

New housing is almost always built for and sold to the high end of the marketplace. It was that way 100 years ago and 50 years ago. But as it ages, housing depreciates and moves down market. The luxury apartments of two or three decades ago have lost most of their luster, and command relatively lower rents. And the truth is, that's how we've **always generated** more affordable housing, through the process that economists call "filtering." And the new self-styled "luxury" apartments we're building today will be the affordable housing of 2040 and 2050 and later.

What causes affordability problems to arise is when we stop building new housing, or build it too slowly to cause aging housing to filter down-market. When new high-priced housing doesn't get built, demand doesn't disappear, instead, those higher-income households bid up the price of the existing housing stock, keeping it from becoming more affordable. Which is why otherwise prosaic 1,500-foot **ranch houses in Santa Monica** sell for a couple of million bucks, while physically similar 1950's era homes in the rest of the country are either now highly affordable—or candidates for demolition.

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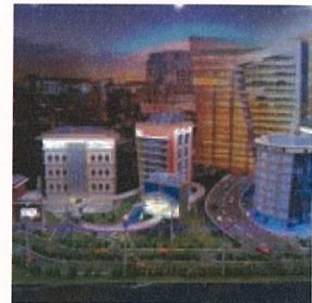
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Peter O. Watts

1750 SW Harbor Way Ste 380, Portland, OR

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What If Hip Hop Can Make Architecture And Planning Better?

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