

2015

Annual Report  
July 2014 – June 2015

# Transit-Oriented Development Program



## The year in review

With demand for housing outstripping supply, Metro's Transit Oriented Development (TOD) Program had a busy year supporting opportunities to live and work in transit served neighborhoods. Four projects opened, three projects started construction, and three more received funding approval.

A highlight was the opening of The Rose, a four-story apartment complex in Portland's Gateway neighborhood. Through a combination of TOD funding, Portland Development Commission funding for new streets, and support from the city's Multiple Unit Tax Exemption program, the developer was able to set aside 36 of the 90 units for households earning 60 percent or less of area median income.

A second milestone occurred in December 2014 with the TOD program's acquisition of the Furniture Store property at 82nd Avenue and Division Street in Portland to create transit served affordable housing. Located in the heart of the Jade District, the site will be served by the future Powell-Division bus rapid transit service. A developer for the property will be selected in early 2016.

## This fiscal year featured the opening of four innovative projects:

- The Rose, a four-story mixed income apartment project in Portland's Gateway neighborhood. The project includes 36 regulated affordable units among its 90 residential units.
- The Radiator, a five-story development with 29,300 square feet of offices and 2,900 square feet of retail. To minimize its environmental footprint, The Radiator features an innovative timber construction technique and uses waste heat from the neighboring New Seasons market to power its heat and cooling systems.

- Hub 9, a six-story development with 124 residential units, 1,483 square feet of office space, and 8,403 square feet of retail space. Hub 9 is located immediately adjacent to Hillsboro's Orenco MAX Station.
- Moreland Station, a four-story development with 68 residential units in southwest Portland. Residents will be able to walk to the new MAX Orange Line service.

## Three projects under construction:

- Northwood, a 57-unit project steps from the Kenton Yellow Line MAX station.
- Block 75, a 10-story, mixed-use project with 75 residential units, 31,000 square feet of office space, and 8,300 square feet of retail at the intersection of Martin Luther King Boulevard and Burnside Avenue.
- Clay Creative, a five-story creative office space at the edge of Portland's Inner East Side.

The seven TOD projects completed or under construction represent approximately \$120 million in direct investment and 422 full time equivalent construction jobs.

## FY 2014-15

### Projects opened

Moreland Station  
Portland  
The Rose  
Portland  
The Radiator  
Portland  
Hub 9  
Hillsboro

### Under construction

Northwood  
Portland  
Block 75  
Portland  
Clay Creative  
Portland

### Projects approved

The Signal  
Beaverton  
First and Lombard  
Beaverton  
Concordia  
Portland  
Southeast 82nd Avenue and Division Street land acquisition (the Furniture Store)  
Portland

MAKING A  
GREAT  
PLACE



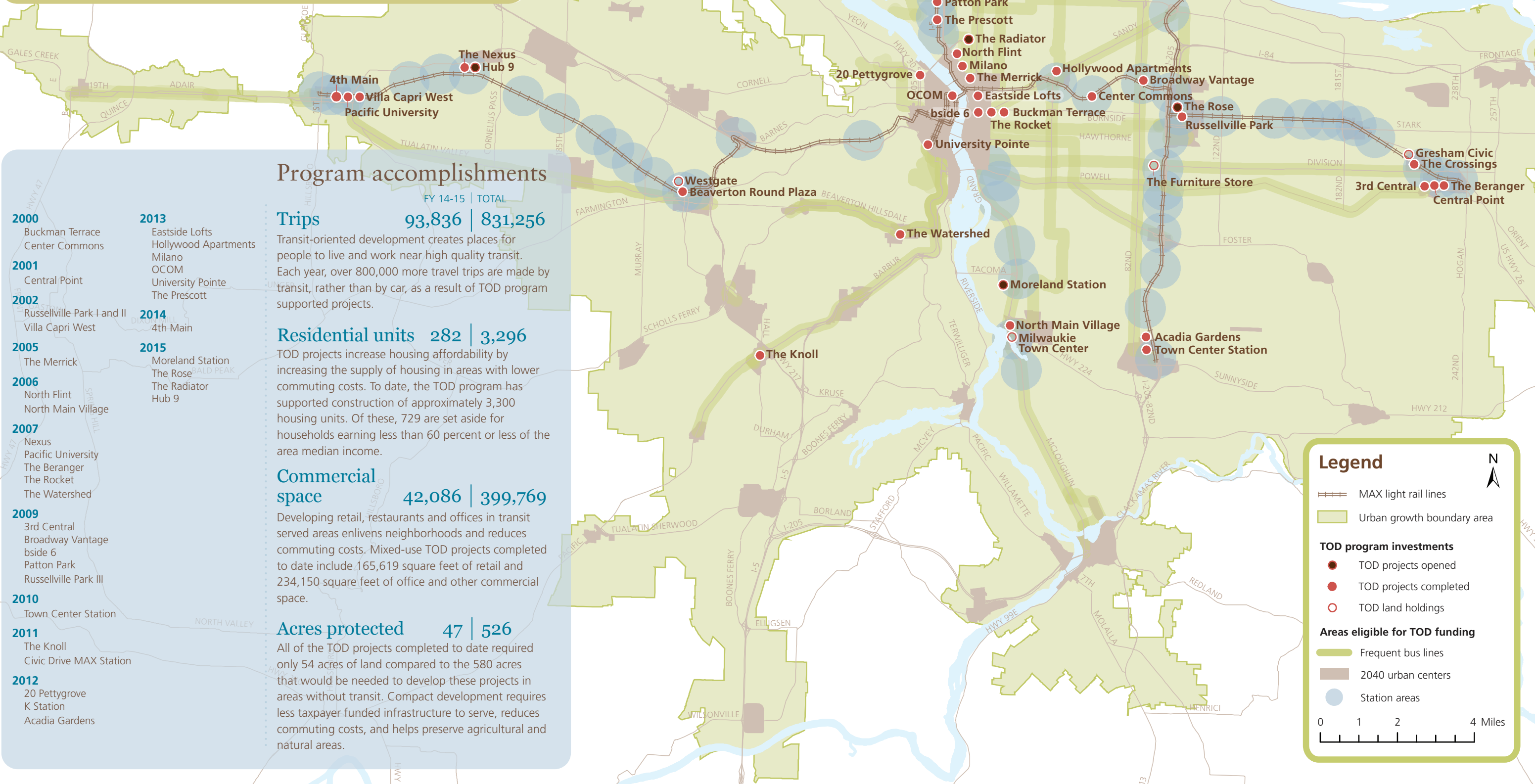
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\$582,321,671 leveraged

Metro's TOD program stimulates private and public investment by helping to offset the higher costs of compact development. The 35 TOD projects completed to date have leveraged \$11.4 million of TOD program investment in support of more than \$582 million in development activity.



1998-2015  
Completed transit-oriented development projects and eligible areas



Program accomplishments

FY 14-15 | TOTAL  
Trips 93,836 | 831,256

Trips

Transit-oriented development creates places for people to live and work near high quality transit. Each year, over 800,000 more travel trips are made by transit, rather than by car, as a result of TOD program supported projects.

Residential units 282 | 3,296

TOD projects increase housing affordability by increasing the supply of housing in areas with lower commuting costs. To date, the TOD program has supported construction of approximately 3,300 housing units. Of these, 729 are set aside for households earning less than 60 percent or less of the area median income.

Commercial space 42,086 | 399,769

Developing retail, restaurants and offices in transit served areas enlivens neighborhoods and reduces commuting costs. Mixed-use TOD projects completed to date include 165,619 square feet of retail and 234,150 square feet of office and other commercial space.

Acres protected 47 | 526

All of the TOD projects completed to date required only 54 acres of land compared to the 580 acres that would be needed to develop these projects in areas without transit. Compact development requires less taxpayer-funded infrastructure to serve, reduces commuting costs, and helps preserve agricultural and natural areas.

- |   |  |
|---|--|
| <b>2000</b><br>Buckman Terrace<br>Center Commons  | <b>2013</b><br>Eastside Lofts<br>Hollywood Apartments<br>Milano<br>OCOM<br>University Pointe<br>The Prescott |
| <b>2001</b><br>Central Point  | <b>2014</b><br>4th Main  |
| <b>2002</b><br>Russellville Park I and II<br>Villa Capri West                                     | <b>2015</b><br>Moreland Station<br>The Rose<br>The Radiator<br>Hub 9   |
| <b>2005</b><br>The Merrick  |  |
| <b>2006</b><br>North Flint<br>North Main Village  |  |
| <b>2007</b><br>Nexus<br>Pacific University<br>The Beranger<br>The Rocket<br>The Watershed         |  |
| <b>2009</b><br>3rd Central<br>Broadway Vantage<br>bside 6<br>Patton Park<br>Russellville Park III |  |
| <b>2010</b><br>Town Center Station  |  |
| <b>2011</b><br>The Knoll<br>Civic Drive MAX Station   |  |
| <b>2012</b><br>20 Pettygrove<br>K Station<br>Acadia Gardens                                       |  |





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.

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#### **Metro Council President**

Tom Hughes

#### **Metro Council**

Shirley Craddick, District 1  
Carlotta Collette, District 2  
Craig Dirksen, District 3  
Kathryn Harrington, District 4  
Sam Chase, District 5  
Bob Stacey, District 6

#### **Auditor**

Brian Evans

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.

For more information, visit  
[oregonmetro.gov/tod](http://oregonmetro.gov/tod)



**The Radiator**

*Metro's support turned the corner for the lending institutions, appraisers and investors. As a result, The Radiator is a leader in carbon reduction, job creation, energy conservation, and office space all coming together in northeast Portland.*

#### **Ben Kaiser**

Kaiser Group, Inc.

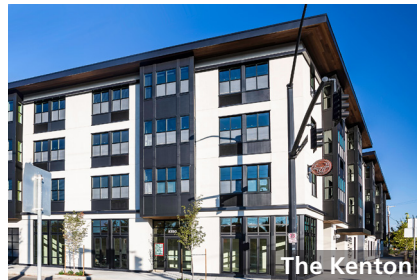


**The Rose**

*The Metro TOD grant helped us provide a viable mixed income, transit oriented development in Gateway without the use of LIHTC (Low-Income Housing Tax Credit) funds. Because of this support, 36 housing units will remain affordable for 60 years.*

#### **Gordon Jones**

Developer



**The Kenton**

*TOD program support allowed us to respond to growing demand for rental housing by bringing 57 housing units to the Kenton station area with a design that fits well with the neighborhood's historic character.*

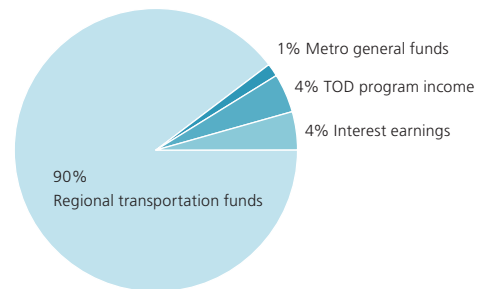
#### **Mary Hanlon**

Hanlon Development, LLC

### **Program financing**

Over the seventeen years since the TOD program's inception in 1998, program financing has totaled more than \$43 million cumulatively. Regional partners have allocated federal transportation funds to support the TOD program as part of the Metropolitan Transportation Improvement Program planning process. MTIP funds, currently \$3 million annually, are then exchanged to provide local funding for project investments and program operations. Historically, other funding sources have included direct federal transportation grants, income from property transactions, interest earnings and Metro general funds.

#### **Sources of funds**



#### **Uses of funds**

