



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting minutes

Meeting: TOD Steering Committee
Date: August 9, 2022
Time: 3:00 – 4:30 p.m.
Place: Virtual meeting

Members

Mark Ellsworth, Tai Dunson-Strane, Bob Hastings, Casey Baumann, Madeline Baron, Duncan Hwang
Staff

Jon Williams, Andrea Pastor, Pat McLaughlin, Laura Dawson Bodner, Eva Goldberg, Joel Morton

Guests

Winta Johannes, Chandra Robinson, Carly Harrison

I. CALL TO ORDER, WELCOME AND INTRODUCTIONS

Chair Mark Ellsworth called the meeting to order at 3:03 p.m. and welcomed committee members and guests.

II. APPROVAL OF MEETING SUMMARY: JULY 12, 2022

Chair Ellsworth asked if there were any changes to the meeting summary for July 12, 2022. Hearing none, he asked for a motion to approve. Bob Hastings moved to approve the July 12 meeting summary. The motion was seconded by Tai Dunson Strane. The motion was approved with two abstentions, Casey Baumann and Madeline Baron.

III. STRATEGIC PLAN UPDATE: CLIMATE ELEMENTS

Andrea Pastor introduced the topic saying staff are at stage two of the strategic plan analysis. She expects they will complete work by end of year. She said she would talk about current climate goals and existing regulations. She started by sharing strategic and work plan language in the existing TOD program mission and competitive investment criteria, Metro's climate goals and state regulations. She showed where Metro programs can align with Metro's climate goals. She mentioned investing in projects with lowest reasonable parking ratio. She said the climate friendly and equitable communities rulemaking is in a comment period.

Andrea then talked about climate considerations in three buckets:

- Energy efficiency (construction, materials used, operational) including that 40% of emissions come from residential and commercial building and operations – heating/cooling and construction, using lower carbon building materials.
- Urban heat islands including that creating higher density areas means higher temperatures. Possible options include use of solar panels to act as shade on the building, green roofs, reflective roofs, protecting the tree canopy.
- Transportation generated from residential development, including reliance on car ownership, 45% of global emissions come from transportation, lowest possible parking ratio, connecting people to transit and increasing comfort in using transit, electric car share/scooter/bike share, EV charging stations.

Andrea presented the proposed requirements for the TOD grant program, including suggested requirements and what could be encouraged. The program could align with the state multi-family energy program, which requires that developers work with a building energy consultant to create efficient design and operation. The program could also require protecting existing tree canopy, adhere to a maximum 1:1 parking ratio while encouraging 0.6 ratio or lower. She also suggested making better use of the TOD website to highlight resources plus establishing a more formal relationship with other Metro programs. She talked about proposed requirements for Metro-owned sites including meeting OMEP (Oregon Multifamily Energy Program) requirements for building

design, installing solar panels or committing to using other renewable energy, protecting the tree canopy, roof and pavement treatments and a parking ratio of no more than 0.8.

Discussion included:

- Like the full spectrum of Metro programs, like recycling paint and TOD requirements. Are staff reaching out to other programs to link criteria/incentives with TOD program? Staff have reached out to shared mobility and TDM, to the sustainability manager at facilities and to housing and affordable housing programs.
- How to build in a process in 2022, so that in 2025 it is happening? The gap funding we provide could make a difference later on.
- Transit corridors are where heat islands are happening.
- In the update, will you be reconfirming assumptions of transit use by household income? This impacts climate. May be too new for impacts to show up in data; lower income service industry workers are more likely to work outside of the home.
- Travel behavior survey data is from 2011– was robust but has not been updated. We are probably due to survey our properties via Jennifer Dill at PSU – this is a great opportunity for us to look at travel behavior, trips, market unit and affordable units.
- What is the best way to get statistical data?
- TriMet is doing a lot of work to see how ridership has changed and found that lower income residents are transit dependent and required to be onsite at their jobs. TREC surveys are going out next year.
- Tree canopy – is there a coordinated effort to plant/replant trees in the metropolitan area? Andrea said she didn't know but a lot of burden is placed on new development and that with requirements, it is hard to fit plants on the site. One developer was quoted as saying that new development can't make up for 50 years of structural racism in east Portland that impacted tree and greenscape planning. One idea in the climate friendly rulemaking is providing more shade on parking lots.

IV. STAFF UPDATES

Pat McLaughlin said a person has accepted an offer for the position of Urban Policy and Development Manager. On another topic, he said he worked with REACH to submit building permits for the Elmonica project. They talked to PGE about underground powerlines and new high voltage lines were unexpectedly installed. The DDA was approved for the Glisan property.

Jon Williams gave an update on Gresham Civic properties.

- NW parcel: A market rate project. There will be a grand opening in October.
- NE parcel: A housing bond project. Andrea is project manager.
- SW parcel: The project was intended to be mixed market rate and affordable but the developer didn't get Gresham housing bond money. Staff are looking at options.

Mark Ellsworth went to the first TOD project grand opening since the beginning of the pandemic, representing the TOD program at the Chiles House (formerly the Annex) Catholic Charities ribbon cutting. He said it was a good example of what can happen when partners work together. The TOD grant was the only public funding. Cross laminated timber helped keep costs down.

V. PRESENTATION: ALBINA ONE

Winta Johannes, Executive Director of Albina Vision Trust, Chandra Robinson, Principal Architect at Lever Architecture and Carly Harrison, Development Manager at Edlin and Co introduced themselves. Winta shared a slide describing the project team. This will be Albina Vision Trust's first development project within the Albina Vision Plan. Use of Afro-futurism design will be informed by

values and information from engagement. Other partners are COLAS Construction and POIC. The latter will provide onsite resident services. She said the team wants to embody what they've heard in the last seven years of visioning.

She said the Albina Vision Trust was organized seven years ago to steward the vision for redevelopment of Albina. In the 1950's, there were homes, cultural centers, shops and easy access to the river. Urban renewal decimated the neighborhood, leaving only two residential buildings. She said they do not want to recreate what existed and that a set of guiding values reflecting community and connection were created. They received support from Metro to complete the community investment plan (CIP). She showed a slide with details of community engagement results. People were asked to talk about desired places and types of experiences. She shared specific comments, then showed a slide of the existing space and the envisioned development and surroundings. She said housing to bring people back to the neighborhood is a critical first step.

Chandra provided some historical context, saying that there was going to be a crossing through this property, but that had changed. She pointed out an existing apartment building and shared more site specifics. She then provided a visual of the exterior, noting the balcony cut-outs. The colors to be used are navy blue and gold which are significant in Afrofuturist art. There will be a community room, an adjacent plaza and a children's play area. There will be perforated screens between exterior areas, plus art pieces. The façade will be stucco. She shared renderings, noting the laundry room looks out to a children's play area. There will be space between Albina 1 and the existing apartment building with ample access and space for events. The first floor includes a play space, meeting space, community room, a maker space and offices for POIC. There will be one, two and three bedroom units on floors three through seven.

Questions and comments included:

- The building is concrete podium with stick frame above. No parking is required, and there is no parking. The site is near several bus routes and the streetcar. There will be 94 units. 55 will be 2 and 3 bedrooms. 32 are at 30% AMI and 19 of those will have vouchers. The rest will be at 60% AMI.
- Unanticipated challenges are the usual, such as site access and transformer location. This project has a unique site. The priority is amenities for people, including outdoor space for non-residents. The Albina Trust Board has many members who are very involved in the neighborhood. The goal is to make a space that is joyful, interesting and specific to the community.
- Anticipated development schedules and funding sources: Permits approval and closing is expected by end of May 2023. They will apply for Private Activity Bonds once pre-application opens and hope the state will find the project compelling. They plan for LIHTC 4%, Metro bonds from the city of Portland including extra funds to upgrade the A/C to mini-splits and a PCEF award of \$1.7 million. They strategically added add/alts and there was a standout job in fundraising to support higher density, family units and BOLI. The average bedroom size is 2.9, which can be costly to build.
- Ownership structure – limited partnership where ABT will have ownership and the developers will be their consultants and asset managers.

Pat thanked the guests.

ADJOURN

Chair Ellsworth thanked the committee and adjourned the meeting at 4:15 p.m.

Respectfully submitted by
Laura Dawson Bodner