# Transit-Oriented Development (TOD) Guidelines Update

TriMet Board Presentation - May 27, 2020 Guy Benn | Program Manager, TriMet TOD



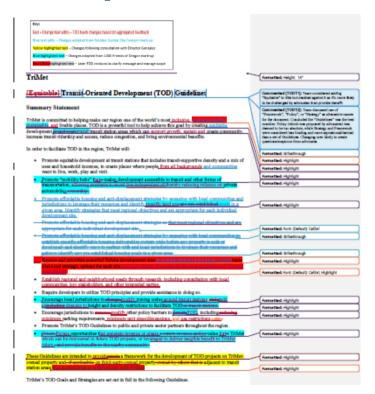


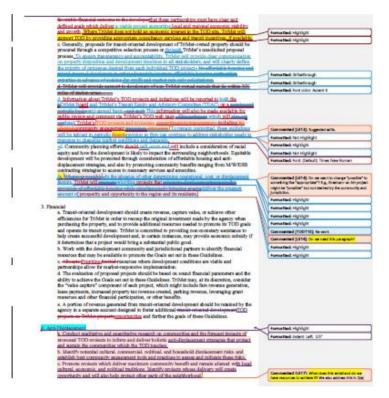
# **Stakeholder Engagement**

Affordable Housing Non-Profit Developers and Coalitions	Other Developers	Public Agencies and Committees	Transit Equity Advisory Committee— Community-Based Agencies	Transit Agencies
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	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	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	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	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.)



#### **Comprehensive Guideline Revisions**







#### **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



<sup>\*</sup>TriMet recognizes low income as averaging ≤ 60% Area Median Income in accordance with Federal guidelines.

### **Transit Agency Affordable Housing Goals**

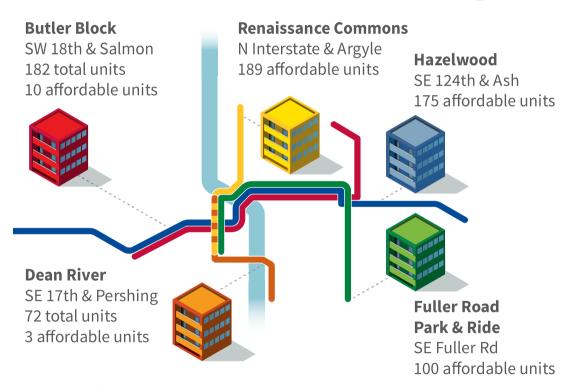
Transit Agency	% of individual site development dedicated to AH	% of entire portfolio dedicated to development of AH	Is AH a goal or requirement?
BART (Bay Area)	20%	35%	Goal
Caltrain (Bay Area)	30%	None	Goal
VTA (San Jose)	20%	35%	Goal
LA Metro (Los Angeles)	35%	None	Goal
Sound Transit (Seattle)	80%	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**



# 2015-2020

Total Units Delivered

718

Affordable Housing Units Delivered

**477** (66%)

Pipeline Affordable Housing Units

115+

Affordable Housing ≤ 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

