



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting minutes

Meeting: TOD Steering Committee
Date: March 22, 2022
Time: 2:00 – 4:00 p.m.
Place: Virtual meeting

Members

Mark Ellsworth, Councilor Duncan Hwang, Derek Abe, Tai Dunson-Strane, John Southgate
John Southgate arrived at 2:45 p.m. and left at 3 p.m.

Staff

Joel Morton, Patrick McLaughlin, Jon Williams, Anne Buzzini, Laura Dawson Bodner, Eva Goldberg

Guests

Ben Pray, Mike Boyer, Darcy Vincent, Bree Guardado, Daria Vernygora, Jennifer Nye, Eric Pattison, Alex Aleman and Christina Kwiecienski joined the meeting at 3 p.m.

I. CALL TO ORDER, WELCOME AND INTRODUCTIONS

Chair Mark Ellsworth called the meeting to order at 2:04 p.m. and welcomed committee members and guests.

II. APPROVAL OF MEETING SUMMARY: FEBRUARY 23, 2022

Chair Ellsworth tabled the approval of the meeting summary to the April meeting.

III. PRESENTATION: 146TH & BURNSIDE – HOME FIRST DEVELOPMENT

Jon Williams introduced Mike Boyer and team from Home First Development.

Mike introduced the project, consisting of 96 units to be located at 146th and Burnside in Portland and near an upcoming project at 148th and Burnside. Home First Development focuses exclusively on affordable development across the state and endeavors to provide units as quickly as possible. Home First was approached by Zomi Catholic Community Portland. They identified a need for deeply affordable housing for Zomi refugees who fled Myanmar because of religious persecution. This is the first development/owner opportunity for Home First. Zomi is a partner on the project.

Mike showed a slide indicating the location and nearby transit, with the MAX blue line to the north and bus transit to the north and south of the project site. They received funding confirmation during the 20/21 LIFT funding cycle and will also receive 4% low income tax credits. Closing will occur May 2022 with lease up expected in fall 2023.

There will be 10 units at 30% AMI and 86 at 60% AMI. There will be 12 one-bedroom, 24 two-bedroom and 60 3-bedroom units. Community feedback illuminated a need for larger units for families and a community space. Cost escalations triggered this request for a \$400,000 grant from the TOD program. They want at least 10 larger units at 30% AMI to serve this very low income community.

They presented information on the site plan, highlighting a large courtyard and play area, floor plans, siding and finishes. The project team includes Home First Development, Green Light Development, Zomi Catholic Community Portland, Doug Circosta, architect, Beaudin Construction and Tony Jones, contractor. Zomi CCP will provide services.

Questions and comments included:

- Rent affordability: *Mike said that the TOD funding will allow them to keep 10 units at 30%; 5 two-bedroom and 5 three-bedroom units.*

- How will the walkup design impact accessibility for larger intergenerational households including older adults? *All units on ground floor are accessible.*
- Is the 30% AMI voucher supported? *With the value of the TOD grant, they will not require assistance to stay at 30%.*
- How long from LIFT to permanent? *The OHCS awards were in July. They are planning to break ground less than 12 months after the LIFT award.*
- Long term connections? *Mike is working on the financing side. Because affordable housing is a City of Portland priority, the City assigns a facilitator to advocate on the project's behalf if needed.*
- What about the partnership with the church? Who will market to the intended population? *Zomi has a list of referrals. They will provide services in partnership with All Good Northwest. Services will also be provided by Catholic Charities and IRCO.*
- What is the approximate service budget for this project? *The budget for onsite services is expected to be \$24,000 per year or \$250 per unit per year.*
- What is the parking ratio? *There are 71 parking spots. The City doesn't require any parking but the number one complaint from neighbors is lack of parking.*
- In the TOD program, we try to strike a balance. Given the great transit orientation and car ownership rates for this community, try to push the right balance. Extra parking space could be used to expand the community space or play area.

Chair Ellsworth thanked the guests.

IV. TOD STRATEGIC PLAN UPDATE: PROGRAM MISSIONS & OBJECTIVES

Jon Williams started by sharing a slide of goals for today's presentation: review the TOD 2007 and 2011 program mission statements, look at policy priorities since 2011 including climate smart and racial equity, review emerging TOD strategies and discuss elements of a new mission statement. Program criteria and requirements will be discussed at future meetings. He reviewed funding sources.

Jon explained that the 2007 strategic plan mission emerged from the 2040 Metro Regional Vision. Strategies included concentrating the program in focus centers, building support for higher density development (mixed use with retail in a specific location), acquiring land and providing examples so other developers could follow.

The 2011 mission was to promote walkable and mixed use communities that contribute to local identity and building expertise in the development community while showing the community examples of well-designed density.

In 2014, Metro developed its climate smart strategy; the TOD program has relevant goals including the direct tie-in of parking goals/ratios.

In 2017, Planning, Development and Research department developed its Strategy for Advancing Racial Equity and made specific commitments.

Since 2011, there have been work plan amendments to prioritize affordable housing development, change the ULI fund to support ground floor uses benefitting people of color and low income households and to proactively engage communities of color in shaping projects on TOD owned sites.

He then presented a draft mission statement - Position the TOD Program to advance Metro's Racial Equity and Climate goals – and draft goals. He showed a slide with discussion questions, asking committee members, what is important to keep, what could be deemphasized and what new values need to be incorporated. Chair Ellsworth added to keep in mind there are limited program resources.

Comments included:

- Planning and development now has a stronger emphasis on climate and equity goals especially affordable housing. In the 2011 statement, transit is not mentioned yet has been the driver.
- Despite transit not being mentioned, transit is everywhere. If this is outward facing, it should be more explicit.
- The bedrock has been access to frequent bus, HCT or MAX.
- A core value is anti-displacement and am not seeing that. Also, the intersection of TOD and corridor planning, for example on SE 82nd and on TV highway.
- Traditionally we have been involved in planning efforts along corridors but we haven't called that out. For example, the site acquisition program's purchase of the Barbur Value Inn.
- With all proposals that staff and the committee review and with site acquisitions, there are probably core elements – culturally rooted community based or sponsored projects. They are probably a different caliber. How will services be incorporated into the project?
- The first bullet of local identity – was looking at it from design aesthetic but it could translate to what the community is hoping to see, rather than what is already there. The first bullet point could be expanded.
- The older mission statement does not mention racial equity. Incorporate into all of bullet points, especially local identity.
- “Contribute to local identity” – whose local identity?
- Last time, we looked at where we are investing our money. Maybe emphasis should on the level of detail reflected in the mission statement – projects vs acquisition?
- Make things happen that wouldn't otherwise happen.
- We can drive the mission more if we own the land.
- There is potential for more community input for all of the mission if we own the land. Not criticizing the developers, but not many go to those lengths.
- It is good that we have been able to leverage some of Metro's resources.
- Early community input naturally moves the bureaucracy a little bit. Planning and permitting can be impacted by extensive community input.
- Good to connect the third and fourth bullet points.

Summary from the chat:

- Racial equity and climate - so related to transit
- Be explicit about transit and affordability
- Anti-displacement
- Integration with corridor planning
- Support culturally rooted and community based projects
- Local identity relates to culturally specific sponsorship and involvement
- Expand local identity bullet point to emphasize alignment with values of local communities
- Think about how to emphasize higher impact projects (could steer toward land acquisition)
- Emphasize community involvement in shaping projects
- Explore the collaborative opportunities of partnerships

Jon thanked the committee for this helpful conversation, saying staff would circle back to the committee with a draft.

V. PRESENTATION: ELMONICA STATION – REACH CDC

Patrick McLaughlin introduced the guests. Alex Aleman said REACH CDC conducted three focus groups within the community to discuss how the building and site will be used. The first floor space will include a multi-function room to bolster quality of life.

The project members introduced themselves. Dariiya Vernygora then presented information on the project. The location is close to the transit station. The inspiration for the design comes from the land where indigenous Kalapuyan people lived along the waterways. Design was influenced by large Korean and Indian populations in the area. She described the design elements, called Oak Grove Volume and River Volume, and how they incorporate elements of nature.

There will be parking under the building. Exterior materials include textured ceraclad. In 4 meetings with community members, the Salazar team gathered preferences for exterior seating, a barbeque area, a colorful play area, overhead lighting and accessibility elements. The outdoor space will have moveable and fixed furniture, a playground located in middle and raised community garden planters.

The building will be accessed from 170th Avenue. On the first floor, there will be space for parcel storage, a leasing office, a manager's office and resident services. Windows will face onto the courtyard. The multipurpose room, where there is a small kitchenette and a restroom, will be available for classes, meetings and other functions. A trash room with chutes from the upper floors, utility rooms, electrical rooms, a pantry and an elevator lobby will also be on the first floor.

Floors two to four will include 81 units including studio, one-, two-, and three-bedroom units. To accommodate multigenerational families, smaller units will be located next larger units. A laundry room, work and play area will be located at the center of each floor.

She showed slides of proposed unit layouts. Feedback was gathered from four focus groups with partners: the City of Beaverton, Bienestar, Homeplate and Somali Empowerment Circle. Their comments were incorporated into the design of the different sized units. Most agreed that more storage and larger rooms are a priority. The Somali Empowerment Circle indicated a culturally specific preference for enclosed or galley kitchens.

Questions and comments included:

- Locating smaller units next to large: *Many Somali families are large and it is not always possible to find accommodation, so two units (one small, one large) could be occupied by one family. The team tried to incorporate generational living capacity into the project as much as possible.*
- Has this model been used before? *The model is new to REACH. Parents also requested that laundry rooms look out over a play area.*
- How does lease-up work? *There is a three month certification process. REACH is working with partners so that people get on a waitlist as soon as possible. Before the building is complete, the waitlists will open to all, but partners have been asked to take the lead.*
- Parking ratio for surface parking: *Parking will consist of shared parking with TriMet and the City of Beaverton. There are 52 spaces down the street. The parking ratio would be 0.64 on-site and with a Trimet agreement it would be 0.78. Beaverton has a parking minimum and a reduction capacity for affordable housing.*
- How would the design change if parking were reduced? *We have gone as low as we can go on parking.*

Chair Ellsworth thanked the guests.

VI. STAFF UPDATES

Pat said that Christine Velasquez accepted a position in California and is no longer on the TOD Steering Committee, leaving a vacancy.

Pat floated the idea of shorter staff presentations (based on the staff report) and asked for feedback. Jon added that the developer would continue to present but the staff presentation would be shorter and then followed by a committee action. He asked those present – what is most important to include in the staff presentation?

Joel Morton noted that there could be an issue of quorum. The committee can't vote based on a project presentation if there is not a quorum in attendance for the presentation. So, if there's no quorum, the full presentation has to be given over again for a vote to occur. A short, summary presentation from staff will not suffice.

VII. ADJOURN

Chair Ellsworth thanked the committee and adjourned the meeting at 3:40 p.m.

Respectfully submitted by
Laura Dawson Bodner