

Group 4 - Information for Discussion Leaders

PROGRAM PLANNING for the year - June 1, 2022 - May 31, 2023

Monday, January 24, 2022, at 10 am on Zoom

Discussion Leaders: **Wynne Furth** and **Linda Mantel**

LIVABILITY ISSUES

Topics for discussion:

- Urban growth management (residential in-fill building, on site apartment parking, housing for homeless people)
- Green construction codes (considering environmental and affordable housing issues)
- Transportation safety

On January 24th, your group will look at the following LWVUS and LWVPDX positions regarding the 3 topics for discussion and will make a recommendation to **retain** as is, **drop** the position, **update** the position, **restudy** it or recommend a new **study** of it. You will also be able to recommend topics for Civic Education programs, for formation of an Interest Group and for Action Committee consideration.

Included with this information are a copy of the League's **Definitions** of terms for 2022-2023 and your group's **Report Form** to be completed by one of the discussion leaders and returned to units@lwvpdx.org.

LWVUS positions

Urban Policy

Resource Management

Environmental Protection and Pollution Control

Meeting Basic Needs (Transportation and Criteria for Housing Supply)

LWVPDX positions

Affordable Housing Financing and Administration

Metropolitan Transportation

Urban Growth Management

If you have a topic for which there is no LWVUS or LWVOR or LWVPDX position, the League cannot advocate for public policy or legislative changes on that topic. If your group believes we need a position on a topic, you may recommend a study or a concurrence with a position from another state or local League. Your recommendation must be approved by the League membership before it is accepted.

Here is the link to the most recent LWVUS positions:

<https://www.lwv.org/sites/default/files/2020-12/LWV-impact-2020.pdf>

To read more about the history of each position and other positions, click on this link to the LWVUS Impact on Issues; then click on the page # of the LWVUS position you want to see.

LWVUS POSITIONS

Urban Policy

The League's Position Statement of Position on Urban Policy, as announced by the National Board, June 1979 and revised by the National Board in 1989:

The League of Women Voters of the United States believes that it is in the national interest to promote the well-being of America's cities. Sharply targeted federal assistance to distressed cities should be central to this policy. The federal government should give highest priority in urban policy to measures that enhance the economic base of cities.

The League also favors supplementary federal aid for cities in distressed fiscal condition and grants for program areas as strategies to counter the problems of hardship cities. The fiscal health of cities depends on the active cooperation of all levels of government.

The federal government should provide incentives to encourage states to take an active role in promoting the fiscal viability of their cities. The League is committed to an urban environment beneficial to life and to resource management in the public interest.

Resource Management

The League's Position Resource management decisions must be based on a thorough assessment of population growth and of current and future needs. The inherent characteristics and carrying capacities of each area's natural resources must be considered in the planning process. Policy makers must take into account the ramifications of their decisions on the nation as a whole as well as on other nations. To assure the future availability of essential resources, government policies must promote stewardship of natural resources. Policies that promote resource conservation are a fundamental part of such stewardship. Resources such as water and soil should be protected. Consumption of nonrenewable resources should be minimized. Beneficiaries should pay the costs for water, land, and energy development projects. Reclamation and reuse of natural resources should be encouraged. The League believes that protection and management of natural resources are responsibilities shared by all levels of government.

The federal government should provide leadership, guidance, and financial assistance to encourage regional planning and decision making to enhance local and state capabilities for resource management. The League supports comprehensive long-range planning and believes that wise decision-making requires:

- Adequate data and a framework within which alternatives may be weighed and intelligent decisions made;**
- Consideration of environmental, public-health, social, and economic impacts of proposed plans and actions;**
- Protection of private property rights commensurate with overall consideration of public health and environmental protection;**
- Coordination of the federal government's responsibilities and activities;**
- Resolution of inconsistencies and conflicts in basic policy among governmental agencies at all levels;**

- **Regional, interregional, and/or international cooperation when appropriate;**
- **Mechanisms appropriate to each region that will provide coordinated planning and administration among units of government, governmental agencies, and the private sector;**
- **Procedures for resolving disputes;**
- **Procedures for mitigation of adverse impacts;**
- **Special responsibility by each level of government for those lands and resources entrusted to them;**
- **Special consideration for the protection of areas of critical environmental concern, natural hazards, historical importance, and aesthetic value; and**
- **Special attention to maintaining and improving the environmental quality of urban communities.**

Environmental Protection and Pollution Control

The League's Position The League supports the preservation of the physical, chemical, and biological integrity of the ecosystem and maximum protection of public health and the environment.

The League's approach to environmental protection and pollution control is one of problem solving. The interrelationships of air, water, and land resources should be recognized in designing environmental safeguards. The League's environmental protection and anti-pollution goals aim to prevent ecological degradation and to reduce and control pollutants before they go down the sewer, up the chimney, or into the landfill. The League believes that although environmental protection and pollution control are responsibilities shared by all levels of government, it is essential that the federal government provide leadership and technical and financial assistance.

The federal government should have the major role in setting standards for environmental protection and pollution control.

Other levels of government should have the right to set more stringent standards. Enforcement should be carried out at the lower levels of government, but the federal government should enforce standards if other levels of government do not meet this responsibility. Standards must be enforced in a timely, consistent and equitable manner for all violators in all parts of society, including governmental units, industry, business, and individuals. Environmental protection and pollution control, including waste management, should be considered a cost of providing a product or service. Consumers, taxpayers and ratepayers must expect to pay some of the costs. The League supports policies that accelerate pollution control, including federal financial assistance for state and local programs.

The League supports:

- Regulation of pollution sources by control and penalties;**
- Inspection and monitoring;**
- Full disclosure of pollution data;**
- Incentives to accelerate pollution control; and**
- Vigorous enforcement mechanisms, including sanctions for states and localities that do not comply with federal standards and substantial fines for noncompliance.**

See the detailed League History to see the year the League adopted positions of various aspects of this Environmental Protection and Pollution Control position.

Meeting Basic Human Needs

The League's Position Statement of Position on Meeting Basic Human Needs, as revised by the National Board, January 1989, based on positions reached from 1971 through 1988:

The League of Women Voters of the United States believes that one of the goals of social policy in the United States should be to promote

self-sufficiency for individuals and families and that the most effective social programs are those designed to prevent or reduce poverty. Persons who are unable to work, whose earnings are inadequate, or for whom jobs are not available have the right to an income and/or services sufficient to meet their basic needs for food, shelter, and access to health care. The federal government should set minimum, uniform standards and guidelines for social welfare programs and should bear primary responsibility for financing programs designed to help meet the basic needs of individuals and families.

State and local governments, as well as the private sector, should have a secondary role in financing food, housing, and health care programs. Income assistance programs should be financed primarily by the federal government with state governments assuming secondary responsibility.

Preventing and Reducing Poverty In order to prevent or reduce poverty, LWVUS supports policies and programs designed to:

- **increase job opportunities;**
- **increase access to health insurance; provide support services such as childcare and transportation;**
- **provide opportunities and/or incentives for basic or remedial education and job training;**
- **decrease teen pregnancy; ensure that noncustodial parents contribute to the support of their children.**

Access to Health Care LWVUS believes that access to health care includes the following: preventive care, primary care, maternal and child health care, emergency care, catastrophic care, nursing home care, and mental health care as well as access to substance abuse programs, health and sex education programs, and nutrition programs.

Access to Transportation LWVUS believes that energy-efficient and environmentally sound transportation systems should afford better access to housing and jobs and will continue to examine transportation policies in light of these goals.

League History

After adopting the Meeting Basic Human Needs position in 1988, the League reorganized the Social Policy program in 1990. This reorganization combined several existing positions to address the basic needs of all people for food, shelter, and access to health care and transportation.

Here is the link to the most recent LWVPDX positions:

<https://lwvpdx.org/wp-content/uploads/2021/09/LWVPDX-Positions-Sept-2021.pdf>

LWVPDX positions

Affordable Housing Financing and Administration (1981)

The League of Women Voters of Portland supports:

- Retention of single-room-occupancy (SRO) housing units and support by the City of Portland for rehabilitation for existing units;**
- Retention of downtown low-income housing supported by federally subsidized loans, Community Development Block Grants (CDBG), and federal rent subsidies;**
- Encouragement of privately developed, middle-income housing downtown through incentive low-interest loans;**
- Avoidance of building closures for building and fire code violations by:
a) establishment of a hearings officer position with authority to enforce the code and, b) provision of low-interest loans to building owners for complying with code;**

- Consolidation of information on the availability and location of subsidized housing in a master list, which could be located with Home Forward (formerly named Housing Authority of Portland);
- Sufficient housing expertise within the Planning Commission to facilitate effective attention to housing issues in Portland.

As a general policy, the League of Women Voters of Portland does not favor city acquisition of buildings for low-income housing or SRO units. Only if all other means for retaining low-income housing or buildings of historical importance have failed, should the city purchase such property. The League recommends that some entity other than the city administer buildings acquired in this manner. The League favors financing of any such building acquisitions by tax increment funds, housing and Community Development Block Grants or revenue bonds.

Urban Growth Management (2000, revised 1994, 1992)

The Leagues of Women Voters of Portland and Clackamas County support the concept of the Urban Growth Boundary (UGB), including designation of urban reserve lands for future needs. The UGB should be difficult to change to ensure well-managed growth. Metro should work closely with local jurisdictions to ensure that funding is identified for planning, infrastructure, and services to urban reserves. Requests for amendments to the UGB should be allowed from Metro, counties and cities with jurisdiction, and landowners. Notice of proposed

amendments should be provided to the petitioners, affected property owners, cities and counties, neighborhood associations, and the Land Conservation and Development Commission (LCDC). In addition, notice must be published in local newspapers. Public hearings should be held at all stages of the amendment process, including the city/county level before that governing body makes its recommendation, the Metro hearings officer, the Metro Council before its final decision, and the Metro Council when it hears an appeal. Notice of public hearings should be sent at least 30 days before the scheduled hearing.

The Leagues of Women Voters of Portland and Clackamas County support the concept of Regional Urban Growth Goals and Objectives. We support the development and maintenance of functional wildlife and recreation corridors to create metropolitan greenspace. We also support retention and development of wellplanned economic communities, which can include the following components: a mix of housing options, employment, social services, industry, and amenities. Existing urban land should undergo continuous redevelopment and infill where appropriate.

Metropolitan Transportation (1998, revised 1994, 1987, 1977)

Transportation of People. The Leagues of Women Voters of Portland and Clackamas County support a metropolitan mass transportation system which is regional, serving all surrounding communities. The system should be integrated into a well-planned metropolitan community and should be a help in preserving the vital city core. It should be a means of

equal access for drivers, non-drivers, students, elderly, and handicapped to metropolitan areas, especially to those areas of high employment. The system should be designed with consideration for economy of land use and should not significantly add to sight, sound, or air pollution, nor destroy the livability of the area involved. It should be competitive in convenience, duration and quality of ride with private cars to reduce traffic congestion. The system should be efficient and economical, with attention to cost control and financing; it should be flexibly financed. We believe financing for a metropolitan mass transportation system should be from a combination of national, state and regional sources. We support diversion of designated gasoline tax funds and use of motor vehicle license fees for mass transit, recognizing that this may mean an increase in these taxes. We support vehicle taxes based on energy efficiency. Keeping in mind special considerations for special categories of service, we believe that mass transit riders should contribute toward the cost of their ride through fare differentials for different levels and types of service. We support a no-fare system within the city core. In order to shift emphasis from automobile use to mass transportation, we endorse peripheral parking instead of additional core parking. To increase efficiency, small mass transit vehicles whenever feasible should be used for neighborhood districts and outlying communities; better use should be made of buses off-peak hours, and mass transit routes should enable movement directly from one outlying area to another. Bicycle racks should be located at park and ride stations. We favor continual public education with respect to the mass transit system, conservation and efficient use

of energy by public and private transportation, and traffic safety.

Transportation of Goods. The Leagues of Women Voters of Portland and Clackamas County support the transportation of goods by a variety of modes, realizing the unique capabilities of each mode. Whenever possible, and taking into consideration the commodity and situation, we encourage the use of the most economic and energy-efficient mode, and also the use of multi-modal transportation systems. We believe that communities should have access to some mode of transportation for goods.

Transportation Routes. Transportation routes must be an integral part of all land use planning. Planning for the location and construction of transportation routes must weigh all social and environmental costs, including economy of land use, fuel shortages, and sight, sound and air pollution. Individual citizens and neighborhood groups must be kept informed and insured input and active participation in the planning, development and operation of any transportation program, especially for their own area. To minimize overlapping of functions, governmental agencies should coordinate transportation planning.

TriMet. The TriMet Board of Directors should be appointed by the governor with consideration of regional recommendations and broad district representation. The directors should be compensated for board-approved, out-of-district expenses. TriMet should continue to be a separate entity and should work with the regional government for

planning and resource utilization. We support a payroll tax within the TriMet service district boundaries, that is broadly based and is equitably shared between employer and employee.

This information, updating the city's policies re residential in-fill building from Donna Cohen, Chair of the LWVPDX Housing Interest Group, was sent to HIG participants on December 22, 2021

Residential Infill Project - Part 2 Proposed Draft available for public review and comment

What are the key project proposals? Find out with the new online interactive RIP2 Map App tool.

Over the past year, Bureau of Planning and Sustainability staff have been developing a proposal for middle housing in areas of Portland's single-dwelling zones that were not covered by the Residential Infill Project (RIP). This effort, Residential Infill Project - Part 2 (RIP2), will put the City of Portland in compliance with the state's HB2001 requirements for middle housing in all residential zones.

Now staff has released a Proposed Draft for public review and formal testimony to the Planning and Sustainability Commission. The RIP2 Proposed Draft includes **10 key proposals**. The **first six** replicate provisions that were adopted for the R2.5, R5 and R7 zones with the

Residential Infill Project - Part 1 and extends these to the low-density R10 and R20 zones. The **last four proposals** apply to all the single-dwelling residential zones and: a) add two new possible infill housing types; b) modify the constrained sites overlay zone, which limits where certain types of infill would be allowed; and c) create a streamlined land division process

to enable middle housing units to be located on their own lots for easier homeownership options.

Proposal

Apply Residential Infill Project options to R10/R20 zones:

1. Establish new building size limits.
2. Allow Duplexes on all lots.
3. Allow Triplexes/Fourplexes in certain areas.
4. Allow a House with 2 ADUs or a Duplex with 1 ADU in certain areas.
5. Allow Fourplexes up to Sixplexes, if half the units are “deeply affordable.”
6. Require a unit be “visitable” when 3 or more units are on a lot.

Amendment to all single-dwelling zones:

7. Allow Attached Houses in certain areas.
8. Allow Cottage Clusters in certain areas.
9. Apply the ‘z’ overlay to environmentally fragile and natural hazard areas.
10. Codify an expedited process to create Middle Housing Land Divisions.

You can learn more about these proposals by reading the staff report, the proposed code amendments or by watching one of the two recorded information sessions.

There was a hearing on Dec 14 but there will be another chance for public comment in March. Meanwhile:

What's next?

After the public hearing, the PSC deliberates and makes a recommendation to City Council

After the PSC public hearing on December 14, the Planning and Sustainability Commission will meet again on January 11, 2022, to discuss what they heard and any potential changes they would like to make to staff's proposals in response to public testimony.

After deliberating on the proposals, the PSC will send a formal recommendation to City Council (the Recommended Draft) around February of next year. Council will hold another public hearing before making the final decision on RIP2 in the Spring 2022.

The package of amendments must be adopted by June 30, 2022, to meet the state's compliance-mandated deadline.

More about the Residential Infill Project - Part 2

RIP2 addresses several outstanding mandates in the State's middle housing bill HB2001, which was passed in 2019. This bill requires Metro cities to allow duplexes on all lots where single homes are allowed as well as other types of middle housing (triplexes, fourplexes, attached houses and cottage clusters) in many residential areas.

While the Residential Infill Project - Part 1 addressed higher density residential zones (R2.5 to R7), the second part will apply to the rest of the residential zones, including Portland's larger lots in outlying areas (R10 and R20). RIP2 will also create new standards for attached houses and cottage clusters for all single-dwelling zones.

Another recently passed piece of housing legislation, Senate Bill 458, requires cities to allow applicants to divide middle housing units so that each unit is on its own lot and can be owned separately.

For more information, visit the [project website](#) or contact project staff at residential.infill@portlandoregon.gov or 503-823-1105.

GREEN BUILDING POLICY - City of Portland

WHEREAS, conventional development and construction practices deplete natural resources and cause air and water pollution, solid waste, deforestation, toxic wastes, health hazards, climate change, and other negative consequences; and

WHEREAS, buildings account for more than one-third of the nation's energy use, 30 percent of greenhouse gas emissions and waste output; and

WHEREAS, the increasing urgency of climate change, rising energy prices and a fragile economy pose serious threats to Portland's ability to thrive, now and in the future; and

WHEREAS, green building complements existing policies related to development and natural resource conservation including solid waste, recycling, and composting policies, sustainable procurement policies, the Stormwater Management Manual, 1 Percent for Green Streets, the Climate Action Plan, the Portland Plan, the Transportation Systems Plan, the Economic Development Strategy, and Metro 2040 Framework Plan; and

WHEREAS, sustainable development practices present a major economic development opportunity for Portland and Oregon; and

WHEREAS, preserving historic buildings, structures and materials is a key aspect of sustainability; and

WHEREAS, the City of Portland recognizes its responsibility to implement, continue, and promote building practices that protect human health and the quality of the air, water, and other natural resources; reduce construction practices that negatively impact native fish, vegetation, wildlife, and other ecosystems; and minimize human impact on local and worldwide ecosystems; and

WHEREAS, the United States Green Building Council has, in a national collaborative process, created the Leadership in Energy and Environmental Design (LEED) green building certification program that recognizes best-in-class building strategies and practices; and

WHEREAS, Earth Advantage is a green building certification standard and rating system for the design, construction, and operation of high-performance small commercial and multifamily buildings developed and maintained by Earth Advantage Institute; and

WHEREAS, Living Building Challenge is a green building certification program that is a pathway for regenerative design and includes imperatives in seven performance areas: site, water, energy, health, materials, equity, and beauty; and

WHEREAS, Salmon-Safe provides guidance for public agency land managers, site developers, and designers interested in developing and operating sites that demonstrate environmental stewardship by minimizing watershed impacts; and

WHEREAS, in 1999 the City Council accepted the Green Building Options Study and Green Building Initiative to develop an inter-bureau effort to implement green building standards for all City design, construction, operation, and maintenance practices; and

WHEREAS, in 2001, Resolution 35956 established the City's Green Building Policy to require all new City facilities to register and certify at the LEED Certified level and incorporate green building strategies into tenant improvement and operation and maintenance practices; and

WHEREAS, in 2005, Resolution 35956 revised the City's Green Building Policy to raise the certification level of new City facilities to LEED Gold, require ecoroof coverage on new and replacement roofs, and define inter-bureau efforts to support community-wide green building practices; and

WHEREAS, in 2009, Resolution 36700 revised the City's Green Building Policy to clarify and enhance its content to support implementation and project management; and

WHEREAS, in 2013, Resolution 37034 directed exploration of opportunities to advance bird-friendly building design and management practices into City plans, policies and programs, including the Green Building Policy for City-owned facilities; and

WHEREAS, the City of Portland has designed and/or constructed eleven LEED-registered projects and numerous green remodel, tenant improvement, ecoroof, and public infrastructure projects; and

WHEREAS, the City of Portland seeks to improve understanding and compliance with this Policy, retain its leadership in green building policy implementation, and respond to advances in the green building industry

NOW, THEREFORE, BE IT RESOLVED, that the City of Portland Green Building Policy is adopted with the attached [Exhibits and Appendices](#); and

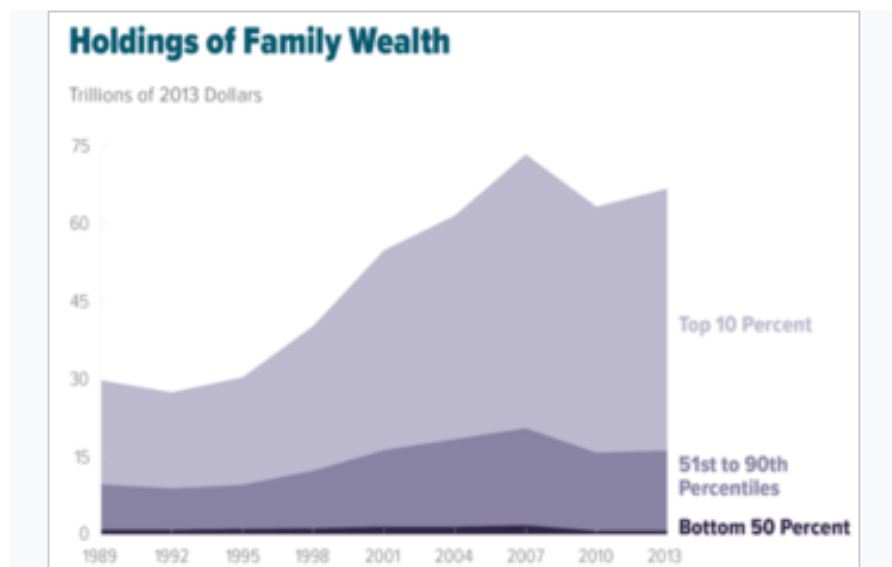
BE IT FURTHER RESOLVED that the City of Portland shall finance and staff its green building projects at a level suitable to meet the policy requirements; and

BE IT FURTHER RESOLVED that the appendices of this Resolution may be updated by the Bureau of Planning and Sustainability with consent of affected bureaus and offices; and

BE IT FURTHER RESOLVED that this resolution is binding City policy and supersedes the prior Green Building Policy (2001), 2005 update adopted by Resolution 35956, and 2009 update adopted by Resolution 367

Wealth inequality in the United States

(To read the whole article, go to Wikipedia - Wealth inequality in the United States)



CBO Chart, U.S. Holdings of Family Wealth 1989 to 2013. The top 10% of families held 76% of the wealth in 2013, while the bottom 50% of families held 1%. Inequality increased from 1989 to 2013.^[1]

Wealth inequality in the United States, also known as the **wealth gap**,^[2] is the unequal distribution of **assets** among residents of the **United States**. Wealth commonly includes the values of any homes, automobiles, personal valuables, businesses, **savings**, and **investments**, as well as any associated debts.^[3] As of Q3 2019, the top 10% of households held 70% of the country's wealth, while the bottom 50% held 2%.^[4] From an international perspective, **the difference in US median and mean wealth per adult** is over 600%.^[5]

Federal Reserve data indicates that from 1989 to 2019, wealth became increasingly concentrated in the top 1% (>\$11 million) and top 10% (>\$1.2 million), due in large part to

corporate stock ownership concentration in those segments of the population; the bottom 50% own little if any corporate stock.^[6] The gap between the wealth of the top 10% and that of the middle class is over 1,000%; that increases another 1,000% for the top 1%.

Although different from [income inequality](#), the two are related. More recently, in 2017, an [Oxfam](#) study found that only eight people, six of them Americans, own as much combined wealth as half the human race.^{[7][8][9]}

A 2011 study found that US citizens across the [political spectrum](#) dramatically underestimate the current level of [wealth inequality](#) in the US, and would prefer a far more [egalitarian](#) distribution of wealth.^[10]

Wealth is usually not used for daily expenditures or factored into household budgets, but combined with income, it represents a family's total opportunity to secure stature and a meaningful standard of living, or to pass their [class status](#) down to their children.^[11] Moreover, wealth provides for both short- and long-term financial security, bestows social prestige, contributes to [political power](#), and can be leveraged to obtain more wealth.^[12] Hence, wealth provides mobility and agency—the ability to act. The accumulation of wealth enables a variety of freedoms, and removes limits on life that one might otherwise face. A September 2014 study by [Harvard Business School](#) declared that the growing disparity between the very wealthy and the lower and middle classes is no longer sustainable.^[13]

(To read the whole article, go to Wikipedia - [Wealth inequality in the United States](#))