

Transit-Oriented Development (TOD) Guidelines Update

TriMet Board Presentation - May 27, 2020
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Stakeholder Engagement

Affordable Housing Non-Profit Developers and Coalitions	Other Developers	Public Agencies and Committees	Transit Equity Advisory Committee—Community-Based Agencies	Transit Agencies
<p>1000 Friends of Oregon Bridge Housing Casa of Oregon Catholic Charities of OR Central City Concern Enterprise Community Ptnrs Habitat for Humanity Hacienda CDC Home Forward Housing Development Center Housing Oregon Human Solutions Innovative Housing Inc. Network for Oregon Affordable Housing (NOAH) NW Housing Alternatives Portland Housing Center REACH CDC ROSE CDC</p>	<p>Carroll Investments Capstone Downtown Development Group Geller Silvis & Associates Generations Gordon Jones Guerilla Development Harsch Investment Properties Hoyt Street Properties Kaiser Group ScanlanKemperBard UD+P</p>	<p>Build America Bureau Bureau of Planning and Sustainability (BPS) City of Tigard Clackamas County Federal Transit Administration Metro Oregon Department of Transportation (ODOT) Portland Bureau of Transportation (PBOT) Portland Housing Bureau Prosper Portland Southwest Corridor Community Action Committee Washington County</p>	<p>Africa House APANO Asian Family Center Bus Riders Unite Central City Concern Centro Cultural de Washington County Clackamas Community College Clackamas Workforce Partnership Gresham Planning Commission Immigrant & Refugee Community Organization JOIN PDX Latino Network Oregon Food Bank Portland Community College The Street Trust</p>	<p>BART (San Francisco) DART (Dallas) LA Metro (Los Angeles) Metro Transit (Minneapolis/St. Paul) RTD (Denver) Sound Transit (Seattle) Translink (Vancouver) VTA (San Jose, CA) WMATA (Washington D.C.)</p>

TOD Objectives and Feedback

In response to feedback received at and after the October 2019 Board Meeting, TriMet staff substantially revised the TOD Guidelines to address stakeholder concerns. In particular, TriMet has increased its commitment to its TOD objectives shown in red:

1. **Equitable Development**
2. **Affordable Housing**
3. Anti-Displacement
4. Mobility Hubs
5. Site Prioritization
6. Adhere to TOD Best Practice
7. TOD Supportive Regulatory Change
8. Public and Private Partnerships
9. Revenue Generation
10. **Community Benefit**
11. **Transparency**
12. **Accountability**

New Guideline Provisions

TriMet has revised and strengthened its TOD Guidelines by:

- (1) Adoption of a portfolio-wide housing goal** to ensure at least 30% of residential units developed on TriMet sites are affordable to low income residents*
- (2) Semi-annual reports to the TriMet board** on TOD projects, performance, and goals, including reassessment of dynamic targets
- (3) Creation of a TOD website and engagement protocols** to ensure transparency and facilitate feedback on projects and policies

*TriMet recognizes low income as averaging $\leq 60\%$ Area Median Income in accordance with Federal guidelines.

Transit Agency Affordable Housing Goals

Transit Agency	% of individual site development dedicated to AH	% of entire portfolio dedicated to development of AH	Is AH a goal or requirement?
BART (Bay Area)	20%	35%	Goal
Caltrain (Bay Area)	30%	None	Goal
VTA (San Jose)	20%	35%	Goal
LA Metro (Los Angeles)	35%	None	Goal
Sound Transit (Seattle)	80%	No % offered, but portfolio-wide AH incentives offered via legislation	Requirement (legislation)
King Co Metro (Seattle) (DRAFT)	None	40%	Goal
MARTA (Atlanta)	None	20%	Goal
MBTA (Boston)	10-20%	None	Goal

Agencies with no stated goals: Metro Transit (Mpls/St.Paul); WMATA (Washington D.C.); MTA (New York); Valley Metro (Phoenix)*; RTD (Denver)*
 (* = Defer to municipality requirements)

TriMet Affordable Housing Commitment

Butler Block

SW 18th & Salmon
182 total units
10 affordable units



Renaissance Commons

N Interstate & Argyle
189 affordable units



Hazelwood

SE 124th & Ash
175 affordable units



Dean River

SE 17th & Pershing
72 total units
3 affordable units



Fuller Road Park & Ride

SE Fuller Rd
100 affordable units



2015–2020

Total Units
Delivered

718

Affordable Housing
Units Delivered

477
(66%)

Pipeline Affordable
Housing Units

115+

Affordable Housing \leq 60% Area Median Income (AMI).
8% of units are @ 30% AMI.

Case Study: Fuller Road Station

- **Underutilized 4-acre Park & Ride site**
Serving MAX Green Line near to Clackamas Town Center and adjacent to I-205
- **New six-story/ 100 unit building.**
100% affordable @ 30–60% AMI
- **TriMet selling ~40% of site** on favorable terms following an unsolicited proposal
- **TriMet relocating a stormwater facility** on the site to enable its development



Clackamas County supported the project with a HOME grant. County wants other uses on the remainder of the site if/when it is redeveloped.

Dynamic TOD Program

- Site-by-site approach ensures TODs meet most-pressing local needs
- Portfolio goals met by aggregate outcomes at individual sites
- Regular Board review ensures program stays on track/achieves goals
- Constant stakeholder feedback via website and community engagement processes

