

Metro's role – breaking down market barriers, fostering public-private partnerships

Given the complexity and cost of compact mixed-use development projects, planning and zoning alone cannot stimulate the private investments needed to build dynamic communities near transit. To help overcome these market barriers, Metro offers incentives that foster the public-private partnerships needed to support transit-oriented development. Metro's innovative program helps offset the private sector costs of higher density, vertical mixed-use development by purchasing transit-oriented development easements from developers and, in some cases, acquiring and selling land near transit at a reduced cost. These easements and land sales carry with them conditional use requirements such as minimum densities, building heights, mixed land uses, pedestrian friendly design and amenities, and reduced parking ratios.

TOD Program Objectives

- Attract investment, create jobs and strengthen the local tax base
- Optimize transit system efficiency through increased ridership
- Create new market comparables for higher density buildings near transit and in centers
- Build community acceptance of urban style buildings through high quality design
- Cultivate a pool of developers with expertise in compact and mixed-use development
- Improve availability of urban retail services and amenities
- Support placemaking and highlight local identity
- Remove barriers to compact and mixed-use development

The core mission of the TOD program is to stimulate private sector investment to create the vibrant communities envisioned in the region's 2040 Growth Concept



Our region's history provides many examples of early transit-oriented development: interurban rail downtowns in Oregon City, Gresham and Hillsboro, and street car neighborhoods in the Belmont-Hawthorne District and Sellwood/Westmoreland neighborhoods.

A recent study found that households that are walkable and have access to transit, amenities, and services spend an average of 15% of income on transportation compared to 28% in neighborhoods that are less pedestrian-friendly and lack access to transit.

For more information about the TOD program, please visit www.oregonmetro.gov/tod

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.

Metro Council President

Tom Hughes

Metro Council

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Carlotta Collette, District 2
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Sam Chase, District 5
Bob Stacey, District 6

Auditor

Suzanne Flynn

600 NE Grand Ave. Portland, OR 97232-2736
503-797-1700

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Transit-Oriented Development Program

Discover how Metro is helping spark vibrant downtowns and main streets through public-private partnerships, investments and incentives in transit-oriented development projects.

Why focus on projects near transit?

The Transit Oriented Development Program is part of Metro's effort to create a vibrant, livable and sustainable region. For families, development near frequent bus service and MAX stations reduces transportation costs, provides young people and older adults alternatives to driving, and makes it easier to live an active and independent lifestyle. For our economy, encouraging development near transit reduces strain on our highways, brings customers to our main streets, and helps businesses attract and retain employees. For our environment, walkable communities linked by transit reduce air pollution and allow our economy to grow with less impact on farms and forestland.

Transit-oriented projects

Metro’s Transit-Oriented Development Program takes planning from the conceptual to the actual by investing in development projects in key locations throughout the region.



Eastside Lofts

The Eastside Lofts are the first new residential development constructed in Portland’s Central Eastside District in nearly 20 years. The four- and five-story market rate development offers 70 workforce apartments with a café and other commercial uses on the ground level. The project was timed to come on the market just as Portland’s new eastside streetcar line opened. Bicycle-oriented amenities include secure ground floor bike parking, repair stands, and a bike washing facility. Other resident amenities include a rooftop terrace with panoramic views of the mountains and West Hills, and guest rooms available for overnight visitors.

521 NE Couch St., Portland

Four and five stories
70 market rate units
7,000 square feet of retail
10 tuck-under parking spaces
13 surface parking spaces

Completion
2013

Project size
0.46 acres

Total project costs
\$11.9 million

TOD program funding
\$300,000



3rd Central

3rd Central is a four-story mixed-use development in Historic Downtown Gresham within a quarter mile of the MAX station. It features 34 market rate apartments and a specialty food market with an onsite café, and other retail space along the street. The development provides an urban experience with contemporary architecture, panoramic views, secure underground parking, and a private rooftop courtyard.

255 NW 3rd St., Gresham

Three and four stories
34 market rate apartment homes
5,450 square feet of retail
47 underground parking spaces

Completion
2009

Project size
60,000 square foot project
28,000 square foot lot

Total project costs
\$6.1 million

TOD program funding
\$345,000



K Station

K Station is a four-story, 57 unit condominium and retail development, located immediately adjacent to the Interstate MAX Yellow Line stop. It is a mixed income development with 40 percent market rate units and 60 percent affordable units. Retail and other commercial uses create activity along the street front. K Station was designed with extensive public involvement to meet the neighborhood’s economic development and social justice objectives. The building is built to LEED Platinum certification.

1455 N. Killingsworth St., Portland

Four stories
33 affordable condo units
21 market rate units
9,200 square feet of retail
34 surface parking spaces
16 structured parking spaces

Completion
2011

Project size
125,300 square foot project
48,200 square foot lot

Total project costs
\$13.9 million

TOD program funding
\$250,000



4th Main

4th Main is the first market rate mixed-use development in Historic Downtown Hillsboro. The contemporary four-story structure offers 71 market rate urban-style units, underground and tuck-under parking, and active retail along Main Street. The existing 1950s era bank building has been updated for restaurant or retail use. The property is located one block north of the Hillsboro Central MAX station. Development was made possible through a collaborative public-private partnership between Tokola Properties, Metro, the City of Hillsboro, and the Federal Transportation Administration.

350 East Main St., Hillsboro

Four stories
71 market rate apartment units
9,350 square feet of retail
70 underground parking spaces
36 tuck-under and surface parking spaces

Completion
2014

Project size
125,000 square foot project
48,000 square foot lot

Total project costs
\$16.5 million

TOD program funding
\$541,000



North Main Village

North Main Village transformed a long vacant Safeway store and parking lot on a 2-acre site in the heart of historic Milwaukie into an architecturally diverse mixed-use development. The project includes 33 for-sale housing units in five different structures, all with tuck-under parking. A sixth 4-story structure provides 64 affordable apartments for households earning up to 60 percent area median family income. More than 8,000 square feet of restaurant and retail space complete the development. A publicly accessible courtyard rain garden features sculptures, seating and innovative landscaping that channels and filters stormwater and runoff.

10554 SE Main St., Milwaukie

Six separate structures
Two to four stories
64 affordable apartments
33 townhomes, flats and live-work units
8,000 square feet of retail
33 tuck-under parking spaces
61 surface parking spaces

Completion
2006

Project size
106,300 square foot project
80,500 square foot lot

Total project costs
\$14 million

TOD program funding
\$560,000



The Prescott

The Prescott introduces a landmark transit-oriented development at a highly visible location along the Interstate MAX corridor. The distinctive five- and six-story building has 155 apartments, 9,900 square feet of ground floor retail, and secure underground parking. Designed to attract a diverse resident community, it offers a variety of unit types at both market and affordable rental rates. Shared resident amenities include an enclosed outside courtyard, a fitness room and a pickle ball court.

4312 N. Interstate, Portland

Five and six stories
124 market rate apartments
31 affordable apartments
9,900 square feet of retail
110 underground parking spaces

Completion
2013

Project size
152,800 square foot project
41,300 square foot lot

Total project costs
\$24.4 million

TOD program funding
\$400,000