



Metro

## 2023 ANNUAL REPORT | JULY 2022 TO JUNE 2023

# Transit-Oriented Development Program

Metro's Transit Oriented Development ("TOD") program issues grants and purchases land to support equitable development and healthy communities along the region's transit system. This year, TOD staff finalized a strategic plan update that was approved by the TOD Steering Committee in April 2023. The new strategic plan formalizes and expands Metro's commitment to foster equitable and climate-friendly communities designed around the region's transit system, particularly in places where existing communities are at risk of gentrification and displacement. It sets new goals around affordability, climate and racial equity, and explores ways to leverage additional funding to increase the program's impact over time. Staff are currently revising the program's work plan to formalize the actions needed to meet new strategic plan goals. Future annual reports will include new metrics of program success surrounding climate change, minority contracting, and innovation.

Over the past 12 months, the TOD program awarded approximately \$4.3 million in support of 12 projects which will provide 757 regulated affordable housing units. During this same period, the TOD program celebrated the openings of six projects that will provide 617 regulated affordable housing units and 3,000 square feet of ground floor commercial space. One of the openings, Las Adelitas, is a 142-unit, affordable housing development in the Cully neighborhood developed by Hacienda CDC on the site of a former strip club. Las Adelitas is now a community asset that includes an event hall, a classroom space dedicated to Hacienda CDC's Portland Niños program for children 0-5 years of age, a

central plaza, and open space for people to gather and play.

One of the most exciting milestones of the year was the start of construction at Glisan Landing, a combined 137-unit project in Portland's North Tabor neighborhood built on property purchased by the TOD program in 2019. A team led by Related Northwest in partnership with Catholic Charities and Immigrant and Refugee Community Organization ("IRCO") will develop 96 family units, 41 permanent supportive housing units and an early childhood learning center to be operated by IRCO. The project showcases the power of multijurisdictional action with funds pledged from the Regional Affordable Housing Bond, City of Portland, and Metro Affordable Housing Bond Regional Site Acquisition Program.



*Glisan Landing Under Construction |  
Portland*

[oregonmetro.gov/tod](https://oregonmetro.gov/tod)

**Projects opened Jan. 2021 to June 2022**

- RiverPlace Phase II\* | Portland
- Las Adelitas\* | Portland
- Fuller Station\*\* | Clackamas County
- Douglas Fir\* | Portland
- Terrace Glen\* | Tigard
- Harvey Rice Heritage\* | Portland



*Las Adelitas | Portland*

The TOD Steering Committee and Metro Council approved funding for eleven future projects. Nine of these will be exclusively affordable projects regulated at 60% AMI or less.

**Projects approved in July 2022 to June 2023**

- 74th and Glisan Family\* | Portland
- 74th and Glisan PSH\* | Portland
- Alder 9\* | Portland
- Tistilal Village\* | Portland
- Meridian Gardens\* | Portland
- Albina One\* | Portland
- Short Stack\*\* | Portland
- AVA Tigard | Tigard
- Francis and Claire\* | Portland
- 165th and Burnside\* | Gresham
- Berry Ranch\* | Portland

\*indicates regulated affordable housing development at 60% AMI or lower

\*\*indicates mixed income projects or projects with units at 80% of AMI or lower



*Fuller Station | Clackamas County*



*Terrace Glen | Tigard*

## Full list of completed TOD projects

### 2000

Buckman Terrace  
Center Commons

### 2001

Central Point

### 2002

Russellville Park I and II  
Villa Capri West

### 2005

The Merrick

### 2006

North Flint  
North Main Village

### 2007

Nexus  
Pacific University  
The Beranger  
The Rocket  
The Watershed

### 2009

3rd Central  
Broadway Village  
bSide 6  
Patton Park  
Russellville Park III

### 2010

Town Center Station

### 2011

The Knoll  
Civic Drive MAX Station

### 2012

20 Pettygrove  
K Station  
Acadia Gardens

### 2013

Eastside Lofts  
Hollywood Apartments  
Milano  
OCOM  
University Pointe  
The Prescott

### 2014

4th Main

### 2015

Moreland Station  
The Rose  
The Radiator  
Hub 9

### 2016

Clay Creative  
Northwood

### 2017

La Scala  
Rise Old Town  
Slate  
Concordia Apartments

### 2018-2019

The Slogan  
E. Burnside Apartments  
Oliver Station  
The Jesse Quin  
The Rise Central  
The Woody Guthrie  
72 Foster  
Cornelius Place  
Blackburn Center  
The Orchards at 82nd

### July 2019-Dec. 2020

459 Rock Apartments  
Axletree  
Kaya Camilla  
Buri BLDG  
Willow Creek Crossing  
Argyle Garden  
Renaissance Commons  
The Songbird  
Perch PDX  
Red Rock Creek Commons  
Cedar Grove Apartments

### Jan. 2021 to June 2022

Rosewood Station  
Halsey 106  
Westgate Hyatt House  
Rockwood Rising Market Hall  
Cedar Commons  
Mamook Tokatee  
Burnside Boardwalk  
Stark Street Family Housing  
Bria Apartments  
The Annex

### July 2022 to June 2023

RiverPlace Phase II  
Las Adelitas  
Fuller Station  
Douglas Fir  
Terrace Glen

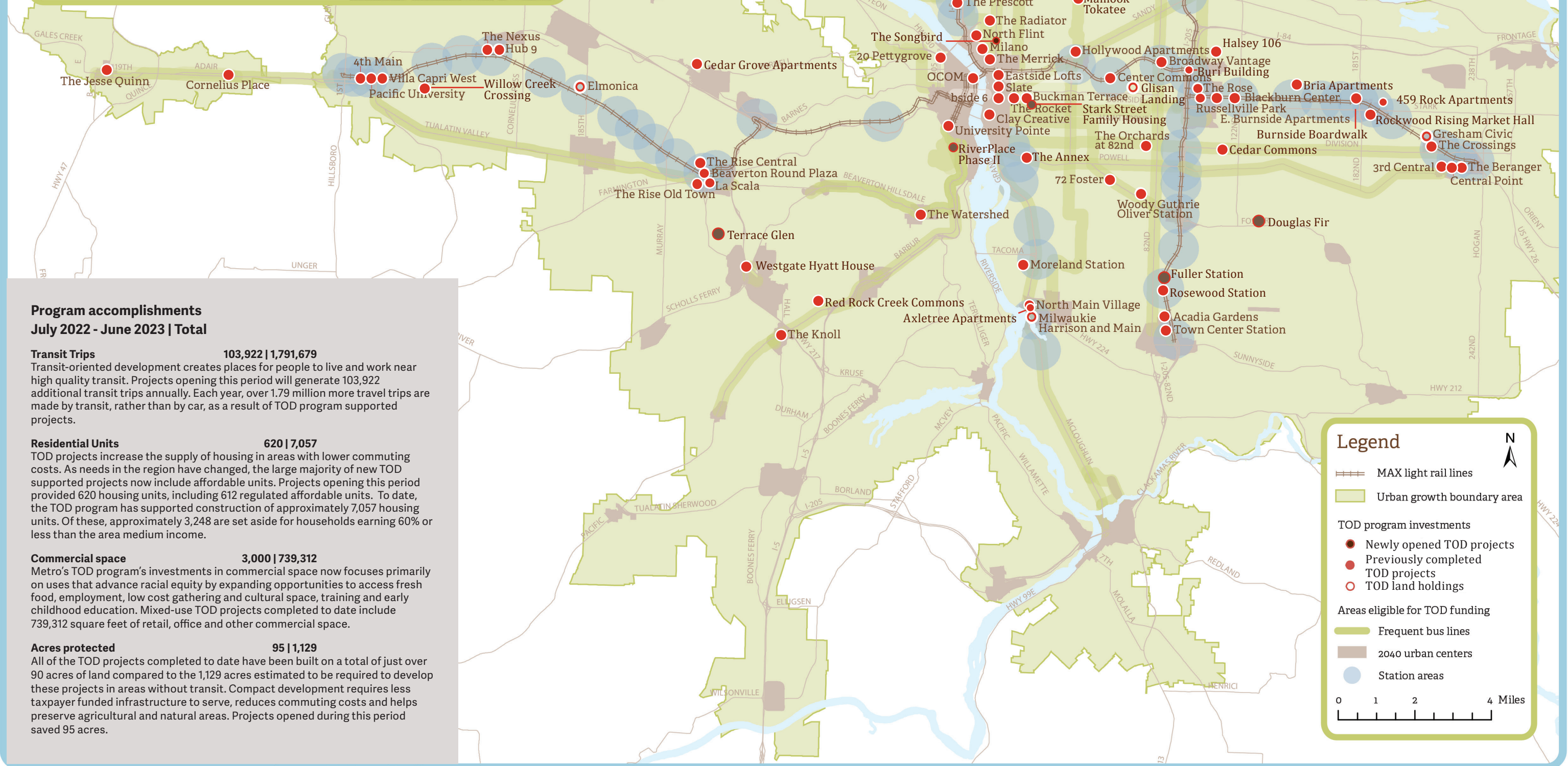


*Harvey Rice Heritage (Isaka Shamshud-Din Apartments) Portland*

Since 1998, \$44 million in TOD Program Investments have yielded \$1.75 billion in housing, office space and retail served by high quality transit.



1998-2023  
Completed transit-oriented development projects and eligible areas



**Program accomplishments**  
July 2022 - June 2023 | Total

**Transit Trips** 103,922 | 1,791,679  
Transit-oriented development creates places for people to live and work near high quality transit. Projects opening this period will generate 103,922 additional transit trips annually. Each year, over 1.79 million more travel trips are made by transit, rather than by car, as a result of TOD program supported projects.

**Residential Units** 620 | 7,057  
TOD projects increase the supply of housing in areas with lower commuting costs. As needs in the region have changed, the large majority of new TOD supported projects now include affordable units. Projects opening this period provided 620 housing units, including 612 regulated affordable units. To date, the TOD program has supported construction of approximately 7,057 housing units. Of these, approximately 3,248 are set aside for households earning 60% or less than the area medium income.

**Commercial space** 3,000 | 739,312  
Metro's TOD program's investments in commercial space now focuses primarily on uses that advance racial equity by expanding opportunities to access fresh food, employment, low cost gathering and cultural space, training and early childhood education. Mixed-use TOD projects completed to date include 739,312 square feet of retail, office and other commercial space.

**Acres protected** 95 | 1,129  
All of the TOD projects completed to date have been built on a total of just over 90 acres of land compared to the 1,129 acres estimated to be required 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. Projects opened during this period saved 95 acres.

**Legend**

- MAX light rail lines
- Urban growth boundary area
- TOD program investments
  - Newly opened TOD projects
  - Previously completed TOD projects
  - TOD land holdings
- Areas eligible for TOD funding
  - Frequent bus lines
  - 2040 urban centers
  - Station areas

0 1 2 4 Miles

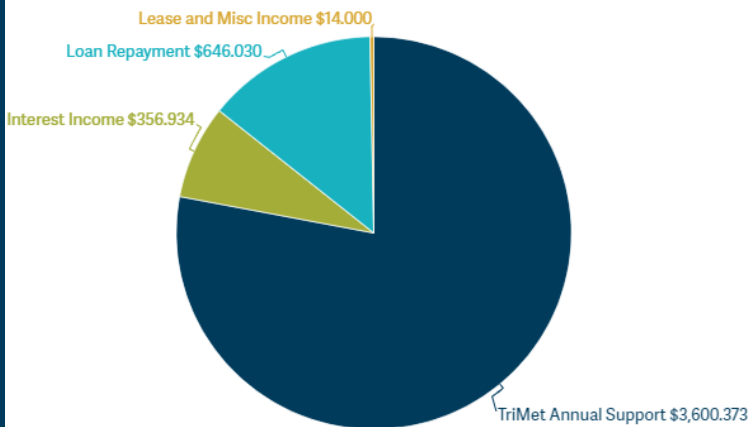
### Program financing

Since its inception in 1998, the TOD program has invested or committed over \$44 million in land and projects. 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 \$3.6 million annually, are then exchanged to provide local funding for project investments and program operations. Other funding sources included rental income from undeveloped TOD program holdings and interest on fund balances held to support future development.

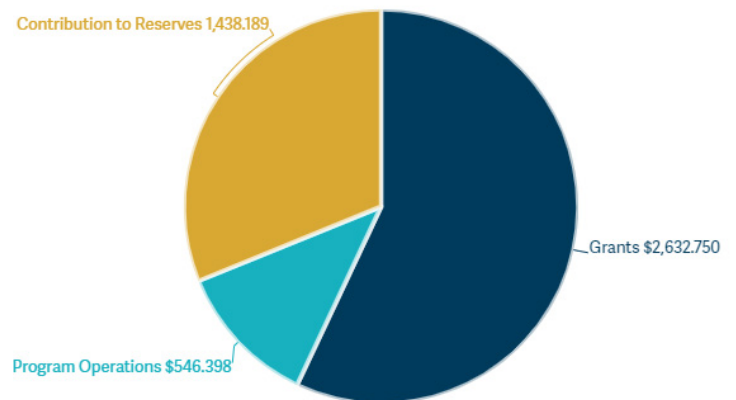
With programmatic changes that have increased eligibility for regulated affordable projects and a dramatic increase in affordable housing near transit spurred by the Regional Affordable Housing Bond, the Transit Oriented Development Program’s unobligated fund balance is now at approximately \$4.4 million, up from \$3.1 million in June 2021. With an annual program income of approximately \$4.62 million and strong continued demand from affordable housing projects near transit, Metro TOD staff will be working in the coming year to prioritize investments in grants and site acquisition to support equitable and climate resilient transit communities.

	June 2021	June 2022	June 2023
<b>Cash balance</b>	\$8,196,264	\$12,267,820	\$14,378,779
<b>Approved grants outstanding</b>	\$4,360,786	\$8,069,267	\$9,198,380
<b>Restricted funds</b>	\$746,786	\$746,786	\$746,786
<b>Unrestricted/unobligated fund balance</b>	\$3,088,754	\$3,451,767	\$4,433,613

**FY 2022 - 2023 Income**



**FY 2022 - 2023 Expenses**





If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

**So, hello. We’re Metro – nice to meet you.**

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

**Metro Council President**

Lynn Peterson

**Metro Councilors**

Ashton Simpson, District 1

Christine Lewis, District 2

Gerritt Rosenthal, District 3

Juan Carlos González, District 4

Mary Nolan, District 5

Duncan Hwang, District 6

**Auditor**

Brian Evans

