



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting minutes

Meeting: TOD Steering Committee
Date: May 10, 2022
Time: 3:00 – 5:00 p.m.
Place: Virtual meeting

Members

Mark Ellsworth, Councilor Duncan Hwang, Derek Abe, Tai Dunson-Strane, John Southgate, Casey Baumann, Guy Benn, Madeline Baron

Staff

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

Guests

Thomas Eldridge, Jessica Woodruff, Sahaan McKelvey, Brendan Sanchez, Carine Arendez, Anna Mackay, Jessy Ledesma

I. CALL TO ORDER, WELCOME AND INTRODUCTIONS

Chair Mark Ellsworth called the meeting to order at 3:04 p.m. and welcomed committee members and guests.

II. APPROVAL OF MEETING SUMMARY: FEBRUARY 23, 2022

Chair Ellsworth asked if there were any changes to the meeting summary for February 23, 2022. Hearing none, he asked for a motion to approve. John Southgate moved to approve the February meeting summary. The motion was seconded by Guy Benn. The motion was **approved** with Madeline Baron and Casey Baumann abstaining.

III. APPROVAL OF MEETING SUMMARY: MARCH 22, 2022

Chair Ellsworth asked if there were any changes to the meeting summary for March 22, 2022. Hearing none, he asked for a motion to approve. John Southgate moved to approve the March meeting summary. The motion was seconded by Derek Abe. The motion was **approved** with Guy Benn, Madeline Baron and Casey Baumann abstaining.

IV. STRATEGIC PLAN: PARKING

Pat introduced the change to the agenda and spoke about the parking section of the strategic plan, including reviewing existing language and regional parking standards and sharing statistics about TOD projects' parking performance.

He showed a slide detailing existing language on parking, namely that developers will build at the "lowest reasonable parking ratio." He said inner Metro cities generally have lower parking ratios while those further out allow higher parking ratios. A competitive requirement is TDM strategies or limited or no parking, which is mentioned in the TOD strategic plan. Pat showed examples of two projects: the Susan Emmons in NW Portland and the Jesse Quinn in Forest Grove, with comparisons of their parking ratios. He showed a slide with details on parking regulations from cities around the region.

Parking ratios in TOD projects, on average over the length of the program, are 0.61 spaces per residential unit while affordable projects regulated at 60% AMI or less average at 0.51 spaces per residential unit. In completed projects, the lowest ratios are in Portland and highest are in Hillsboro. He then showed a slide on TOD program investment criteria.

Questions and comments included:

- Q: At the Orchards on 82nd project, their team wanted less parking but the bank required them to have a certain amount of parking for commercial spaces. Is this common? A: For projects with commercial space there are higher parking requirements. This impacts the numbers and is a national issue. Less than 1.5 spaces per unit is perceived as not enough. NOAH and CFI might be more flexible.
- Q: Do TOD staff follow the climate friendly and equitable communities work and its impacts? Could the committee get a presentation? A: It could have an impact on the TOD program. If they don't have to provide parking and think they can lease units, they will. This will allow Metro to support more projects with zero parking and advance climate goals. If this is the case, how will jurisdictions balance the parking demand?
- The City of Milwaukie is quite advanced with strategic parking planning across the city.
- Create a better definition of reasonable or limited parking.
- Is there a way to structure recommended thresholds depending on where the project is, while leaving some discretion to staff?
- Like parking ratios near transit. Tie minimum ratios to transit orientation/distance but also to the frequency of transit/level of service.
- Anecdotal evidence is clear that some communities need a car. This is an equity issue. Thinking forward to climate friendly legislation being enacted and the minimum parking ratio being passed, then where there are guidelines from TOD in core or suburban of no more than one car per unit, for example, have a guideline or threshold.
- Anything to do with adding more affordable housing supply is good. From a cost perspective, the tradeoff of having a certain level of parking is units. If there is a recommendation to do less and incentives to do less, attempt a balanced approach.

V. PRESENTATION: 5020 INTERSTATE

Andrea introduced guests Thomas Eldridge, Jessica Woodruff and Sahaan McKelvey. Jessica from Community Development Partners introduced the project, originally a City of Portland market rate project that is going forward as affordable rental. She introduced the leadership team from Self Enhancement Inc (SEI), the largest African American-led nonprofit multiservice organization, and Community Development Partners (CDP), a for-profit affordable housing developer that focuses on long term development partnerships. Carlton Hart Architecture and LMC Construction remain on the project and Latino owned ALMAR construction was added. SEI will lead all services at the project. Jessica said 5020 Interstate is their second project with SEI.

Thomas said the project will be 63 units at 30%-60% AMI. There will be 2,500 square feet of ground floor commercial space and a mix of one-, two- and three-bedroom units, located 0.3 miles from two MAX stations and near several bus stations. Site amenities include bike parking, a community garden, a children's play structure and onsite residential services. There will be 13 parking spaces. He showed the ground floor plan and talked about glazing, landscaping, that there will be a mural on the north wall and that retail tenants will be community serving.

Sahaan talked about resident services, including community and family programs with the goal of promoting personal sovereignty, education and skills programs, and enhancing quality of life through fitness and lifestyle classes. He presented a summary of SEI services.

Jessica said they expect to close in July with construction completion and move-in during the last quarter of 2023. She asked for the TOD committee's support for this project.

Questions and comments included:

- No specific use or tenant have been identified yet for the commercial space. Based on previous experience, there are small independent business owners who can pay rent but not the investment/build out costs. Financing has been structured to support small, local and preferably woman or minority owned businesses. Jessica noted that the commercial space was required by the city but the City and Affordable Housing bonds cannot support it, so CDP is taking on this risk. They hope to have it leased by TCO.
- To make the 30% AMI units work, they worked it into income and expenses as the project is not eligible for section 8. There will be BOLI prevailing wages on the project.

Chair Ellsworth thanked the guests.

VI. PRESENTATION: GLISAN TOWER

Pat introduced Brendan Sanchez of Access Architecture. Glisan Tower, now Timberview, will be a mixed use, eight story, 105 unit project and the tallest cross-timber affordable housing project in the country. It is located at NE 99th and NE Glisan. The City envisions this neighborhood to be the second densest outside of the city center. Near Gateway transit center, the neighborhood has many amenities including several grocery stores and restaurants.

Project partners Ethiopian Eritrean Resident Services and Outreach and Africa House will provide services. Brendan said other partners include the property owners/developers and Cascade Management, a COBID-certified minority owned business. Project Access Now will provide healthcare access. They plan to activate the street space with a business incubator space/food hall for African food restaurants that includes a shared kitchen. Active uses will be on the street frontage. 99th Street is a major pedestrian corridor in the city plan. There is a bus stop near the main entry and other bus stops and the MAX are nearby.

Brendan said they will use CLT prebuilt walls which will reduce construction time and costs. Wood ceilings will be exposed. The project will include 56 one-bedroom, 15 two-bedroom and 6 three-bedroom units with all units at 60% AMI. There will be resident services, a community room and a rooftop gathering space. Brendan spoke about funding sources to date. Cost escalation and procurement issues continue. He showed floor plans, which include a co-working space, lounge, bike storage room and in-room bike storage as well as a rooftop terrace.

They are pursuing silver LEED certification and plan to reduce energy usage as much as possible. They plan to start construction at end of 2022, with lease-up occurring March of 2024.

Questions and comments included:

- There is no parking on the project. The lot is 65 feet by 160 feet and they are choosing units over parking.
- Q: Is there a provider that does technical assistance and recruitment as well as provide support for incoming businesses? A: Brendan will confirm if it is affordable commercial.
- Rockwood Market Hall did a stellar job in a food desert, providing small businesses with support.
- Q: Where does the paneling come from? A: They have requested bids from timber manufacturers in Oregon, Washington and Canada. The preference is to use domestic if possible.

Pat thanked the guests.

VII. PRESENTATION: SHORT STACK

Pat introduced Anna Mackay and Jessy Ledesma. Jessy said Homework Development works in the region focusing on missing middle housing and urban infill. Anna is principal and founder of Sister City. Anna said Shortstack is a scattered site project. Phase one will be 100 apartments on 4 infill

sites. The goal is a replicable housing product where challenges and solutions are integrated and housing is affordable, desirable and impactful. They want to have a more inclusive work force including women and BIPOC teams that are emerging but expert. They focus on contractor capacity-building and are collaborating with NAMC and Timberlab and emerging black developer Lailah Luz.

They explained that Shortstack will provide housing for middle earners (80-100% MFI) that doesn't rely on federal funding sources. The four sites are located in the Belmont Corridor. Two- and three-bedroom units will make up 70% of units. The structures will be three and four-story walk-ups and there will be 6 to 32 units per site. Units can stack and be mixed providing versatility in deployment and in response to zoning and site conditions. Efficient construction will include a structural kit of parts that can be assembled onsite in days rather than weeks. Treating four sites as a phased project creates an economy of scale. Where possible there are exterior walkways and windows on two sides with shared courtyard style outdoor space. They described each of the sites.

The project timeline estimates construction in early 2023 with lease-up in 2024.

Questions and comments included:

- They are currently working on a local project using this construction typology.
- Construction cost is about \$200,000-\$250,000 per unit. Total construction cost is \$350,000 per unit which includes land. 70% of units are two or three bedrooms.
- They are targeting a minimum of 50% COBID-certified contractors and want to go beyond that for COBID and female-owned firms. They held an eight week session with AMAC members to learn about mass timber and what barriers there are for small firms to get into the mass timber industry.
- Staff will recommend funding for this as single project and grant funds will be released after completion.
- There is no parking.
- Focus on quality of bike parking over the quantity of bike parking. There will be a bike parking room but also desegregated bike parking and spaces for strollers.

Pat thanked the guests.

VIII. STAFF UPDATES

Pat welcomed more discussion on parking and requested that committee members email their comments. Jon said the developers of the 146th and Burnside project closed their gap without TOD funds so will not request funds from TOD program. The search continues for a new manager and the posting is open until filled.

The next meeting will be Thursday, May 26, 8:30 – 10:30 a.m.

IX. ADJOURN

Chair Ellsworth thanked the committee and adjourned the meeting at 4:59 p.m.

Respectfully submitted by
Laura Dawson Bodner