

Metro | Agenda

Meeting: TOD Steering Committee and Executive Session

Date: November 12, 2015

Time: 10:00 a.m. to 11:15 a.m.

Place: Metro Regional Center, Room 270

-
- | | | |
|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| I. | Call to order, welcome and introductions | 10:00 a.m. |
| II. | Approval of meeting minutes for May 14 - Chair Mark Ellsworth | 10:05 a.m. |
| III. | Strategic Plan Map Update –Jon Williams | 10:10 a.m. |
| IV. | Work Plan Update: Housing Choice– Jon Williams | 10:30 a.m. |
| | Executive Session | 10:50 a.m. |
| V. | Action item: Project Cancelations – Meganne Steele <ul style="list-style-type: none">• Project X• Miss & Cook | |
| VI. | Staff updates <ul style="list-style-type: none">• Projects• Land Acquisition• Budget• 2016 Meeting Schedule | 11:00 a.m. |
| VII. | Adjourn | 11:15 a.m. |

EXECUTIVE SESSION HELD PURSUANT WITH ORS 192.660(2)(e) TO CONDUCT DELIBERATIONS WITH PERSONS DESIGNATED BY THE GOVERNING BODY TO NEGOTIATE REAL PROPERTY TRANSACTIONS

For agenda and schedule information, contact Laura Dawson Bodner at 503-797-1756 or laura.dawson-bodner@oregonmetro.gov



TOD Steering Committee
Thursday, May 14, 2015
11:00 a.m. to 12:00 p.m.
Metro Regional Center, Room 270

Committee Members Present

Mark Ellsworth, Chair	Oregon Governor's Office
Carlotta Collette	Metro
Jay Higgins	TriMet
Derek Abe	Alta Planning + Development
Puja Bhutani	City of Portland

Metro Staff and Guests

Megan Gibb	Metro
Joel Morton	Metro
Jon Williams	Metro
Ted Leybold	Metro
Jodi Wacenske	Metro
Laura Dawson Bodner	Metro

I. CALL TO ORDER, WELCOME AND INTRODUCTIONS

Chair Mark Ellsworth called the meeting to order at 11:02 a.m.

II. APPROVAL OF MEETING MINUTES FOR APRIL 9, 2015

Action Taken: Chair Ellsworth asked if there were any amendments to the meeting minutes from April 9, 2015. Ms Bhutani requested that the minutes be amended to reflect that she was not present at the March 2015 meeting and so asked that the minutes reflect that she abstained from the motion to approve the minutes.

With that amendment, Councilor Collette made a motion to approve the April 9, 2015 minutes. Ms. Bhutani seconded the motion. The motion was unanimously **approved**.

EXECUTIVE SESSION HELD PURSUANT TO ORS 192.660(1)(e), DELIBERATIONS WITH PERSONS DESIGNATED TO NEGOTIATE REAL PROPERTY TRANSACTIONS.

Chair Ellsworth declared an Executive Session at 11:05 a.m., pursuant to 192.660(1)(e), for the purpose of deliberating with persons authorized to negotiate real property transactions to discuss the following project authorization: funding for Concordia Apartments.

Members present: Chair Mark Ellsworth, Councilor Carlotta Collette, Puja Bhutani, Jay Higgins, Derek Abe

Staff present: Megan Gibb, Joel Morton, Jon Williams, Ted Leybold, Jodi Wacenske, Laura Dawson Bodner

Time executive session started: 11:05 a.m.

Time executive session ended: 11:38 a.m.

III. ACTION ITEM: CONCORDIA APARTMENTS

Chair Ellsworth asked the committee for a motion to approve TOD funding in the amount of \$250,000 for Concordia Apartments with the following conditions:

1. Four story building;
2. 34 residential units;
3. Approximately 2,774 square feet of retail space;
4. Not to exceed 10 on-site parking spaces.

Action Taken: Mr. Jay Higgins made a motion to approve the recommendation. Councilor Collette seconded the motion and the motion **passed** unanimously.

IV. STAFF UPDATES

Mr. Williams gave an update on the furniture store project. The first meeting of the Developer Solicitation Advisory Panel occurred in March. The second meeting will occur on May 18. Community values and their relationship to developer solicitation will be discussed.

Repairs to the building were completed and APANO is the temporary tenant. The Voices of Change annual awards event for Asian Pacific Heritage Month was held last week; APANO did a great job transforming the interior space for the event. The building will be used as a community center; there are ping pong tables, activities for seniors and space for community organizations.

Ms Gibb gave an update on land acquisition. She said that several projects were being considered. The program made an offer on a Milwaukie property based on appraised value, and the offer was not accepted. The scheduled tour of the property will not take place. She asked the committee if they wanted to tour the ?? property and the TriMet site.

Ms Gibb noted that the program has only considering only properties that are listed for sale. The committee would need to decide if staff should be more directive in their search.

Mr. Higgins asked if there was interest on property across from City Hall in Milwaukie. Ms Gibb responded that there could be more interest in the near future.

The committee asked that staff reschedule a tour to a time when all committee members are available.

Mr. Williams gave a status report on current projects as part of his budget report.

- 240 Clay is held up in permitting;
- 5135 N Interstate has been delayed due to financing;
- The shell completion benchmark has been met on the 8300 N Interstate property;
- Groundbreaking on Block 75 has taken place;
- Lombard Plaza Beaverton will break ground in July;
- Main Square Living/First and Angel Beaverton are now scheduled to start construction in April 2016;
- Project X is on hold and could be canceled;
- The Radiator is complete and hosted the first emergency response network event;
- The Orenco is complete and an opening event will take place this summer, likely after mid-August;
- The Rose had a wonderful grand opening.

Ms Bhutani asked about the development timeline of these projects. Staff responded that most have been within the past couple of years, but some have taken many years.

V. ADJOURN

There being no further business, Chair Ellsworth adjourned the meeting at 11:54 a.m.

Attachments to the Record:

Item	Topic	Document Date	Description	Document Number
1	Map: Concordia Apartments		Map – location of the Concordia Apartments project	051415tsc_01
2	Cost per induced rider		Report	051415tsc_02
3	TOD budget update		Chart	051415tsc_03

*Meeting summary respectfully submitted by:
Laura Dawson Bodner*

Discussion Item – TOD Strategic Plan Typology Cluster Map Update

Attached for discussion is a draft TOD Typology Cluster map to update the TOD Strategic Plan. The previous map, included in the 2011 Strategic Plan Executive Summary, is provided for reference.

In both sets of maps, station areas and frequent bus corridors are categorized as Plan and Partner, Infill and Enhance, or Catalyze and Connect. The TOD program has different priorities for these areas as described in the 2011 Executive Summary. These categories reflect the combined TOD score of these areas on measures of transit orientation and market strength. Station areas and frequent service bus lines are grouped into one of three categories for Market Strength (Limited, Emerging, or Strong) and for Transit Orientation (Adjacent, Related, or Oriented).

During the update process staff revised its Market Strength methodology to focus on per square foot sales prices for commercial real estate including both apartments, office and retail space. Overall this approach allowed for a consistent and timely approach to assessing market strength compared to the use of assessor data and asking rents; however, sufficient data was not available in all areas— particularly in industrial areas and suburban west side locations with less transaction activity. In these areas, staff assessed current development patterns and categorized station areas into the broad Market Strength categories of Limited, Emerging, or Strong.

As part of the process, staff noted the following notable changes:

Expanded frequent bus service:

- 9-Powell from I-205 to downtown Gresham
- 33-McLoughlin south of Oregon City
- 56-Scholls Ferry Road from Beaverton Hillsboro Highway to Washington Square Mall

Stronger assessment of market conditions, particularly:

- Between Cesar Chavez Avenue and I-205 along the 4-Division, 9-Powell, and 14-Hawthorne, and 75-Cesar Chavez/42nd Avenue bus routes
- In northeast Portland along the 75-Dekum bus route
- Along the 12-Barbur Boulevard between Portland and Tigard
- Along the Westside Max alignment including the Sunset, Merlo Road, Elmonica, Willow Creek, Orenco, Hawthorne Farm, and Fairplex/Hillsboro Airport station areas
- Along the Green Line Max between Main Street and Powell Boulevard

The current strong market conditions have also led staff to seek new ways to allow for affordable housing investments in high cost areas that have strong access to economic opportunity and amenities. These changes will be proposed through amendments to the TOD Work Plan.

A summary of current and updated draft light rail station area clusters are presented on the following pages.

Summary of DRAFT Proposed and 2011 Station Area Clusters

Line	Station	2015 Cluster	2011 Cluster
Blue East	Hollywood	Infill and Enhance	Infill and Enhance
	60th	Infill and Enhance	Infill and Enhance
	82nd	Catalyze and Connect	Infill and Enhance
	Gateway	Catalyze and Connect	Catalyze and Connect
	102nd	Infill and Enhance	Infill and Enhance
	122nd	Catalyze and Connect	Plan and Partner
	148th Ave	Plan and Partner	Plan and Partner
	162nd	Plan and Partner	Plan and Partner
	172nd	Plan and Partner	Plan and Partner
	181st	Plan and Partner	Catalyze and Connect
	Rockwood	Plan and Partner	Plan and Partner
	Ruby Junction	Plan and Partner	Plan and Partner
	Civic Drive	Catalyze and Connect	Plan and Partner
	Gresham City Hall	Catalyze and Connect	Catalyze and Connect
	Gresham Central	Infill and Enhance	Infill and Enhance
	Cleveland Ave	Catalyze and Connect	Catalyze and Connect

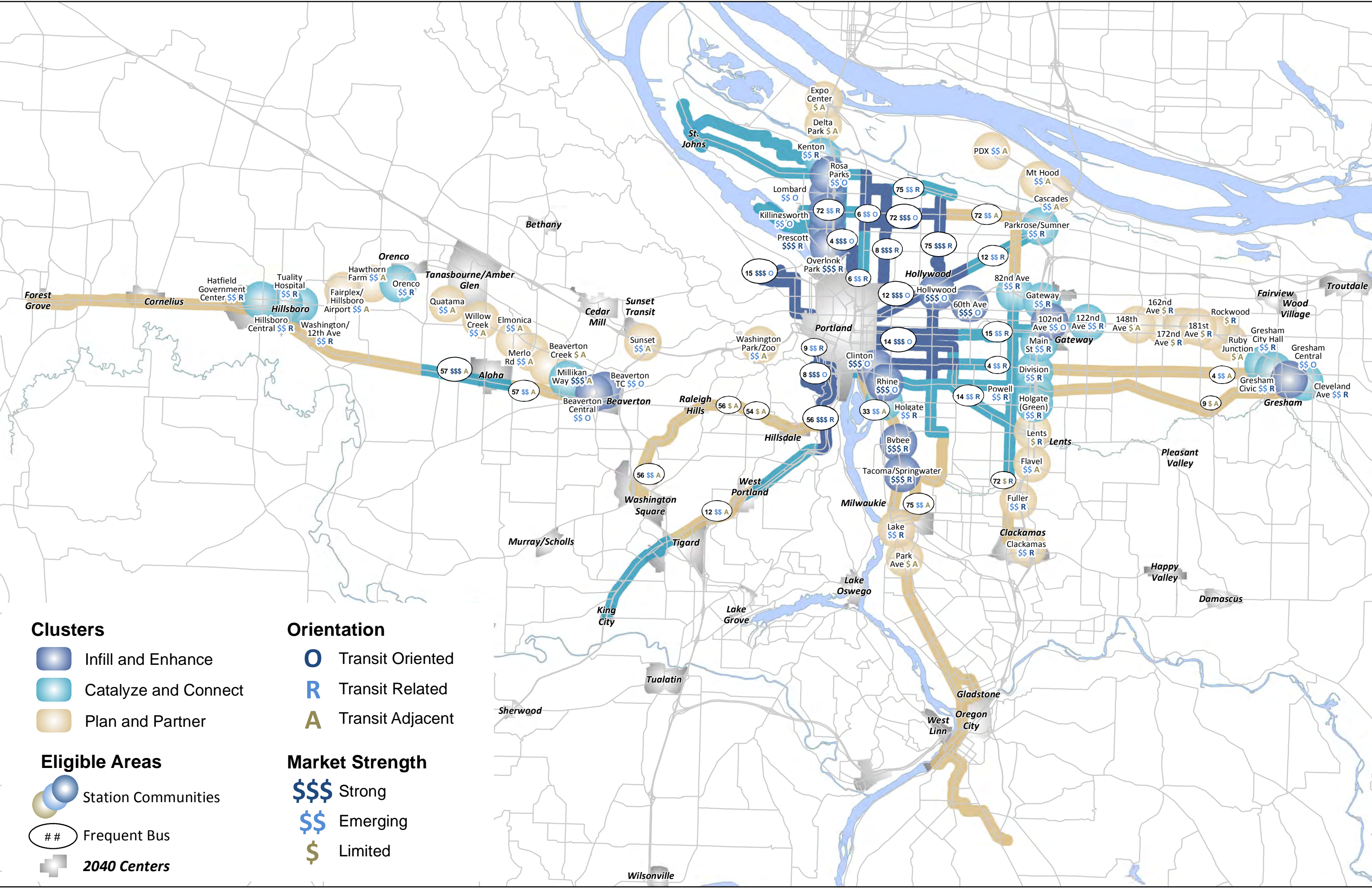
Line	Station	2015 Overall	2011 Overall
Blue West	Washington Park & MAX Plaza	Plan and Partner	Plan and Partner
	Sunset	Plan and Partner	Catalyze and Connect
	Millikan Way	Catalyze and Connect	Plan and Partner
	Beaverton TC	Infill and Enhance	Infill and Enhance
	Beaverton Central	Infill and Enhance	Infill and Enhance
	Beaverton Creek	Plan and Partner	Plan and Partner
	Merlo Rd	Plan and Partner	Plan and Partner
	Elmonica	Plan and Partner	Plan and Partner
	Willow Creek	Plan and Partner	Plan and Partner
	Quatama	Plan and Partner	Plan and Partner
	Orencia	Catalyze and Connect	Catalyze and Connect
	Hawthorn Farm	Plan and Partner	Plan and Partner
	Fairplex	Plan and Partner	Plan and Partner
	Tuality Hospital	Catalyze and Connect	Catalyze and Connect
	Washington/SE 12th Ave	Catalyze and Connect	Plan and Partner
	Hatfield	Catalyze and Connect	Catalyze and Connect
	Hillsboro Central	Catalyze and Connect	Catalyze and Connect

Line	Station	2015 Overall	2011 Overall
Green	Main St	Catalyze and Connect	Catalyze and Connect
	Division	Catalyze and Connect	Plan and Partner
	Powell	Catalyze and Connect	Plan and Partner
	Holgate (Green)	Catalyze and Connect	Plan and Partner
	Lents	Plan and Partner	Catalyze and Connect
	Flavel	Plan and Partner	Plan and Partner
	Fuller	Plan and Partner	Plan and Partner
	Clackamas	Plan and Partner	Plan and Partner

Line	Station	2015 Overall	2011 Overall
Orange	Clinton	Infill and Enhance	Infill and Enhance
	Rhine	Infill and Enhance	Infill and Enhance
	Holgate (Orange)	Catalyze and Connect	Catalyze and Connect
	Bybee	Infill and Enhance	Catalyze and Connect
	Lake	Catalyze and Connect	Catalyze and Connect
	Tacoma/Springwater	Infill and Enhance	Infill and Enhance
	Park Ave	Plan and Partner	Plan and Partner

Line	Station	2015 Overall	2011 Overall
Red	Parkrose/Sumner	Catalyze and Connect	Plan and Partner
	Cascades MAX Station	Plan and Partner	Plan and Partner
	Mt Hood Ave MAX Station	Plan and Partner	Plan and Partner
	Portland Int'l Airport MAX Station	Plan and Partner	Plan and Partner

Line	Station	2015 Overall	2011 Overall
Yellow	Prescott	Infill and Enhance	Infill and Enhance
	Overlook Park	Infill and Enhance	Catalyze and Connect
	Killingsworth	Infill and Enhance	Infill and Enhance
	Rosa Parks	Infill and Enhance	Infill and Enhance
	Lombard	Infill and Enhance	Infill and Enhance
	Kenton	Catalyze and Connect	Catalyze and Connect
	Delta Park/Vanport	Plan and Partner	Plan and Partner
	Expo Center	Plan and Partner	Plan and Partner

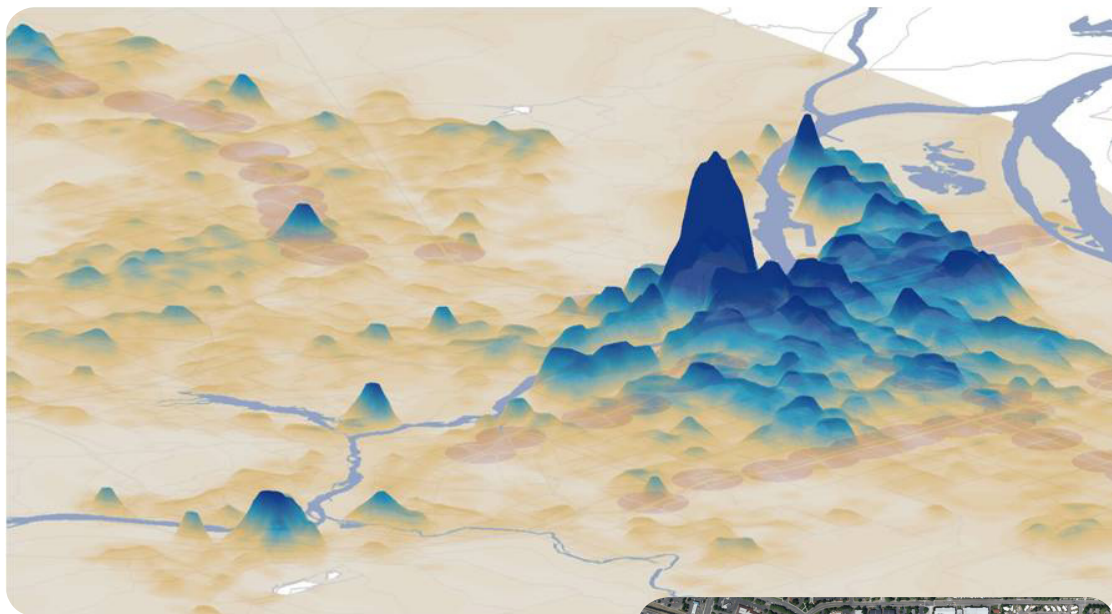




www.oregonmetro.gov

Strategic Plan
May 2011

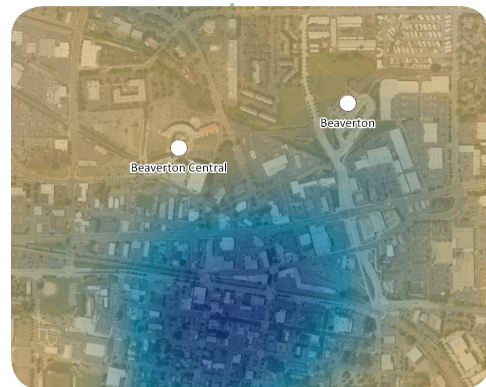
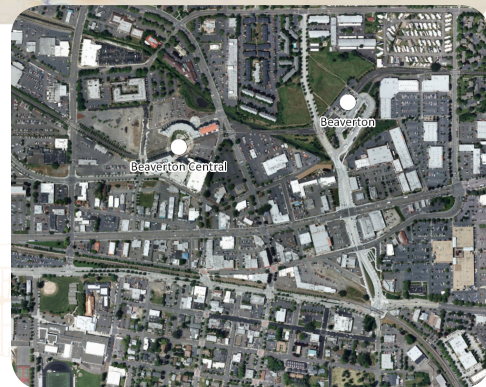
Transit-Oriented Development Program



Investing wisely

For more than a decade, Metro's Transit-Oriented Development Program has sought to implement the 2040 Growth Concept by investing in compact mixed-use projects near light rail stations, along frequent service bus corridors and in town and regional centers. Over that time, the TriMet system has more than doubled its number of MAX stations from 30 to 85 and increased the number of frequent bus corridors from four to 12. The TOD program's funding has not kept pace with this growth. To best capture existing and future development opportunities with limited resources, the TOD program must be highly strategic when targeting and investing in station areas and corridors.

In order to maximize its ability to leverage transit-oriented development and increase travel by transit, walking and bicycling, the TOD strategic plan provides clear policy and investment direction. For the near term, the plan guides the allocation of limited resources by identifying and prioritizing station areas and corridors with existing transit orientation and emerging market potential. The TOD typology cluster map on the following pages illustrates this strategic approach moving forward.



Transit orientation score

The two- and three-dimensional maps above display the relative transit orientation of the region. Those areas with higher concentrations of people, blocks, retail and services, pedestrian and bicycle infrastructure, and transit service are shaded blue.

(transit orientation + market readiness)

(transit orientation + market readiness)



Catalyze and connect areas offer some physical and market foundation for supporting transit-oriented development. Projects that help catalyze future private development, and increase activity levels through density and/or urban amenities are appropriate. There is also an opportunity to work with local jurisdictions to identify placemaking and infrastructure needs to enhance the pedestrian orientation of the street network and provide better connectivity for all modes.

Plan and partner transit communities are not currently ripe for direct TOD program investments, since they generally lack the built form and market environment that would attract private investment. Given their transit accessibility, however, these areas are ideally suited for station area planning and development implementation technical assistance. The TOD program will work with local and regional partners as strategic opportunities arise to develop partnerships for future projects.



About Metro

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

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

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

www.oregonmetro.gov/connect

Your Metro representatives

Metro Council President
Tom Hughes

Metro Council
Shirley Craddick, District 1
Carlotta Collette, District 2
Carl Hosticka, District 3
Kathryn Harrington, District 4
Rex Burkholder, District 5
Barbara Roberts, District 6

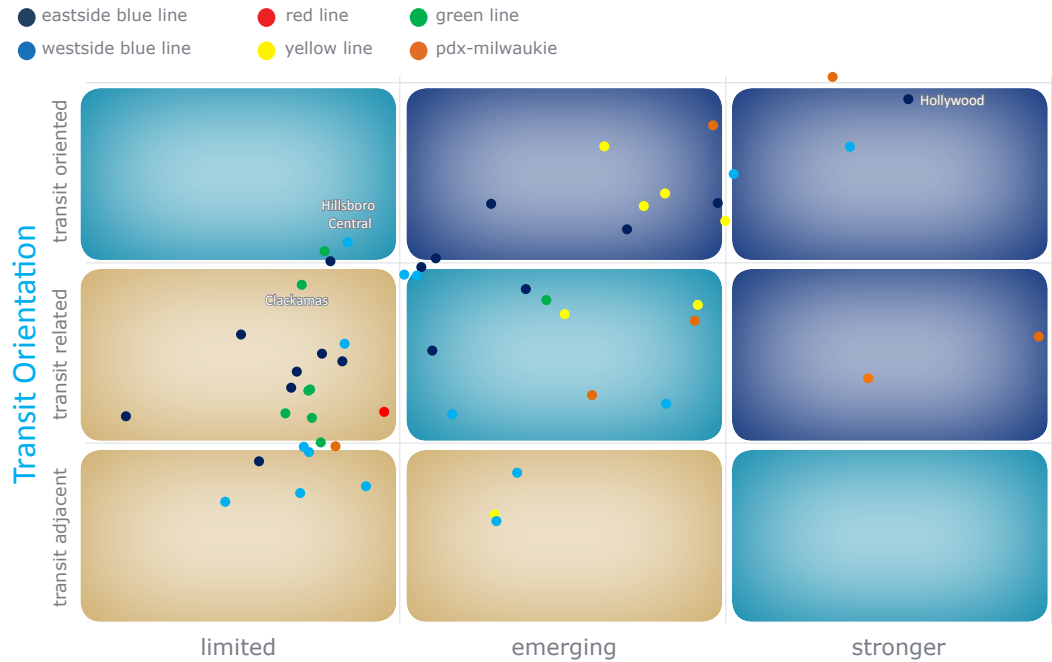
Auditor
Suzanne Flynn

For more information, visit
www.oregonmetro.gov/tod

Printed on recycled content paper.
11425 May 2011

Transit orientation + market strength

The TOD typology clusters are based on an analysis of the region's station areas and frequent bus corridors. By plotting a composite measure of transit orientation (see 5 P's below) with a measure of relative market strength (real estate sales per building square foot), the typology matrix below organizes areas based on their likelihood of both supporting transit lifestyles and catalyzing private investment in the near term.



Real Estate Market Strength

The 5 P's of transit orientation

Traditionally, the transit orientation of an area has been measured using the 3 D's of density, diversity of land uses, and design or built form. For the purposes of better capturing a more holistic view of the transit friendliness of station areas and corridors, the 5 P's used for the strategic plan are as follows:

People: The number of residents and workers in an area.

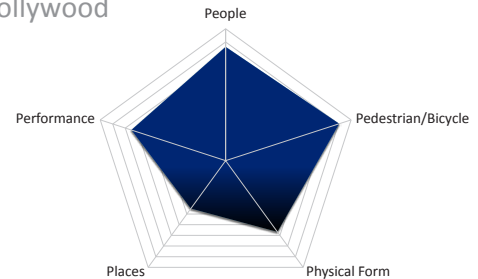
Places: The number of neighborhood serving retail and service establishments.

Physical form: Average block size.

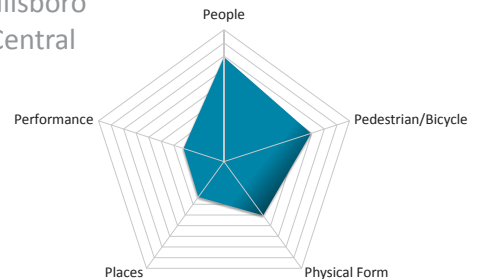
Performance: The frequency of bus and rail service.

Pedestrian/bicycle connectivity: Access to sidewalks and low stress bikeways.

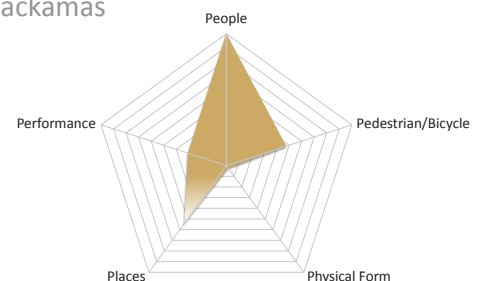
Hollywood



Hillsboro Central



Clackamas



Discussion Item – Housing Choice Program Methods and Work Plan Modifications

Staff seeks to brief the TOD Steering Committee and request comments regarding proposed changes to the TOD Work Plan allowing the TOD program to more effectively support regulated affordable housing projects that promote or preserve income diversity.

Background

The TOD Work Plan authorizes Housing Choice TOD Projects, which are defined as “projects with higher levels of public financial participation such as low income housing tax credits, which are expected to expand the income diversity of households in a particular area by producing additional affordable or workforce housing units.”

To date, of the 3,296 housing units supported by the TOD program, 729, or 22% have been regulated affordable units. Despite this success, rising land costs present an obstacle to locating new affordable housing projects in higher income and gentrifying neighborhoods. As a result, affordable housing developers indicate that they are experience greater difficulty locating projects in neighborhoods where they would preserve or enhance income diversity.

In addition, data from Metro’s household travel behavior survey has indicated that housing units occupied by lower income households generate more transit trips than higher income households. Within TOD program-eligible Max Station areas, a household with an income of less than \$35,000 per year generates 18% more transit trips than a similarly located higher income household. Low income households within TOD program eligible Frequent Service corridors generate 45 percent more transit trips.

The challenge of rising land costs in achieving affordable transit oriented development in higher income and gentrifying neighborhoods, combined with the recognition that households with lower incomes generate are more likely to utilize transit services to commute to work, has led staff to explore changes to the TOD Work Plan and internal program methods to support affordable housing in higher cost locations and account for the higher transit use of lower income households. Specifically, TOD staff proposes the following approaches:

- 1) **Recognize the financial impact of affordability covenants in areas with high market rents and land costs as a qualifying source of financial need alongside cost premiums attributable to density and mix of uses.** This would allow affordable housing projects that can demonstrate that the value of foregone rent as a result of affordability covenants exceeds the value of available subsidies to satisfy the TOD program’s financial need requirement and potentially qualify for increased funding to offset the costs associated with locating projects in higher cost areas.
- 2) **Recognize the higher transit use of households with lower incomes.** This would allow regulated affordable projects to satisfy the TOD program’s transportation and environmental benefit requirement on the basis of higher transit trip generation compared to a market rate project and potentially qualify for increased funding based on their higher rate of transit trip generation. In areas where market rate housing represents the highest and best use, this approach could allow affordable housing projects to qualify for TOD

funding in areas where, due to zoning constraints, an affordable TOD project cannot achieve a density that is significantly higher than what a market oriented project would be expected to deliver.

Description

To permit the implementation of the program methods, TOD staff proposes the following **Work Plan Changes** relating to Section 5.2A TOD Project Investment Criteria- Threshold Requirements. Proposed changes are shown in **red bold**.

5.2 TOD PROJECT INVESTMENT CRITERIA

A. THRESHOLD REQUIREMENTS

TOD Project investments must meet every threshold requirement, as set forth below, to be eligible for funding consideration.

1. *Site control*
 - a. *The applicant shall be a public entity or a willing and capable developer with site control or the ability to establish site control; AND*
 - b. *The TOD development shall be privately owned and operated.*
2. *Connection to transit*
 - a. *Station communities - Properties must have a functional pedestrian connection between the site and existing or planned rail stations, generally less than ½ mile; OR*
 - b. *Frequent bus and streetcar - Properties must have a functional pedestrian connection between the site and the transit corridor, generally less than ¼ mile; OR*
 - c. *Urban centers - Properties must be within the boundary of an urban center, have a functional pedestrian connection to the main street or commercial core, and be within an eligible TOD typology place type as set forth in section 5.1*
3. *Eligible TOD typology areas*
 - a. *Catalytic project investments and site improvements are eligible in “Catalyze and Connect” areas and may be considered conditionally in “Plan and Partner” areas, in accordance with section 5.1; OR*
 - b. *Catalytic Plus project investments are eligible in “Infill and Enhance” and “Catalyze and Connect” areas and may be considered conditionally in “Plan and Partner” areas, in accordance with section 5.1; OR*
 - c. *Housing Choice project investments may be considered conditionally in “Infill and Enhance”, “Catalyze and connect” and “Plan and Partner” areas, in accordance with section 5.1.*
4. *Transportation and environmental benefits*
 - a. *The project development program will generate additional transit trips as a result of more intensive use of the site or a regulated affordable tenancy compared to what would occur without public participation in the proposed project; AND*

- b. *The project development program is expected to reduce regional VMT compared to what would occur without public participation in the proposed project; AND*
 - c. *The site plan and building design enhance the pedestrian and bicyclist experience, and makes the pedestrian realm more visually attractive, active, vibrant and safe; AND*
 - d. *The development has the lowest reasonable parking ratio.*
- 5. *Land use efficiency*
 - a. *The development has the highest reasonable floor area ratio; AND*
 - b. *The development has the highest reasonable site coverage ratio.*
- 6. *Financial need*
 - a. *The project has cost premiums related to higher density, urban infill, or vertically integrated mixed use development, OR the project has **affordability covenants which reduce the project's value compared to a similar unregulated project**; AND*
 - b. *There are not adequate local, state, or federal resources or incentives available to close the financing gap without Metro participation; AND*
 - c. *Metro funding shall not exceed the minimum amount necessary for the project to move forward and be constructed.*
- 7. *Cost effectiveness*
 - a. *Metro funding will leverage significant private investment; AND*
 - b. *Cost per induced transit rider is reasonable relative to other development project investments; AND*
 - c. *Metro's program, legal and other administrative costs are reasonably proportionate to the TOD Program development investment in the project; AND*
 - d. *Upon stabilization, the project is expected to be financially feasible and successful in the market.*

Discussion

Staff seeks TOD Steering Committee members' comments regarding the proposed changes.

Action Item: Termination of Funding Authorizations

In accordance with the TOD Work Plan, TOD project funding authorizations may be recommended for termination where the developer has failed to make progress or the development plan has changed. There are two projects recommended for termination of TOD Program funding at this time.

1) Project X, Portland – Cancel TOD Steering Committee authorization of a \$250,00 in TOD Project funding approved on December 4, 2008, because the property has been sold and the developer has lost site control.

2) Miss 'n Cook, Portland - Cancel TOD Steering Committee authorization of a \$200,000 in TOD project funding, approved on November 3, 2010, because the property owner has not proceeded with the project.

The original project authorizations are attached.

Recommendation: It is recommended that the Steering Committee terminate the TOD Program funding authorizations for Project X and Miss n' Cook.

Attachments:

7-day Notice for Project X, 12/4/2008

7-day Notice for Miss n 'Cook, 11/4/2010

TOD Project Seven-Day Notice

Per the TOD Program Work Plan adopted by Council Resolution 98-2619, "as soon as practical upon approval by the Steering Committee, the Executive Officer will provide written notification to the Metro Council of potential TOD projects and the Council will have seven (7) days to notify the Executive of a request to review a potential project in executive session..."

Project Name: Project X – Revised

Action Item: On December 11, 2008, the TOD Steering Committee authorized a revised funding allocation of \$250,000 for the purchase of a TOD Easement in "Project X," a work/live and active creative space located in inner north Portland, with the following conditions: 1) 5-story building height; 2) building elements which allow for residential use; 3) 51 work/live units on the upper floors; 4) community room and bike storage room on the first floor; 5) commercial units for retail/office/flex space on the first and second floors; and 6) building constructed as illustrated.

Project Background: The TOD Steering Committee previously authorized \$150,000 in funding for Project X on February 14, 2008; the related 7-day notice is attached for your reference. In the interim, project financing has been impacted by the broader problems in financial markets, and the building uses have been modified to better position the project for lender approval. The second floor now designated as commercial office space, rather than work/live space, and a community room has been added to the first floor. The revised project has been re-analyzed for TOD funding eligibility, considering the changes in building uses and the updated FY08-09 assumptions related to average farebox revenue per trip, TOD soft costs, discount rate, and trip generation for live-work rentals.

Project Description: The developers are proposing a five story building providing micro work-live rental units, a community room, interior and exterior bike storage, and small commercial spaces on the balance of the first and second floors. Cost premiums for revised Project X are now estimated to total \$495,665, which is about \$40,000 lower because kitchenettes are not being installed in the second floor commercial units. The total induced transit ridership will be 50 trips per day assuming a 10% modal split for transit (Frequent Bus). It is anticipated that the walk and bike trips induced by Project X may well exceed the transit ridership. The 10% transit modal split estimate appears conservative for this location, particularly since there is no parking, but that is what was assumed for the original analysis. The capitalized fare box revenue is \$300,500. The cost per induced transit ride for a \$250,000 investment is \$2.08 per ride which is 6% less than the \$2.21 previously estimated.

Project Location: The site is located on North Cook and North Borthwick, one block south of Fremont and the 4 Frequent Bus line.

Project Budget: Localized MTIP funding for the TOD Program will support this project expense. Funds are available with FY08-09 budget appropriations for Metro's TOD Program.

Potential Issues: The lender has increased its equity requirements and a funding gap of about \$500,000 remains. The developers are exploring options, including other public participation through PDC or United Fund Advisors.


Michael Jordan, Chief Operating Officer


Date

Metro's Transit Oriented Development Program Project X

- Project X
- MAX Stops
- MAX Line

- Frequent Bus Stops
- Frequent Bus Lines
- All Bus Lines



TOD Project Seven-Day Notice

Per the TOD Program Work Plan adopted by Council Resolution 98-2619, "as soon as practical upon approval by the Steering Committee, the Executive Officer will provide written notification to the Metro Council of potential TOD projects and the Council will have seven (7) days to notify the Executive of a request to review a potential project in executive session..."z

Project Name: Project X

Action Item: On February 14th, 2008, the TOD Steering Committee authorized \$150,000 the purchase of a TOD Easement for a work/live and active creative space project located on North Cook and North Borthwick, one block south of Fremont with the following conditions 1). 5-story building height; 2). Building elements, which allow for residential use 3). 68 work/live units 4). 4300 square foot of retail/flex space on the first floor; 5). Building constructed as per illustrated drawings submitted.

Project Background: This project proposes to introduce a new product type into the Portland market: Work-live space. The project developers include the principals of PATH Architects and Kaiser Group, a small redevelopment firm.

Project Description: The developers are proposing a five story building with 14 first floor commercial spaces and 68 micro work-live rental units above ranging from 200 to 400 sq. ft. in size, each with a sink, optional cook top, with 3 shared bathrooms per floor. The developers are working with Pacific Continental Bank for their project financing. The developers have been working with the City of Portland Bureau of Development Services over the past 2 years to work out applicable building codes as this project does not fit into any one use category.

Project Location: The site is located on North Cook and North Borthwick, one block south of Fremont and the 4 Frequent Bus line.

Project Budget: Localized MTIP funding for the TOD Program will support this \$150,000 project expense; Most of the cost premiums are associated with the residential component of the building, they include: Structural steel system (steel frame instead of light gauge framing, fireproofing, concrete deck): \$163,000, common area HVAC: \$56,000, unit horn strobes: \$17,000, kitchenettes: \$144,500, individual hot water: \$30,600, additional plumbing: \$34,000 ADA showers/bathrooms: \$90,940. The total induced transit ridership will be 40 trips assuming a 10% modal split for transit with a conservative estimate that half of the 68 units would be office, and the other half work/live. This results in capitalized farebox revenue of \$148,443. Assuming the entire project is work/live the capitalized fare box revenue would be \$244,000. The cost per induced transit ride for a \$150,000 investment is \$2.21 per ride, which is well within the range of \$.31 - \$3.85 that has been funded to date.

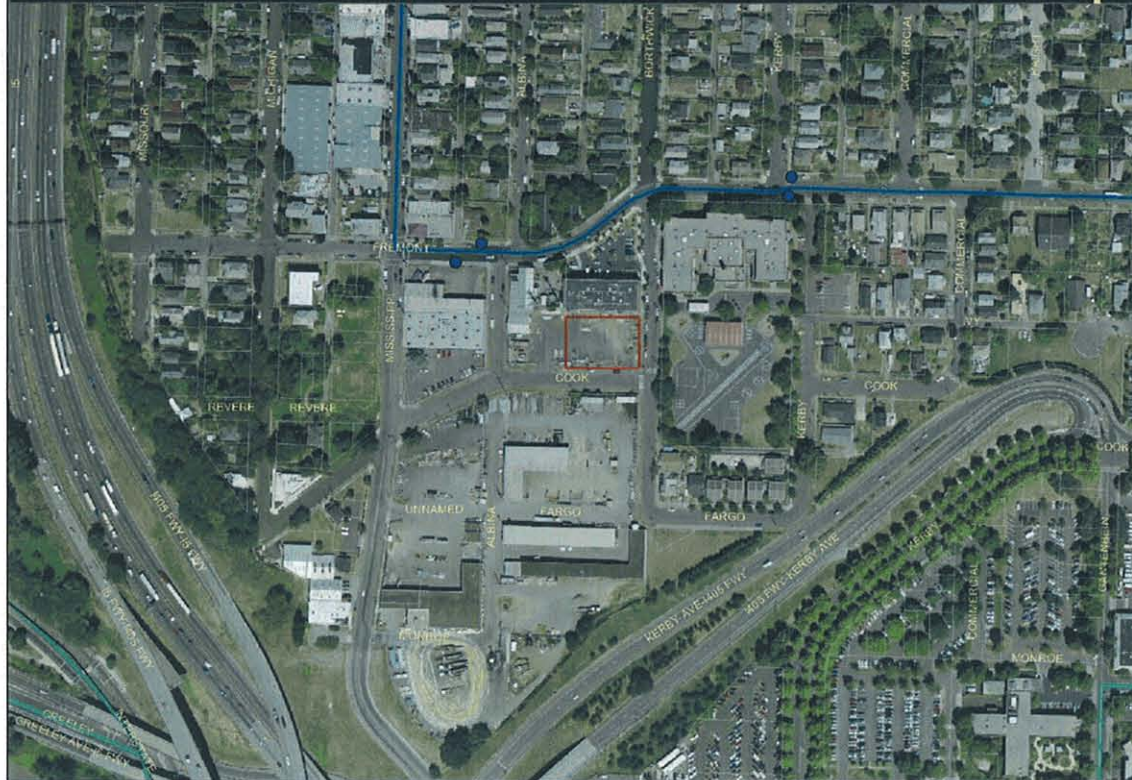
Potential Issues: The site is currently a scrap/junk facility, and is located in a difficult to develop area surrounded by industrial uses to the south and west, with Boise Elementary to the east. However the proposed use will serve as an appropriate land use transition to the neighborhood to the north and could catalyze additional investments in the area.


Michael Jordan, Chief Operating Officer


Date

Metro's Transit Oriented Development Program Project X

- Project X
- MAX Stops
- MAX Line
- Frequent Bus Stops
- Frequent Bus Lines
- All Bus Lines



TOD Project Seven-Day Notice

Per the TOD Program Work Plan adopted by Council Resolution 98-2619, "as soon as practical upon approval by the Steering Committee, the Executive Officer will provide written notification to the Metro Council of potential TOD projects and the Council will have seven (7) days to notify the Executive of a request to review a potential project in executive session..."

Project Name: Miss n Cook – TOD Project

Action Item: On November 3rd, 2010, the TOD Steering Committee authorized \$200,000 for the purchase of a TOD Easement for Rainier Pacific's Miss n Cook project.

The project was authorized with the following conditions:

1. 4-story building height;
2. 20,000 square feet of creative office space and retail
3. Secure bicycle parking;
4. No off-street automobile parking spaces; and,
5. Pedestrian oriented design features at the ground level.

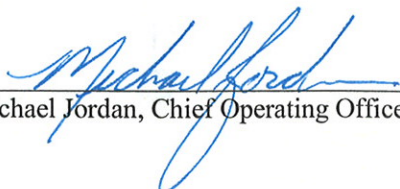
Project Description: Miss n Cook in North Portland is a 4-story mixed use commercial building that includes approximately 15,000 sq ft of office space, 2,600 sq ft of restaurant/café space, no off-street auto parking, and a number of green design elements. Located within 800 feet of the 4-Division/Fessenden frequent bus and ½-mile of both the Overlook Park and Albina/Mississippi MAX stations, the site enjoys a high degree of transit accessibility within a fine grained network of pedestrian and bicycle friendly gridded streets.

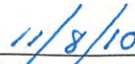
Miss n Cook is proposed for an irregular triangular lot of less than 5,000 sq ft. The project's vertical development of 20,000 sq ft on 0.11 acres represents a floor area ratio (FAR) of over 4:1. This highly efficient use of space is nearly threefold greater than a recently built project on an adjacent triangular parcel. Furthermore, Miss n Cook's efficiency and low construction costs will expand affordable creative space opportunities for small businesses and at-place employment in the neighborhood.

Project Background: Miss n Cook introduces creative employment space at the southern edge of the urban amenity rich Mississippi Ave District. This is significant to maintaining a jobs-housing balance given the district's recent influx of young professionals. By reducing the demand and need for private auto use, the strong transit orientation of the project will further enhance the affordability of units for start-up businesses and limit the project's impact on local and regional infrastructure. Walking and biking mode splits are also expected to be extremely high for the project. The heart of the thriving Mississippi Ave District is within walking distance and offers shopping and dining for everyday needs.

Project Location: The project is located in inner North Portland on the northwest corner of N Mississippi Ave & Cook St (see site map below) south of Fremont.

Project Budget: The \$200,000 project expense will be supported by appropriated MTIP funds, localized through an exchange with TriMet.


Michael Jordan, Chief Operating Officer


Date 11/8/10



miss n cook



- project site
- MAX Stations
- urban living infrastructure
- interstate MAX
- frequent bus line
- 800' frequent bus buffer
- 1/4-mile MAX station areas
- 1/2-mile MAX station areas

