



Transit-oriented affordable housing development opportunity

Metro owns land on NW Civic Drive in Gresham. This property is available as a resource for proposers responding to Gresham's January 2023 Bond Opportunity Solicitation, as part of the regional affordable housing bond. Successful proposers would also be eligible for \$2.9 million in gap financing from Metro's site acquisition program.



The parcel is available to support the goals and outcomes described in Metro's affordable housing bond work plan and those in Gresham's local implementation strategy. The site was purchased using funds from Metro's transit-oriented development program, therefore successful projects will be those that also make use of the area's high-density zoning and include elements that support walkability and residents' use of active transportation. If you are interested in partnering with Metro to develop this site into affordable housing, please contact Andrea Pastor, andrea.pastor@oregonmetro.gov.

Site overview

The available parcel is approximately 1.91 acres between NW 15th and NW 16th Streets, and NW Civic Drive and NW Sleret Avenue in Gresham's Civic neighborhood. The site is one block north of the Gresham Station Shopping Center, and is served by the Blue line MAX Civic Drive station, with service to downtown Portland and connecting service to Portland International Airport.

The site is three blocks west of Gresham's City Hall and the newly planned flagship location of Multnomah County Library. The neighborhood is less than a mile from

Gresham's vibrant historic downtown to the east. Both the Gresham Station Shopping Center and Gresham's downtown are home to many restaurants and retail amenities.

Nearby parcels to the southwest and the northeast are expected to redevelop, adding hundreds more residential units to the area. The City of Gresham has identified the Civic neighborhood as one of the city's three core commercial areas for higher density mixed-use, pedestrian oriented development.

The City is currently engaged in a conceptual master planning effort to align resources and needs to better establish a shared development vision/strategy for the Civic neighborhood district. Conceptual planning includes evaluating a future park, district parking strategies, redevelopment of the K-mart site and other opportunity sites within the district, and improved overall street connectivity throughout the area.

Design goals

- At least 60 residential units, preferably including two- and three-bedroom units.
- The previously established parking minimum in the area was 0.9 spaces per unit, eligible for a 50% reduction with a parking study. Under the new CFEC rules, the area is exempt from an enforceable minimum parking standard. Successful proposals should provide approaches for meeting residents' needs through adequate onsite parking, shared parking agreements, engagement with the City on district parking strategies, and/or strategies that reduce parking demand and promote active transportation.
- The City of Gresham would like to activate NW Civic Drive and enhance its character as a commercial destination that encourages pedestrian activity.
- Development with ground floor community-serving commercial uses, such as daycare or early childhood education, are encouraged and could be eligible for additional subsidy through Metro's urban living infrastructure and transit oriented development grant programs.
- The site has the dynamic potential to include both rental and affordable ownership units to increase the availability of affordable homeownership options in the Civic neighborhood.

Additional gap funding

In addition to the City of Gresham's housing bond funds awarded through their selection process, Metro's site acquisition program (SAP) has \$2.9 million available that may serve as gap financing for proposals on this site. Successful projects will reflect the SAP local implementation strategy, including strategies meant to advance racial equity. Project narratives should highlight:

- Fair housing strategies such as culturally specific programming, equitable approaches to lease up and property management and partnerships with community-based organizations
- Equity goals in contracting and workforce

- Plans for meaningful community engagement, particularly with communities of color and people experiencing housing insecurity

Site characterization

Metro engaged AKS Engineering and Forestry to prepare an ALTA survey to characterize the site. The survey was completed in 2017 and is available from Metro.

Storm and sewer lines bisect the parcel, however these utility lines have been abandoned. No buildings may be constructed over the stormwater easement running through the northeast corner of the site; however, parking, landscaping, pedestrian paths and green spaces may be built there.

Environmental conditions

A Phase I ESA was conducted in April 2006 by Hahn and Associates, Inc. The report identified past agricultural use of the site as a potential recognized environmental condition due to the possibility of pesticide residue in the soil. HAI conducted soil testing as part of a Phase II investigation in June 2006. The Phase II investigation found no concentrations of persistent agricultural chemicals in the soil at levels posing unacceptable risk to human health for residential site use. The Phase I and Phase II ESAs are available.

Zoning and entitlements

Metro engaged MIG to conduct a review of the site’s zoning and development feasibility, including two design concepts to determine and their full documentation is available.

Table 1: Site summary

LOCATION:	NW Civic Drive and NW 16 th Street
TAX LOTS:	Property IDs: R565087 and R565088 State IDs: 1S3E04DA 01202 and 01203
SITE SIZE:	Total size: 1.91 acres
ZONING:	CNTH – Civic Neighborhood Transit High Density
PLAN DISTRICT:	Civic Neighborhood Plan District
MIN RESIDENTIAL NET DENSITY:	30 (35) units per acre
MAX BUILDING HEIGHT:	10 stories
MIN OUTDOOR SPACE:	64 sf outdoor private space required per unit in addition to open space requirements

Half street improvements will be required on NW 15th Street and along the property frontage with NW Sleret Avenue. Both are currently designated as a Civic neighborhood local street type with a 58 ft. right of way. For each half street this requires a 9 foot travel

lane, 7 feet of on-street parking and a 13-foot sidewalk corridor with 9 feet of sidewalk and a 4 foot planting amenity zone.

Given the length of the site's frontage along 16th, a mid-block pathway through the site will be required. Gresham staff have indicated that the design commission may consider a discretionary request to not provide the through block connection if the design of the project is able to break up the long monotonous street wall with pedestrian amenities.



Process

To express interest in this opportunity, please contact Andrea Pastor, andrea.pastor@oregonmetro.gov. If the City of Gresham recommends funding for a proposed project on this Metro-owned site, Metro will then invite the project sponsor and other interested parties to submit unsolicited proposals for use of the property, as allowed by the Metro transit-oriented development program's work plan. Please see supporting documents for details.

Ultimate selection of a developer will be subject to approval by the transit-oriented development steering committee, Metro's Chief Operating Officer and Metro Council through the seven-day notice process. Metro will then enter into an Exclusive Negotiating Agreement with the developer for the property and will work jointly with the City of Gresham on a housing bond concept endorsement for Metro's \$2.9 million from the site acquisition program and any potential additional bond funds awarded by the City.

Please contact Andrea Pastor, Senior Development Project Manager, with questions or to express interest at andrea.pastor@oregonmetro.gov.