

ANNUAL
REPORT
2007

Transit-Oriented DEVELOPMENT AND Centers PROGRAM



METRO



Council President
David Bragdon



Councilor Rod Park
District 1



Councilor Carlotta Collette
District 2



Councilor Carl Hosticka
District 3



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METRO

People places • open spaces

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Auditor – Suzanne Flynn

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

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Transit-Oriented Development and Centers Program

ANNUAL REPORT 2007

Under the rally cry, “Planning is not enough”, Metro’s Transit - Oriented Development Implementation Program (TOD Program) set out in the mid-nineties to provide public policy makers, private developers, and citizens of the region built examples of growing “up, not out,” and to demonstrate the potential of public-private partnerships for placemaking-- an ethereal mixture of principled urban design, commerce, and the human desire for physical community.

After only a decade of operation, the TOD Program has been instrumental in the completion of many of the regions’ most important TODs and has acquired key opportunity sites at light rail stations. Moreover, because the TOD Program has been actively engaged in the design and construction of real projects, it has had the opportunity to tease out, then remove obstacles relating to the creation of transit villages, main streets and mixed-used urban centers.

The first section of this *2007 Annual Report* provides an overview of the Program, its objectives, benefits, customers, funding history and milestones. The second section constitutes a compilation of statistics. The metrics used are a direct response to a request by Councilor Robert Liberty, the TOD Program’s liaison to the Metro Council. The third and final section describes the Program’s administration, governance, cost-benefit analysis used to evaluate potential projects, and the funding mechanisms most frequently employed to fund projects.

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North Main Village

AWARDS & RECOGNITION

Center Commons

AIA / HUD National Mixed Use Project Award

Central Point

Governor's Livability & Design for Best TOD Award

The Crossings

Multi-housing News Best Transit-Oriented Design Award

North Main Village

Oregon Downtown Development Association Pioneering Award

Bside 6

AIA Portland Unbuilt Merit Award 2007

PROGRAM OVERVIEW

Program Context

Metro's growth management plan, the 2040 Growth Concept, calls for the region to grow up rather than out, away from farm and forest land by limiting expansion and focusing growth around the region's 44-mile MAX Light Rail Transit (LRT) line, along frequent bus corridors and in mixed-use urban centers. The TOD/Centers Program pursues the Growth Concept by providing public investments to developers to build more intensely and with higher attention to creating a walkable environment than the market would complete on its own. A TOD or Centers development will result in a higher share of travel from transit, walking and biking and a lower percent by an automobile.

In a survey of the Merrick, a TOD project in the Lloyd District, only 53% of the travel trips generated were by auto, compared to 87% for the balance of the region; 60% of the residents state they drive a little to a lot less and 70% use transit a little to a lot more. On commute to work or school, only 44% of the residents regularly use a private vehicle. Clearly, travel behavior can be dramatically influenced by the shape of the community surrounding transit.

Planning allows, but does not cause certain development patterns. Metro or a local government may choose a course of regulation and/or public incentives to achieve desired results. Metro through the TOD/Centers Program uses public investment to help shape desired development.

In essence, the TOD Program attempts to "push the envelope." For example, if the real estate market at an LRT station area or center will typically support building three stories, the Program pushes for four stories. If the market supports four stories, the Program pushes for five stories, etc. Similarly, the Program pushes for single-use projects to become mixed-use projects and encourages lower parking ratios.

The TOD Program is the only Metro program that attempts to influence development by delivering "bricks and mortar" rather than providing traditional planning and regulation. It has been in existence since 1998, has already funded 29 projects, helped bring 17 projects to construction or completion, and has 9 more in design and development. The Centers Implementation Program, which was initiated in 2004, has already resulted in 3 different projects, which are included in that total; one completed (Milwaukie North Main); one under construction (Watershed in Hillsdale); and one in design and development (Milwaukie-Texaco).

Metro's TOD Program is the first in the United States that used federal transit administration funds to acquire a TOD development site for private development. The program was featured in the British Broadcasting Corporation's (BBC) series, "The World's Best Public Services," in August 2006 and shown worldwide.

Program Benefits

The TOD Program encourages private-sector construction of higher-density, mixed-use projects near transit stations, with pedestrian amenities. The primary benefit is that the Program helps shape the community for increased transit, walking or biking. Other benefits include:

- Greater cost effectiveness for transit-related expenditures - national studies have shown that development of projects like those encouraged under the TOD Program are 8 to 14 times more cost-effective than building additional light rail transit lines. The Program is also cost-effective compared to conventional congestion mitigation measures, such as new LRT construction, freeway expansion and vanpools.
- Improved air quality and reduced auto traffic congestion by developing more “urban-scale” buildings with reduced parking ratios and ready access to transit. Studies indicate that, compared to typical suburban development, transit oriented development, can reduce traffic congestion and air pollution by up to 25 to 50 percent.
- Enhanced economic development – transit-oriented development attracts consumers, businesses and social services to areas surrounding LRT stations.
- Enhanced housing and transportation options - the Program seeks to encourage mixed-use and mixed-income development next to transit.
- Enhanced livability - Metro’s regional growth management plan concentrates population and job growth within designated regional and town centers. The LRT system serves most centers, including downtown Portland, Gateway, Hillsboro, Beaverton and Gresham, and is anticipated to serve Milwaukie and Clackamas as well. Thus, Metro estimates that residents of a TOD project will be provided convenient and inexpensive access to most of the region’s major locations of jobs, services and trade centers.

Program Customers

Metro’s TOD Program provides services to a variety of customers and partners that are internal and external to the agency including:

- Private developers
- Lending institutions
- Tenants/owners in TOD Projects
- Transit riders
- Public at large
- Metro Council
- TOD Steering Committee
- Local jurisdictions
- State agencies
- Federal Transit Admin.
- TriMet

The developer’s role in the partnership is to secure financing, and build, rent/sell and maintain the project. Each partner, private and public, expects to receive a return on investment. For the developer, the return is often the developer's fee and net profits from managing the project. For the public agency, the return may be a lease or sale amount for the land or the implementation of public policy, such as new ridership, reduced traffic congestion and area redevelopment. For Metro, the return is vibrant mixed-use communities in designated centers and station communities, a concrete affirmation of its growth vision.

PROGRAM RESULTS 1997-2007



Housing Units: 2514
Affordable:
758 @ 80%
359 @ 60%
15 @ 30%



Office: 783,737 s.f.



Retail: 438,436 s.f.



Relieves Pressure on the Urban
Growth Boundary

TOD Projects = 80 acres
If conventional
Development = 587 ac.
Acres saved = 507 ac.

FY 2006-07

PROJECTS COMPLETED

The Crossings
Gresham Civic

North Main Village
Milwaukie

Pacific University
Hillsboro

Burnside Rocket
Central Eastside, Portland

CONSTRUCTION STARTED

The NEXUS
Hillsboro

The Beranger
Gresham Downtown

The Watershed
Hillsdale

DEVELOPERS SELECTED ON METRO SITES

Milwaukie Town Center

**Gresham Civic
Neighborhood South**

**Gresham Civic
Neighborhood North**

Program Timeline

TOD Program milestones from the period of 1995 from before the Program commenced through 2009 are shown in **Appendix A**. The timeline depicts both TOD Program milestones (below timeline), which focus on policy proclamations and Metro Council enactments of operating enabling legislation and Project milestones (above timeline), which focus on the successful employment of new joint development tools, the acquisition of "opportunity sites," and the implementation milestones of major projects.

Major Accomplishments This Year - FY 2006-07

- Construction was completed on The Crossings project, a five story mixed-use project located at the MAX station in Gresham's new civic neighborhood; the market rate apartments were well received, leased quickly and currently has a waiting list.
- Construction was completed on North Main Village, a mixed-use project including 64 affordable apartments, 33 market rate condominiums, storefront retail, and a rain garden. The presence of new residents and businesses is adding vitality to historic downtown Milwaukie.
- Construction was completed on the Pacific University Health Professions Campus building located along the MAX line in Hillsboro. This 5 story, 104,000 square foot mixed-use building includes the Virginia Garcia Health Clinic and a café at the street level with four floors of classrooms above.
- Construction was completed on the Burnside Rocket, a four story mixed-use project located on East Burnside at 11th Avenue. The developer has applied for LEED certification at the Platinum level.
- Construction started on the Nexus, 422-unit housing project with ground floor retail that creates a link between the original Orenco Station community on Cornell Road and the MAX light rail station a half of a mile south.
- Construction started on The Beranger, a four-story mixed-use project with market rate condominiums, a green roof, and street front retail located in downtown Gresham near its future performing arts center.
- Construction started on The Watershed, a four-story mixed-use project with affordable senior housing above retail located on a former brownfield in the Hillsdale town center in SW Portland.
- Completed development offering, selected a developer, and started predevelopment work on the Milwaukie Town Center Project.
- Completed development offering, selected developers, and started predevelopment work on the Gresham Civic Neighborhood mixed-use south of the station and mixed-use north of the station.

Major Accomplishments This Year (continued)

- Acquired 1.90 acres NE of the Gresham Civic MAX Station in the Gresham Civic Neighborhood for the site of a future anchor tenant use such as a grocery store, small department store, or retail with office above.
- Demolished and decommissioned the former Olson Brothers' Texaco gas station on the Milwaukie Town Center site.
- Three entirely new projects were selected for funding through TOD easements: an affordable housing and mixed-use project - NE 82nd Avenue Place; an innovative mixed-use office and retail project – Burnside 6; and an infill mixed-use project in historic Gresham- NW Miller and 3rd.
- The Salvation Army Site project had been previously approved as a land acquisition; instead, it was privately acquired and approved for TOD easement funding as a mixed-use brewpub restaurant and condominium project.
- Russellville Commons III was approved as a mixed-use project with housing for active seniors and ground floor retail; the TOD Program committed to support this final development phase of Russellville Commons when the overall master plan was developed.
- As administrative housekeeping actions, five projects were slated for cancellation because they are no longer viable. In most cases, the developers who originally requested TOD Program support are no longer interested in redeveloping the sites (Candice Commons, Gresham; Metro Access, Washington County; and The Madison, Portland.) In another case, the project scope has changed (Beaverton Round Phase III.) In some cases, site control was never established and the interested developers are no longer actively pursuing the project (Denver/Kenton Loan, Portland; 162nd & E. Burnside, Portland; and Hollywood Trifecta, Portland)
- During this period, the Program selected 9 new developers who had not previously worked with the TOD/Centers Program.
- Projects were approved and construction initiated in six centers. Since its inception, the Program has projects located within a total of ten centers throughout the region.
- Prepared study scope, issued RFP, and commissioned Johnson Gardner LLC to conduct empirical research on the pricing effects of Urban Living Infrastructure on mixed use residential development.
- The Get Centered! material on the “Relationship Between Parking and Density” prepared by TOD staff has been used by the University of Wisconsin and Claremont University in course work.
- Numerous academic institutions have interviewed the TOD Program the past year, including the University of Maryland, for an EPA study on TODS, University of Wisconsin, and others.

FY 2006-07

LAND ACQUIRED & SITES PREPARED

**Gresham Civic Anchor
Tenant**

**Milwaukie Town Center
demolition &
decommissioning**

PROJECTS APPROVED

**NE 82ND Avenue Place
Portland**

**Burnside 6
Central Eastside, Portland**

**NW Miller & 3rd
Gresham Historic Downtown**

**Salvation Army Site
Gresham Historic Downtown**

**Russellville Commons III
Gateway Regional Center,
Portland**

STUDIES

**Urban Living
Infrastructure
Johnson Gardner**

**The Merrick Travel
Behavior Survey
PSU**



The private market will not build high density and mixed-use projects in most centers unless it is economically feasible to build “up” rather than to build “out.”



Gresham Civic Southwest



Westgate Theater Demolition

Issues and Challenges

Over the past few years, there has been a palpable increase in public enthusiasm and market momentum for development of compact, mixed-use centers. Market demand for smaller, higher density residential units has been demonstrated in a growing number of suburban centers including Gresham, Milwaukie, Lake Oswego, and Hillsboro, as well as on urban main streets such as Alberta, Belmont, and Hawthorne Boulevard. However, the private market will not build high density and mixed-use projects in most centers unless it is economically feasible to build “up” rather than to build “out.” Mid-rise housing development will require achievable sales pricing in the range of \$300 to \$350 per square foot for condominiums, increasing to \$400 to \$450 per square foot for high-rise construction. The construction cost gap has widened between wood frame over concrete vs. a reinforced all concrete building. The result is attempting projects more than five stories in most suburban centers will be more difficult. Achievable pricing for parking would need to be in the range of \$20,000 to \$40,000 per space if sold, or \$200 per month if leased to support structured parking.

The regional for-sale housing market cooled in 2006–07, increasing developers’ carrying costs and decreasing sales revenues. With construction costs continuing to rise at an alarming rate, mixed-use projects have been even more financially challenging. Increased public investment may be needed in order to make projects feasible. In the region more developers turned to constructing market rate rental housing and away from condominium housing. TOD/Centers projects typically have many other sources of funding, but State funding limitations are decreasing project investment from sources such as the Community Incentive Fund (CIF). The recent instability of the secondary mortgage markets has raised the most recent danger signs. If rates increase substantially, many potential buyers simply will not be able to secure a loan.

Despite the decrease in the pace of condominium sales, many suburban centers seem to be poised for possible mixed-use projects with the proper public investment. The timing is right to take the TOD and Centers Implementation Program to the next level: developers and local leaders are becoming more enthusiastic and the technical challenges of mixed-use development are becoming more broadly understood. It is important to build on this energy, and to ensure the momentum continues even as the market conditions become less favorable. Program expansion would help strengthen local real estate markets to the point where higher density condos will become financially feasible in some centers without further public investment. Other projects for mixed-use or higher density market rate rentals and affordable ownership units may still require public financing in those markets. Public financing will continue to be necessary to support a healthy blend of rental and ownership housing. The public is a critical partner and needs to increase its investment in higher density mixed-use development and the supporting amenities and services within walking distance of housing.

Objectives for Next Year

[Per Metro Budget for 2007-08]

- Assist 1-3 local communities to attract/enhance a farmers' market or grocery store, locally owned restaurants, theater, theater restaurant, and/or a local arts initiative in order to catalyze main street development, bolster local entrepreneurial activity, and help create a place for higher density housing.
- Identify and pursue strategies for creating an increased, long-term revenue stream to support development of the TOD & Centers Implementation Program and be less reliant and more flexible than Metropolitan Transportation Improvement Program (MTIP) funding.
- Collaborate more extensively with select local communities (Gresham, Milwaukie, Beaverton, and Hillsboro) by providing a broader range of services and development tools in order to build communities, not just individual projects.
- Complete construction on the Nexus mixed-use project located on Cornell Road between Orenco Station and the MAX station.
- Attempt to secure an important project at the Orenco MAX Station to better connect Orenco Village and all of the development near Cornell Road to the MAX station.
- Complete construction on The Beranger in downtown Gresham.
- Complete construction on The Watershed in the Hillsdale town center.
- Complete predevelopment work on the four projects in the Gresham Civic Neighborhood, including a station building, new plaza, and mixed-use development.
- Complete predevelopment work on the Milwaukie Town Center Project.
- Complete predevelopment work on the Hillsboro Central project in downtown Hillsboro.
- Select a developer and start predevelopment work on the Westgate Regal Cinema site project in Beaverton.



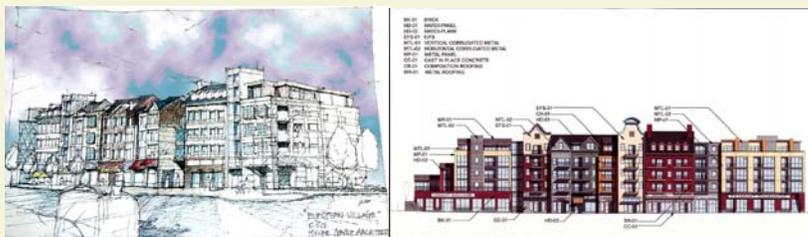
Westgate Site



The Beranger



Developer Kevin Cavanaugh,
Metro Councilors,
TOD Steering Committee and
Staff



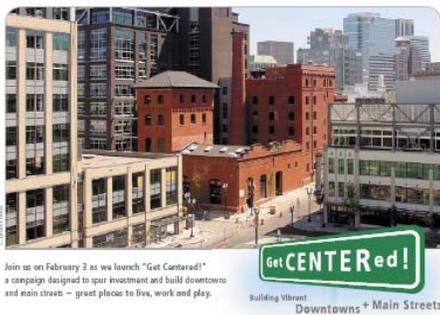
Design Phases of The Crossings



Metro President Bragdon & Councilor Liberty Tour “The Rocket”



2040 Growth Concept



Get Centered!

Program Funding

The primary source of funding for the TOD Program is from federal funds distributed every two years through the Metropolitan Transportation Improvement Program (MTIP). The funds fall under the Regional Flexible Funds category along with bike trails, transit, and other projects. MTIP funding is exchanged with TriMet local funds in order to facilitate timely expenditure in a manner conducive to public/private partnership projects. Other funding sources to date have included CMAQ funds, direct FTA funds and earmarks, local government funds and interest earned. These local funds have included Metro general funds, local general funds, urban renewal funds, system development charge revenues, land sale proceeds, and Business Energy Tax Credits.

Relation to New Look

The New Look effort was launched as part of the Long Range Planning Division’s efforts to evaluate progress on 2040 goals including the performance of designated centers throughout the region. Through discussions with the TOD Steering Committee, Metro Council, and Long Range Planning and TOD Program staff, it was determined that the TOD Program could enhance performance of 2040 centers by focusing more resources in fewer areas. This “focus centers” approach will: use a strategy of repeated investment to achieve “lift-off;” include more integrated planning department role with participation from both TOD/Centers Program staff and New Look staff in Long Range Planning; involve an integrated approach to attempting to lift barriers to centers development; and will help local governments build the capacity to carry program objectives forward. The end result is hoped to be development of some centers to a higher level and also development of more reliable local government resources to continue the effort.

Areas of Operation

TOD projects are eligible within a ¼ mile of the light rail, streetcar or commuter rail station and within 800 feet of a frequent bus stop. Projects in the urban centers are eligible if located within any of the seven designated regional centers, 30 town centers, and the Portland City Center.

Future Opportunities

During the last Metro Council review, a panel of development experts suggested that TOD Program funding needed to be increased to total \$5 - \$10 million per year and be sustained for ten years in order to catalyze the real estate markets in centers to reach self-sustaining levels of reinvestment. In the past MTIP cycle, the combined TOD/Centers funding was increased to \$2.5 million per year. The TOD Program needs to increase, diversify and stabilize its funding, while utilizing program resources in the most effective manner possible.

Future Opportunities [continued]

In the coming year, staff will seek authorization from the TOD Steering Committee and Metro Council to test two new Program approaches to further improve TOD Program effectiveness. The first is to designate "Focus Centers" where there will be repeated investments in order to help create a visible sense of market momentum, and attract other investments. A broader set of implementation support services and strategies would be provided in Focus Centers by collaborating with other Metro programs, including New Look and Nature in Neighborhoods.

The second new approach will be to implement an "Urban Living Infrastructure" program in order to improve the economic feasibility of mixed use development in Focus Centers. A recent Metro-commissioned study by Johnson Gardner, a leading Northwest real estate and land use economics consulting firm, provides new empirical evidence about the positive effects of urban living infrastructure (such as specialty grocers, cinemas, bookstores, cafes) on housing prices. Having urban living infrastructure within walking distance adds value to the residential experience, which in turn raises the value of residences. Improving urban living infrastructure in a center benefits the broader neighborhood as a whole by raising achievable pricing for housing within walking distance of the center. Using pro-forma analysis, Johnson Gardner demonstrated that having urban living infrastructure in place could change the market conditions of a center so that mid-rise buildings become economically feasible where they were not before. Metro's new evidence-based strategy of investing in the urban living infrastructure would begin as a pilot program, funded with \$600,000 of interest earned on TOD funds since the Program inception.

The combination of investing in urban living infrastructure and increasing the number of people living in a center is economically self-reinforcing, and improves the financial viability of future compact, mixed use projects. Improving the urban living infrastructure helps to close the financial gap in projects by increasing the rents or sales revenues. Constructing additional residential units increases the customer base for specialty grocers, restaurants, cafes, and other local urban living infrastructure businesses. The TOD Program will continue to fund compact, mixed use projects so people can live and work closer to transit, in walkable urban centers. Metro's purchase of a TOD easement or land value write down helps to close the financial gap in projects by reducing net construction costs.

Other areas that have been discussed for broader Metro funding for Centers include a fund for amenities infrastructure (plaza, woonerfs, and streetscape), conventional infrastructure (pavement and pipes) and a creation of a developer equity loan fund. The TOD Program is also interested in being certain that there is a Metro sponsored program for funding affordable housing in TODs and Centers, whether or not this specific program is administered by the TOD/Centers Program. The Program will also examine the future make up and the role of the TOD Steering Committee in 2040 implementation.



Lake Oswego Farmers' Market



Northwest 23rd Avenue Placita



North Main Village Rain Garden



North Main Village



Buckman Terrace



Milwaukie Town Center Demolition

PROGRAM STATISTICS

Completed Projects

As shown in Table 1, eleven projects have been completed to date with the assistance of the TOD Program. Of those one was initiated by Metro with a land purchase and the remaining ten included Metro's acquisition of TOD/Centers easements. Projects have ranged from mixed-use housing and commercial to office and restaurant uses. A project summary list is provided in Appendix B, which includes completed and active projects.

Table 1. Completed Projects

Project Name	TOD Project Funding
Buckman Terrace	100,000
Center Commons	* 1,108,157
Central Point	60,000
GCN SE - The Crossings I	** 876,317
Milwaukie North Main Village	560,528
N. Flint Infill	30,851
Pacific University	200,000
Russellville Commons I & II	325,000
The Merrick	200,000
The Rocket	275,000
Villa Capri	42,000
Total	\$ 3,777,853

* Center Commons net project cost was \$322,157; \$776,000 was received from land sale proceeds.

**Metro also contributed \$450,000 in land value to The Crossings. The net capital cost of the project is \$1,076,317 after deducting the estimated \$250,000 value of a buildable residual parcel retained in Metro ownership.

Active Projects

The TOD Steering Committee has authorized \$2.85 million in funding in support of projects that have yet to be completed but are either in the design/development stage or under construction. These projects are listed in Table 2.

Table 2. Active Projects – Easements

Project Name	Location	Status	TOD Funds Spent/ Allocated
82nd Avenue Place	Portland	design development	\$ 225,000
Burnside 6	Portland	design development	50,000
Killingsworth Station	Portland	design development	250,000
NW Miller & 3rd	Gresham	design development	345,000
Salvation Army Site	Gresham	design development	265,000
Metro Air Rights Study	Portland	inactive	28,000
Nexus	Hillsboro	under construction	301,475
Russellville Commons III	Gateway-Portland	under construction	175,000
The Beranger - loan	Gresham	under construction	300,000
The Beranger - grant	Gresham	under construction	285,335
The Round	Beaverton	under construction	200,000
The Watershed	Hillsdale	under construction	<u>230,275</u>
		Total	\$2,855,085

Table 3 presents a list of Metro initiated projects where Metro has purchased sites and/or is a joint landholder with the local jurisdiction. The level of TOD Program financial participation has not yet been determined for these future development projects.

Table 3. Active Projects – Metro sites

Project Name	Location	Status	Land Costs
GCN Civic Anchor Tenant	Gresham	Design development	\$ 592,500
GCN NW Parcel	Gresham	Design development	2,235,068
GCN Civic SW Parcel	Gresham	Design development	1,435,183
GCN – The Crossings Phase II	Gresham	Design development	250,000
Milwaukie Town Center	Milwaukie	Design development	812,000
Westgate Site	Beaverton	Developer selection	2,000,917
Wells Fargo Site	Hillsboro	RFP/Q Development	<u>656,630</u>
		Total	\$ 7,982,298

In addition to the projects listed above, Metro is actively involved in the design and development of the Gresham Civic Transit Station (\$2 million.)



The Rocket



Central Point



Metro Councilor Carl Hosticka With Beaverton Mayor Rob Drake at the Westgate Acquisition Ceremony

Program Expenditures

The TOD Program is expected to have expended \$17,344,541 in support of transit-oriented development and Centers projects from inception through June 2007. As shown in Figure 1, of those funds expended, \$7,952,798 has been on land acquisition for key sites and the remaining \$5,199,320 was spent on easements on projects initiated by other partners (private, public, non-profit). In addition \$4,192,423 has been spent on operating costs including consultants, project soft costs, and Metro overhead charges. Operating costs have increased over time as more projects have been authorized and as TOD Program activities have shifted from land acquisition to property disposition, which has higher demands on staff time due to coordination and involvement with local jurisdictions and community members. In addition, technical assistance and advocacy work, such as Get Centered! has increased as the TOD Program has grown over time.

Figure 1. Program Expenditures

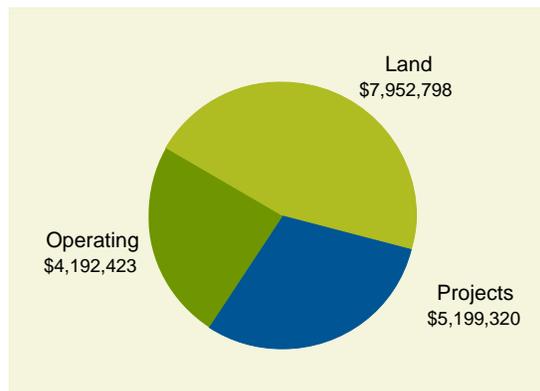
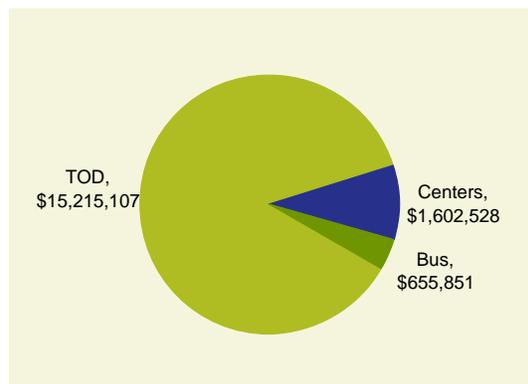


Figure 2, below, shows the total funds of \$17,473,486 have been spent to date or allocated to approved projects for expenditure through FY09; TOD Program operating costs are not included. The three categories of eligible Program activity are: transit oriented development (TOD), frequent bus (Bus), and 2040 plan designated regional or town centers (Centers). Frequent bus and Centers were added to the TOD Program Work Plan in 2005.

Figure 2. Expenditures by Program Activity



The TOD Steering Committee and Metro Council have authorized funding for a number of projects which were later cancelled, terminated or did not come to fruition for a variety of reasons. These projects reflect the effort of the TOD Program to fund transit oriented development throughout the Metro region. TOD Program staff are in the process of officially terminating funding for these projects through TOD Steering Committee action.

TOD Program land acquisition investments have been distributed across the region in the cities of Beaverton, Gresham, Hillsboro and Milwaukie. A total of over \$8.4 million has been expended to purchase 21.7 acres, at an average cost of \$8.80 per square foot. These land values reflect the fact that higher density mixed-use projects are not yet economically feasible without public partnerships (the rule of thumb in land economics is that developers will build on parking and other uses when land value exceeds the cost of constructing a platform. In the Portland region, this is currently at \$50.00 to \$65.00 a square foot). The significant amount of land acquisition costs in Gresham are due to the Gresham Civic Neighborhood acquisitions of 4 key properties: The Crossings (completed), Northwest Parcel, Southwest Parcel, and the Anchor Tenant parcel. Gresham Civic Neighborhood presented a unique opportunity for the TOD Program to develop a complete mixed-use community adjacent to a transit stop because two factors converged: 1) availability of nearly 100 acres of vacant land on both sides of the future transit station, and 2) availability of funds (\$2,250,000 being reallocated from a previous funding commitment for The Beaverton Round to prevent the project from going into bankruptcy, and \$1,315,000 from the City of Gresham reallocated from other Gresham controlled projects). As a result, the land acquisition costs are out of proportion to other communities. Figure 3 below shows land acquisition costs by jurisdiction.

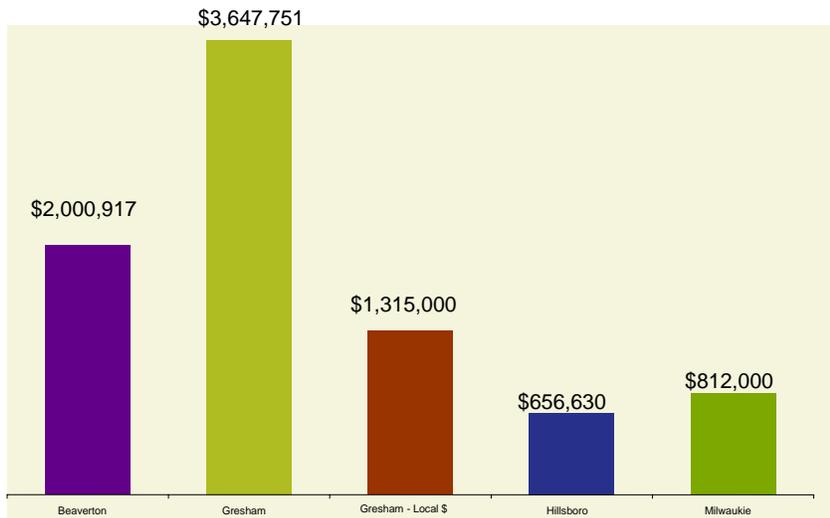


The Crossings



The Rocket
Chesterfield Tour

Figure 3. Land Acquisition Costs by Jurisdiction



Councilor Rex Burkholder at 82nd
Avenue Place Groundbreaking



Councilor Brian Newman with Mayor Jim Bernard, Councilor Carlotta Colette and other dignitaries at the Grand Opening for North Main Village



The Nexus



Milwaukie Town Center North Main Partners Concept Sketch

Figure 4 below presents cumulative funding by jurisdiction for all approved projects (figures are in addition to land acquisition costs.) The funding totals include funds already spent and the balance of funds allocated for each project by the TOD Steering Committee.

Figure 4. Development Project Funding by Jurisdiction

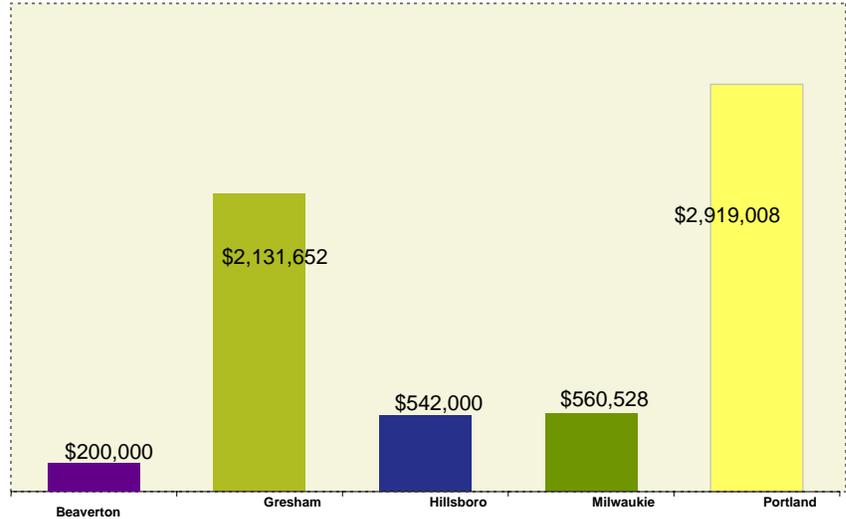


Table 4 below lists all funded projects, status, jurisdiction, developer, and the allocated funds. **Appendix B** includes a more detailed summary for each project and **Appendix C** shows a map of the TOD Program eligible areas and project locations.

Table 4. Development Projects Funded

Project Name	Status	Jurisdiction	Developer Selected	Spent/ Approved
Beaverton Round Phase I, II, III	Active	Beaverton	Dorn Platz	200,000
Westgate Site	Active	Beaverton	-- to be determined --	*
Central Point	Complete	Gresham	Peak Development	60,000
Gresham Civic Anchor Tenant	Active	Gresham	CenterCal	**
Gresham Civic NW Parcel	Active	Gresham	CenterCal	**
The Crossings	Complete	Gresham	Peak Development	***876,317
Gresham Civic SW Parcel	Active	Gresham	Rossman	**
NW Miller & 3rd	Active	Gresham	Tokola Properties	345,000
Salvation Army Site	Active	Gresham	400 Roberts Place LLC	265,000
The Beranger - loan	Active	Gresham	Rossman	300,000*
The Beranger – grant	Active	Gresham	Rossman	285,335
Nexus	Active	Hillsboro	Simpson Housing	300,000
Pacific University	Complete	Hillsboro	Pacific University	200,000
Villa Capri West	Complete	Hillsboro	Tualatin Valley Housing	42,000
Milwaukie North Main Village	Complete	Milwaukie	KemperCo	560,528
Milwaukie Town Center	Active	Milwaukie	Main Street Partners	**
82nd Avenue Place	Active	Portland	Innovative Housing Inc.	225,000
Buckman Terrace	Complete	Portland	Prendergast McNamara)	100,000
Burnside 6	Active	Portland	Marrs & Faherty	250,000
Center Commons	Complete	Portland	Lenar Affordable Hsng	
N. Flint Infill	Complete	Portland	Jerry Nordquist	30,851
Russellville Commons I & II	Complete	Portland	Rembold Properties	325,000
Russellville Commons III	Active	Portland	Rembold Properties	175,000
The Merrick	Complete	Portland	Trammel Crow	200,000
The Rocket	Complete	Portland	Kevin Cavanaugh	275,000
The Watershed	Active	Portland	Community Partners for Affordable Housing	<u>230,000</u>
			Total	\$6,353,188

* Metro invested \$2.0m in land acquisition costs at Westgate and may reduce the land sale price to the developer in order to achieve specific public benefits that are not currently supported by the market.

** Developers have been selected for these projects on Metro TOD property, but the level of TOD project funding has not yet been determined.

*** Metro also contributed \$450,000 in land value to The Crossings. The net capital cost of the project is \$1,064,567 and \$216,750 of BETC tax credit revenue after deducting the estimated \$250,000 value of a buildable residual parcel retained in Metro ownership.

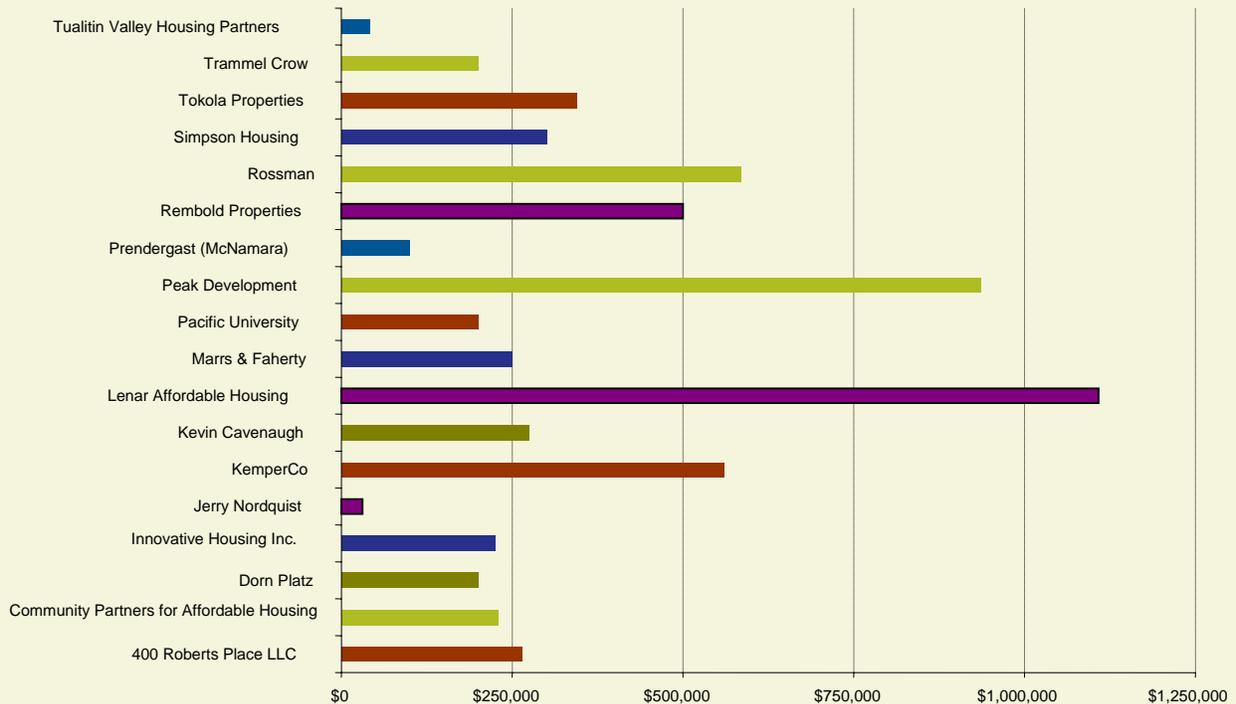
**** Center Commons net project cost was \$322,157; \$776,000 was received from land sale proceeds.



**Metro Councilor Rod Park
at The Beranger**

The TOD Program is also actively engaged in the planning, design, and development of the Gresham Civic Transit Station located in the heart of Civic Neighborhood. TOD Program staff, TriMet, the City of Gresham, and private development partners are working together to ensure that the station and adjacent development are developed in a coordinated manner that maximizes the unique opportunity presented by the station location. The station project has allocated funds totaling \$2,000,000. Figure 6 below shows TOD Program funds spent or allocated by development entity. Note that many developers create separate LLC's for each individual project to protect existing projects and/or assets and may also have different partners in the separate corporations. TOD Program staff are currently negotiating with the developers of Gresham Civic (CenterCal and Rossman Development), which are not represented in Figure 5 as development agreements have not been finalized nor have project funding commitments been approved.

Figure 5. TOD Program Funding Development Entity



Notes:

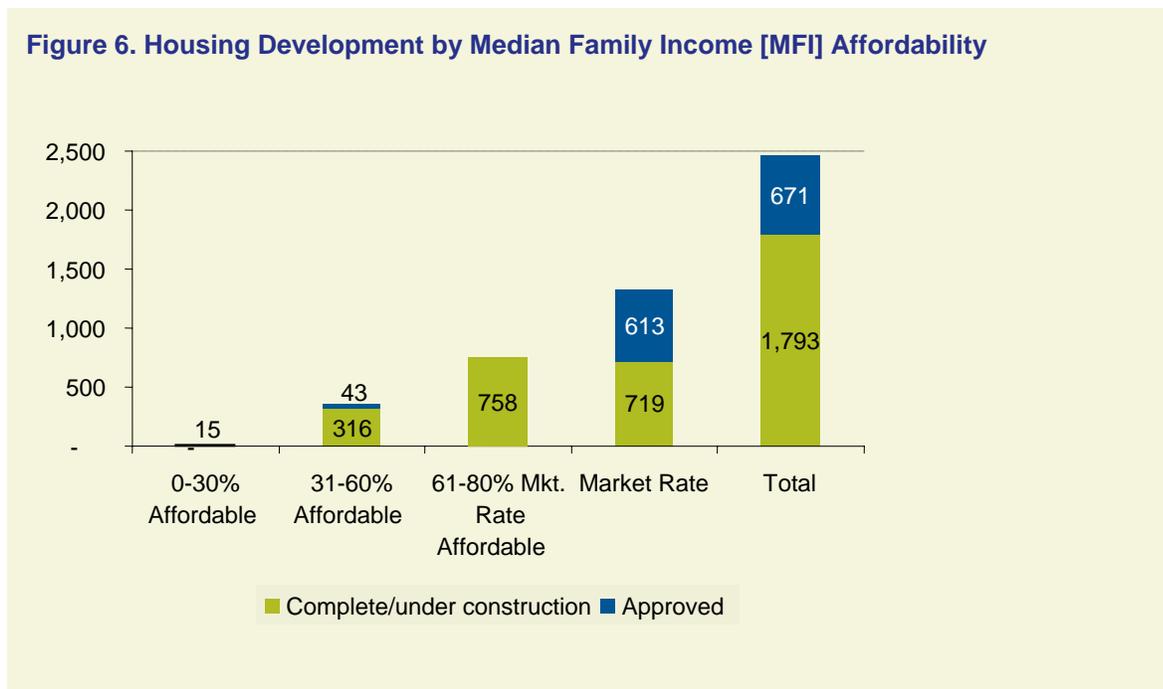
- 1) The managing principal in KemperCo was previously the project manager for Lenar Affordable Housing.
- 2) Peak Development total includes two projects: Central Point and The Crossings. Rossman is principle in Peak Development and the sole managing developer in Rossman Development Corp.

Program Results

TOD Program results are highlighted in Table 5 for projects already completed or now under construction, for approved projects, and for total anticipated Program results.

	Completed or under construction	Approved projects	Totals
<u>Housing Units</u>			
Affordable - 30%	0	15	15
Affordable - 60%	316	43	359
Market Rate Affordable - 80%	758	-	758
Market Rate	719	663	1,382
Total	1,793	721	2,514
<u>Commercial</u>			
Office SF	560,537	223,200	783,737
Retail SF	193,700	244,736	438,436
Total	754,237	467,936	1,222,173
<u>Induced Riders Per Day</u>			
	2,317	822	3,139

Figure 6 below presents the total number of housing units completed broken down by market and affordability levels.





Metro Councilors Robert Liberty and Brian Newman at North Main Village



Metro Councilor Katheryn Harrington at Pacific University, Hillsboro



Former Councilor Susan McLain at the Nexus Ground Breaking

PROGRAM ADMINISTRATION

Staff

The TOD Program currently has authorized five full time staff positions including a Program Manager, Assistant Manager, Senior Development Project Manager and two Associate Development Project Managers.

Governance

The TOD steering committee is responsible for approving projects within criteria established by the Metro Council. Members of the steering committee include representatives of the Governor's Office (chair), Department of Environmental Quality, Oregon Department of Energy, Department of Land Conservation and Development, Oregon Housing and Community Services Department, Tri-Met, Metro Council, Oregon Department of Transportation, Oregon Economic Development Department, and Portland Development Commission. Once the Steering Committee takes action on a project a 7-day notice is sent to the Metro Council. The Council has the option to reconsider the Steering Committee action within 7 days. The current steering committee membership is listed below:

- Mark Ellsworth – Chair Governor's office
- Robert Liberty- Metro Council
- Tamira Clark -Oregon Department of Transportation
- Meg Fernekees - Dept. of Land Conservation & Development
- Vince Chiotti - Oregon Housing & Community Services
- Dave Kunz - Oregon Department of Environmental Quality
- Vacant - Oregon Economic Development Department
- Jillian Detweiler - Tri-Met
- Cheryl Twete/Byron Estes - PDC

TOD Work Plan and Funding Mechanisms

The work plan describes the operating parameters for the various TOD Program elements, project selection criteria, Program operation and other Program activities and details. The Work Plan was adopted March 1998 to authorize the creation of the TOD Program and subsequently revised four times to expand and refine Program activities.

The TOD Program utilizes three main strategies to incent and facilitate transit-oriented development projects: 1) buying land to develop future transit oriented projects, and 2) purchasing transit-oriented development easements on projects requesting funding, 3) provision of site improvements (plaza, etc.) When the TOD Program jointly purchases land with a local jurisdiction, such as Hillsboro, Beaverton and Milwaukie, a partnership is created to undertake an RFP or RFQ process to select a developer for the site. Both methods use the increase in projected transit ridership which results in a capitalized farebox revenue figure and the anticipated cost premiums associated with higher density mixed-use projects to determine the level of Program funding for each project.

Additionally activities include the following:

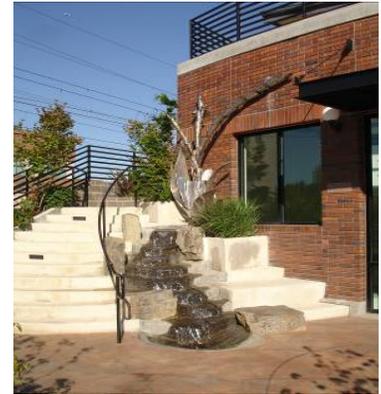
- A small Green Building program (utilizing Business Energy Tax Credits) supports green building elements such as green roofs, innovative storm water features, and other sustainable elements.
- Education, Advocacy and Technical Assistance to local jurisdictions throughout the region. By providing expertise on a variety of topics such as parking and downtown revitalization these activities are directly related to centers development and strengthen Metro and the TOD Program's partnerships in the region.
- Small Projects and Loans, and Unsolicited proposals. These three mechanisms are used to increase the agility of the TOD Program and have been used to form strong public private partnerships when land acquisition or TOD easements are not feasible or practical.

Cost-Effectiveness Analyses

The TOD Program evaluates the cost effectiveness of a higher density transit oriented project compared to a base case development scenario that reflects what current market conditions would support. The difference in ridership generated by each project provides a metric for evaluating the cost effectiveness of a proposed project.

The ability of the project to create an environment where people choose to ride transit, walk or bike more often, and to drive less, is of primary concern in evaluating proposed projects. Empirical research shows that people make different travel mode choices depending upon the mix of building uses, proximity to good transit, and the urban form of an area. For example, Metro Travel Behavior Study found that the percentage of trips made by transit was more than ten times higher (11.5%) in areas with mixed-use urban form and good transit, compared to others areas in the region (1.2%). National research data on the number of trips associated with different building uses [referred to as trip generation data] is combined with the regional data on travel mode splits by urban form to calculate the "induced ridership" that would result from construction of the proposed TOD project, compared to the base case scenario.

"Cost per induced rider" is routinely modeled to provide a normalized basis for evaluating the cost-effectiveness of the proposed project, and comparing it to other investment alternatives. The direct TOD project funding amount (the capital cost) and a 15% allowance for TOD soft costs (the operating cost) are included; an annual cost is calculated using FTA's standard of a 30 year expected life for building structures. The annualized cost divided by the number of induced transit riders per year determines the "cost per induced rider." The TOD Program's costs per induced rider compares extremely well with other transportation investment strategies.



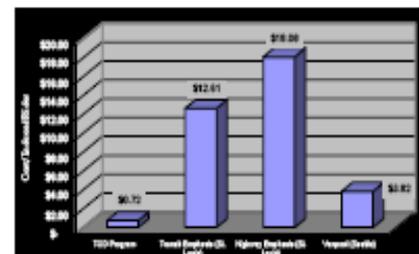
The Crossings Rain Garden



North Main Village Rain Garden



The Beranger Eco-roof



TOD Cost per Induced Rider Lower Than Alternative Investments



**North Main Village
Rain Garden Waterflower**

The additional farebox revenue that result from induced ridership over the 30-year expected life of the project provides a monetary measure of TOD project benefits. Recommended project funding does not generally exceed the net present value of future farebox revenues, which means that TOD Program funds invested are generally earned-back by the transit system in less than the first 30 years of operations.

The TOD Program analyzes the additional costs (cost premiums) associated with each specific proposed project, compared to the base case project. The construction methods required for mixed-use buildings are more expensive than single use buildings. Cost premiums may include: fire wall separations between commercial and residential uses; underground, structured, or tuck-under parking; fire stairs; sprinkler systems; moment frames; elevators; extraordinary foundation work; and associated design and engineering work. TOD Program staff determine the dollar value of each cost premium in a proposed project, and the cost premium total becomes another benchmark against which project funding levels are evaluated. Recommended project funding does not generally exceed the total value of cost premiums.



Gresham Civic Neighborhood Proposal, Southwest Parcel

TOD Program & Project Milestones: 1995-2009

APPENDIX A



Program Milestones

Appendix B

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COMPLETED PROJECTS

Buckman Terrace Apartments



The developer was planning to build 16 row houses on this site. With a TOD Program funding commitment, the developer changed the plan to 122 units of housing and a ground floor restaurant on that same parcel. This was developed in an area of car lots and a mattress sales business. The developer is also a first time developer to the TOD Program.

Project location:

NE 16th Ave. & NE Sandy Blvd., Portland

Developer

Pendergast & Associates/Ed McNamara

Architects:

Hennebery Eddy Architects

Project size:

0.83 acres

Mixed uses:

Mixed-use building: 122 market rate affordable apartments, 2,000 SF class A retail, structured parking very low (.65) parking ratio

Total project costs:

\$ 7.2 million

TOD Program funding:

\$100,000

Project status:

Completed 2000

Center Commons



This was the first project in the United States funded with FTA funds where the property was bought and sold in the same escrow to achieve a land value write-down. It won a National AIA HUD Award for mixed-use and was featured in, "Urban Land" magazine for its sustainable "woonerf" or plaza.

Project location:

NE 60th Ave. & NE Glisan St., at the MAX station, Portland

Developer:

Lennar Affordable Housing/Thomas Kemper

Architects:

Vallaster and Corl Architects; Otak Architects

Project size:

3.78 Acres

Mixed uses:

Mixed-use, mix-income project: 172 senior apartments, 60 affordable family apartments, 56 market rate apartments, 26 for sale row houses, 1,500 sq. ft. class A retail, child care center

Total project costs:

\$30.4 m

TOD Program funding:

\$1,108,157 total cost less \$776,000 in land sale proceeds resulted in a \$332,157 net cost

Project status:

Completed 2000

COMPLETED PROJECTS [continued]

Central Point



These 22 units were developed on a typical suburban single family lot size of 1/4 acre. Central Point has the highest density (82 units per acre) and the lowest parking ratio of any housing project (.8 to 1) in Gresham. It achieved the highest rents in Gresham when it opened and won the Governor's Livability award for design excellence. We often use this project to demonstrate to a community that it is all about design and not density.

Project location:

302 NE Roberts St., Gresham

Developer

Peak Development

Architects:

Myhre Group Architects

Project size:

0.28 acres

Mixed uses:

Mixed-use building: 22 market rate workforce apartments, 3,000 SF class A retail, tuck-under parking

Total project costs:

\$2.3 m

TOD Program funding:

\$60,000

Project status:

Completed 2004

The Crossings



This is the first larger scale, mixed-use project in Gresham. At 76 feet in height, this is the tallest building in Gresham. It is designed to appear as a series of separate buildings. It has the first underground parking for a private development in Gresham and was featured in the BBC "World's Best Public Services Program," in August of 2006. The apartments are 100% leased and have a waiting list. It demonstrates that there is a pent up demand for denser "loft style" rental housing in suburban markets.

Project location:

NW Civic Drive, south of the MAX tracks, Gresham

Developer:

Peak Development

Architects:

Myhre Group Architects

Project size:

1.5 acres

Mixed uses:

Mixed-use building: 81 market rate and workforce apartments, 20,000 SF class A retail, underground structured parking

Total project costs:

\$ 14.2 m

TOD Program funding:

\$876,317. The net capital cost of the project is \$ 1,109,567 including \$750,000 land cost net of the estimated \$250,000 value of a buildable residual parcel retained in Metro ownership, and \$216,750 in anticipated Building Energy Tax Credit revenues.

Project status:

Completed 2006

COMPLETED PROJECTS [continued]

North Main Village



North Main Village was the first mixed-use, mixed-income project in downtown Milwaukie. It was also the first project funded from the Urban Centers Program, which was established by the Metro Council in 2004.

Project location: 10554 SE Main Street. Milwaukie
Developer: KemperCo
Architects: Myhre Group Architects
Project size: 1.90 acres
Mixed uses: Mixed-use development: 64 affordable apartments; 33 market rate condominiums, flats and townhomes; and 8,000 SF retail
Total project costs: \$ 14.0m
TOD Program funding: \$555,000 long-term low interest loan
Project status: Completed 2006

North Flint



North Flint demonstrated Metro's agility and low program overhead by working with a small developer on a small project.

Project location: 2124 N. Flint Avenue, near frequent bus stop, Portland
Developer: Jerry Norquist
Project size: 0.11 acres
Architects: Sum Design Studio
Mixed uses: Mixed-use building: 2,800 SF office for Cycle Oregon
1,236 s.f. of warehouse; 5 residential units ; no parking
Total project costs: \$ 0.82 m
TOD Program funding: \$30,851
Project status: Completed 2006

COMPLETED PROJECTS [continued]

Pacific University



The Pacific University project is distinguished by: creating an urban scaled campus next to transit in historic downtown Hillsboro; class rooms above ground floor retail and services; and extensive education and incentive program for students and faculty to use MAX. This project has the lowest cost per induced transit ride of any TOD/Centers project in the entire system.

Project location:

222 SE 8th Avenue, on MAX , Hillsboro

Developer:

Pacific University / Gerding Edlen Development

Project size:

0.88 acres

Mixed uses:

Five-story vertically mixed-use building including class rooms, health and physical therapy clinics, and ground floor retail open to the general public.

Total project costs:

\$ 30.0m

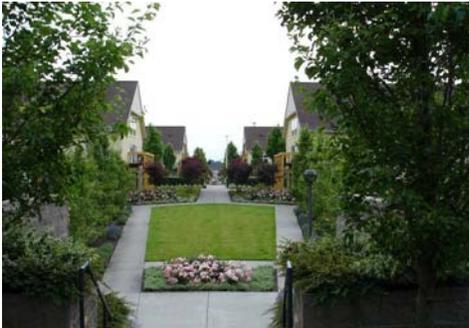
TOD Program funding:

\$200,000

Project status:

completed 2007

Russellville Commons I & II



Russellville Commons has the largest number of housing units in a TOD built by single developer on the entire 42 miles of MAX. It was also the first higher density housing in the Gateway Regional Center, with a total of 576 units developed in three phases. There is also a central green commons that connects the entire project to the MAX light rail station.

Project location:

SE 102nd Ave. & E. Burnside St., at the MAX station, Portland

Developer:

Rembold Properties

Architects:

MCM Architects

Project size:

10.1 acres

Mixed uses:

Multi-phase mixed-use development: 283 market rate rental apartments with tuck under parking in phase I; and 154 senior independent living units in a 5 story building in phase II, and 139 units in Phase III organized around a central green that connects to the transit station.

Total project costs:

\$ 60.0 m

TOD Program funding:

\$325,000

Project status:

Phase I and II completed 2002

COMPLETED PROJECTS [continued]

The Merrick



The Merrick is the highest density housing project in the TOD Program: 198 units per acre. Two separate developers were used in partnership: CE John, a prolific commercial developer who often develops one to two story commercial; and Trammell Crowe, a successful housing developer. Use of light gauge steel for the structure resulted in very low "hard" construction costs (less than \$80.00 per square foot). A Portland State University study of resident's travel behavior found a nearly half (47%) of all trips were made by transit, walking, or biking, leaving only 53% by auto.

Project location:

1239 NE MLK Blvd. , near Convention Center MAX station, Portland

Developer

CE John/Trammell Crowe

Architects:

Robert Leeb Architects

Project size:

0.9 acres

Mixed uses:

Mixed-use building: six-story apartment above 15,000 SF ground floor retail; 185 apartments; 206 structured parking spaces

Total project costs:

\$ 24.0 m

TOD Program funding:

\$200,000

Project status:

Completed 2005

The Rocket



The Rocket is a major catalyst project appealing to "edgy tenants" in an area of disinvestment; first new office outside downtown core to be built with no parking. It is seeking LEED Platinum certification and will become the first such building in the TOD/Centers Program. The project was 100% leased before completion because of edgy design and developer savvy. It was the first TOD project to use frequent bus criteria adopted by the Metro Council in 2004. It is also the first building to be built over Portland public sidewalk right of way in decades. Additionally, the Rocket includes sliding art panels (made by local artists) as window shutters.

Project location:

E. Burnside St. at NE 12th Ave., Portland

Developer:

Kevin Cavanaugh

Architect:

Kevin Cavanaugh

Project size:

0.09 acres

Mixed uses:

Mixed-use building: 16,037 SF of commercial including restaurants and creative office space

Total project costs:

\$ 4.1 m

TOD Program funding:

\$275,000

Project status:

Completed 2007

COMPLETED PROJECTS [continued]

Villa Capris



The Villa Capris is a higher density residential project located in suburban Hillsboro at the MAX station. The TOD Program purchased an easement to offset the cost of the elevator to achieve higher density and maintain ADA standards for 100% of units; very low parking ratio in suburban location.

Project location:

Corner of SE 12th & SE Washington, at the MAX Station, Hillsboro

Developer

Tualatin Valley Housing Partners

Project size:

0.49 acres

Mixed uses:

Higher density (45 du/acre) residential: 20 affordable apartments

Total project costs:

\$ 2.4 m

TOD Program funding:

\$42,000

Project status:

Completed 2002

ACTIVE PROJECTS

82nd Avenue Place



The 82nd Avenue Place project is located on a recycled freeway off-ramp, and is the first mixed use development in this area.

Project location:

Developer:

Architects:

Project size:

Mixed uses:

NE 82nd avenue & NE Broadway Street, one block from MAX station, Portland
Innovative Housing, Inc.

LRS Architects

1.16 net buildable acres

Mixed-use development: Three and five-story buildings; 58 affordable rental units for incomes of 30 to 50% and 15 homeless families; and 5400 SF ground floor commercial and child care.

Total project costs:

\$ 12.3 m

TOD Program funding:

\$225,000

Project status:

Under construction; completion expected 2009

Beaverton Round



The Beaverton Round is most distinguished by its urban design: mixed-use buildings hug a large circular public plaza, with the MAX light rail transit station located in the middle. The image is considered to be an archetype of what a TOD should look like. Built on a former sewage treatment site and using newly designated wetland as an amenity, this TOD sets a new model for redevelopment of the numerous auto dealer lots and surface parking areas in the vicinity. It has the highest FAR [floor area ratio] of any TOD on the entire MAX line outside downtown Portland. It is also the first project to be funded from the "site improvements" category of the TOD Work Program.

Project location:

Developer:

Project size:

Mixed uses:

Hall Blvd., at the Beaverton Central MAX station, Beaverton

Dorn Platz

7.9 acres ; 5.5 acres net developable land area

Plaza and fountain improvements as amenities to mixed-use development including 80,000 SF retail, 450,000 office, 800 structured parking spaces, and 64 condominiums.

Total project costs:

\$ 120.0m

TOD Program funding:

\$200,000

Project status:

partially completed; future work to be phased with development; 2009

ACTIVE PROJECTS [continued]

The Beranger



The Beranger offers the first higher density housing condominiums in Gresham, and is establishing new market comparables that will reduce risk and make it easier to secure financing for future projects. It has a "green" roof for stormwater management, and the enjoyment of residents.

Project location:

NE 3rd & NE Roberts St., in the historic downtown Gresham

Developer

Rossman Development

Architects:

Myhre Group Architects

Project size:

0.55 acres

Mixed uses:

Mixed-use building: 3 and 4-story project of 24 residential condominiums;
6100 SF of retail

Total project costs:

\$ 5.6m

TOD Program funding:

\$ 585,335 (including a \$300,000 low interest loan to be paid back from condominium sales)

Project status:

Under construction; completion expected 2007

bside6



bside6 and the Burnside Rocket are the first two office buildings located out of the historic core of downtown Portland that have been built recently with no parking. bside6 is designed with creative "street rooms" that project over the sidewalk, helping to narrow the feel of East Burnside Street and providing a unique perspective on the street and extended views. It has the highest FAR of any TOD funded project (7 to 1). This creative building will showcase hanging bikes in the lobby as art.

Project location:

E. Burnside & SE 6th, Portland

Developer:

Marrs, Faherty, Caruana

Architects:

Worls Partnership Architecture llc

Project size:

.09 acres

Mixed uses:

Mixed-use development: Seven story building with 27,000 SF retail, office and creative space

Total project costs:

\$4,100,000

TOD Program funding:

\$250,000

Project status:

Design development; construction completion expected 2009

ACTIVE PROJECTS [continued]

Gresham Station and Plaza



The Gresham Station and Plaza project provides the opportunity to fully integrate new station and adjacent private mixed-use development.

Project location:

NW Civic Dr., at the future MAX station, Gresham

Developer

TBD

Project size:

1.10 acres

Mixed uses:

Station platform, building, and civic plaza

Total project costs:

\$ 6.3 m

TOD Program funding:

\$410,000; 2 million from separate specific non-TOD Program grant

Project status:

Design development; completion expected 2009

NEXUS



NEXUS creates an active link from Orenco Village on Cornell Road to the MAX light rail station.

Project location:

1299 Orenco Station Parkway, near the Orenco MAX Station, Hillsboro

Developer:

Simpson Housing

Architect:

Hensley Lamkin Rachel, Inc.

Project size:

10.42 acres

Mixed uses:

Mixed-use project: 422 market rate apartments; 7,100 SF retail

Total project costs:

\$ 50.0m

TOD Program funding:

\$300,000

Project status:

Under construction; completion expected 2007

ACTIVE PROJECTS [continued]

NW Miller & 3rd



This project provides efficient design with vertically integrated development that reduces construction costs. It includes underground parking. This is the first time this developer has partnered with the TOD Program.

Project location:	NW Miller & NW 3rd, in historic downtown Gresham
Developer:	Tokola Properties, Dwight Unti
Architects:	Paul Franks Architecture
Project size:	0.62 acres
Mixed uses:	Mixed-use building: Four-story, 34-unit market rate rental housing project; 5436 square feet of ground floor retail; and underground parking
Total project costs:	\$ 6.1 m
TOD Program funding:	\$345,000
Project status:	Design development; completion expected 2008

Russellville Commons III



Completion of third and final phase of one of the original six projects funded by the TOD Program at its inception in 1998; completes development adjacent the MAX station

Project location:	SE 102nd Ave. & E. Burnside St., at the MAX station
Developer:	Rembold Properties
Architects:	MCM Architects
Project size:	1.2 acres
Mixed uses:	Multi-phase mixed use development: Phase III includes 139 senior housing units over 20,000 SF of retail over underground parking
Total project costs:	\$ 13.0m
TOD Program funding:	\$175,000
Project status:	Under construction

ACTIVE PROJECTS [continued]

Salvation Army Site



High quality condominiums with brewpub/restaurant; this is the first time this developer has partnered with the TOD Program.

Project location:	400 NE Roberts, in historic downtown Gresham
Developer	400 Roberts Place, LLC.
Architect:	Ankrom Moisan
Project size:	0.67 acres
Mixed uses:	Four and five story condo with 28 units; and a two story restaurant/brewpub in historic downtown Gresham
Total project costs:	\$ 7.0 m
TOD Program funding:	\$265,000
Project status:	Design development; construction completion expected 2008

Watershed



First mixed-use higher density project in the Hillsdale town center.

Project location:	SW Capitol Highway at Bertha Court, Portland
Developer:	Community Partners for Affordable Housing
Architects:	William Wilson Architects PC
Project size:	1.10 acres
Mixed uses:	Three and four-story buildings; 51 low-income affordable apartments; 2,700 SF ground floor commercial; 2,000 SF community space; and 37 structured parking spaces
Total project costs:	\$ 11.0m
TOD Program funding:	\$230,000
Project status:	Under construction; completion expected 2007

LAND ACQUISITION

The Crossings I - Land



The Crossings I Land Acquisition supported development of a mixed-use building: 81 market rate affordable apartments, 20,000 SF class A retail space, and structured parking.

Project location:

NW Civic Drive, south of the MAX track, Gresham

Developer

Peak Development

Project size:

1.6 acres

Total project costs:

\$ 13.5 m [as developed]

TOD Program funding:

Net land cost \$450,000 [\$700,000 - \$250,000 residual parcel for Crossings II]; additional project funding provided for development

Project status:

Acquired 2001

The Crossings II- Land



The Crossings II - Land is a residual parcel from The Crossings Phase I it was optioned to Peak Development as part of the Crossings I transaction. It is currently proposed as four-stories with 24 rental housing units and ground floor retail.

Project location:

NW Civic Drive, just behind The Crossings I, Gresham

Developer

TBD

Project size:

0.05 acres

Total project costs:

TBD

TOD Program funding:

Assigned \$250,000 value for land acquisition when Crossings I was sold to the developer.

Project status:

Acquired 2001; sale expected 2008

LAND ACQUISITION [continued]

Gresham Civic Neighborhood Anchor Tenant - Land



Land acquired for an anchor tenant use such as a grocery store, department store, theater/café of 2 stories, or smaller format specialty retail office above in a 2-4 story building.

Project location:	NW Civic Drive, northeast of the future Max station, Gresham
Developer:	CenterCal selected
Project size:	1.9 acres
Total project costs:	\$ 20.0 m
TOD Program funding:	\$ 592,500 for acquisition of 50% share of land; full recovery is expected from land sale proceeds if no structured parking acquired 2006; developer selected 2006; in design development; land sale expected 2009
Project status:	

Gresham Civic Neighborhood NW - Land



Land acquired for mixed-use development:
Brewpub/cafe theatre; 70,000 SF retail;
and 160-240 condo units in 2-3 towers , 6-8 stories high are expected.

Project location:	NW Civic Dr., north of the future MAX station, Gresham
Developer:	CenterCal selected
Project size:	6.7 acres
Total project costs:	\$ 50.0 m
TOD Program funding:	\$ 2,235,068 for land acquisition;
Project status:	Acquired 2001; developer selected 2006; in design development; land sale expected 2009

LAND ACQUISITION [continued]

Gresham Civic Neighborhood - SW Land



Land acquired for mixed use development:
30,000 SF retail; 150 housing units
in 3 buildings, 5-8 stories high are expected.

Project location:

NW Civic Dr., south of the future MAX station, Gresham

Developer

Rossman selected

Architects:

Myhre Group Architects selected

Project size:

4.4 acres

Total project costs:

\$ 40.0 m

TOD Program funding:

\$ 1,445,183 spent for land acquisition

project funding has not yet been determined

Project status:

Land acquired in 2001; developer selected 2006;

Hillsboro Central - Land



Land acquired for a mixed use building:
75 residential units with 10,000 SF of retail are expected.

Project location:

350 E. Main St., at the Hillsboro Central/SE 3rd TC MAX Station, Hillsboro

Developer

TBD

Project size:

1.1 acres - jointly owned by Hillsboro and Metro

Total project costs:

\$13.0 m

TOD Program funding:

\$ 656, 630 for land acquisition

project funding has not yet been determined

Project status:

Land acquired; developer selection anticipated 2008

LAND ACQUISITION [continued]

Milwaukie Town Center - Land



Land acquired by Metro to support IGA with the City of Milwaukie for mixed-use building: four or five stories; 76 housing units; 15,000 SF retail

Project location:

SE McLaughlin Blvd. & SE Harrison, Milwaukie

Project size:

0.98 acres - jointly marketing two separately owned parcels; Metro and Milwaukie Main Street Partners selected

Developer:

Myhre Group Architects selected

Architects:

Total project costs:

\$ 21.5 m

TOD Program funding:

\$ 812,000 for acquisition of property with operating gas station; project funding has not yet been determined

Project status:

Acquired 2005; station decommissioned 2006; developer selected 2007; in design development; land sale expected 2008; completion in 2009

Westgate - Land



Land acquired by City of Beaverton & Metro for mixed-use development: 3+ buildings of 5-10 stories; 30,000+ SF retail; 90+ housing units; 200,000+ SF office

Project location:

Cedar Hills Blvd., at the Beaverton Central MAX station, Beaverton

Project size:

4.57 acres

Total project costs:

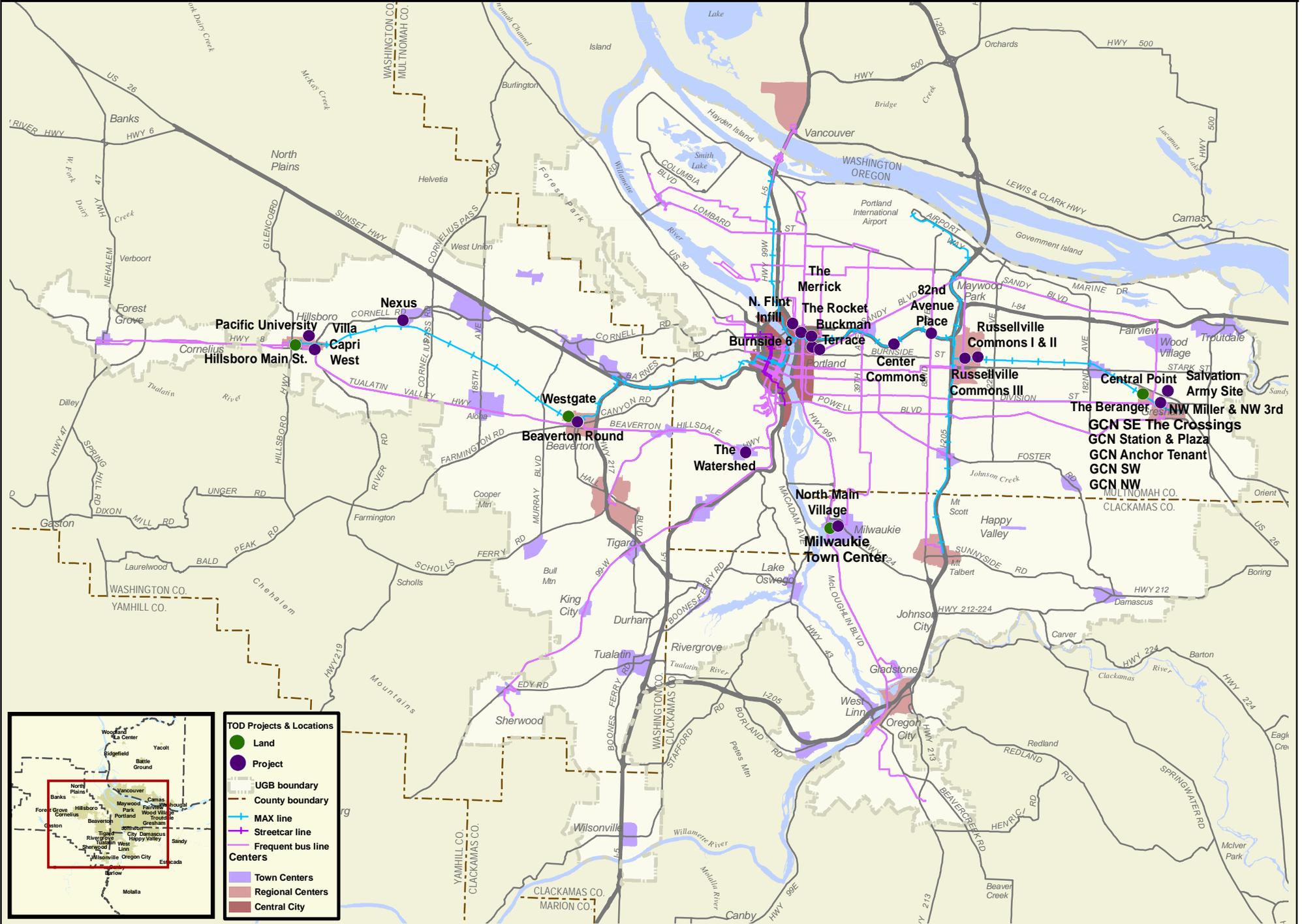
\$ 100.0 m

TOD Program funding:

\$2,000,917 spent for land acquisition; project funding has not yet been determined

Project status:

Acquired in 2006; developer selection underway in 2007; land sale expected in 2009; completion in 2011



TOD Projects & Locations

- Land
- Project
- UGB boundary
- County boundary
- + MAX line
- + Streetcar line
- + Frequent bus line

Centers

- Town Centers
- Regional Centers
- Central City

METRO

People places • open spaces

Chief Operating Officer

Michael Jordan

Planning Department

Andy Cotugno – Director

Transit Oriented Development and Centers Program

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