

Southwest Corridor Inclusive Communities Project

SW Corridor Community Advisory Committee
May 7 2020

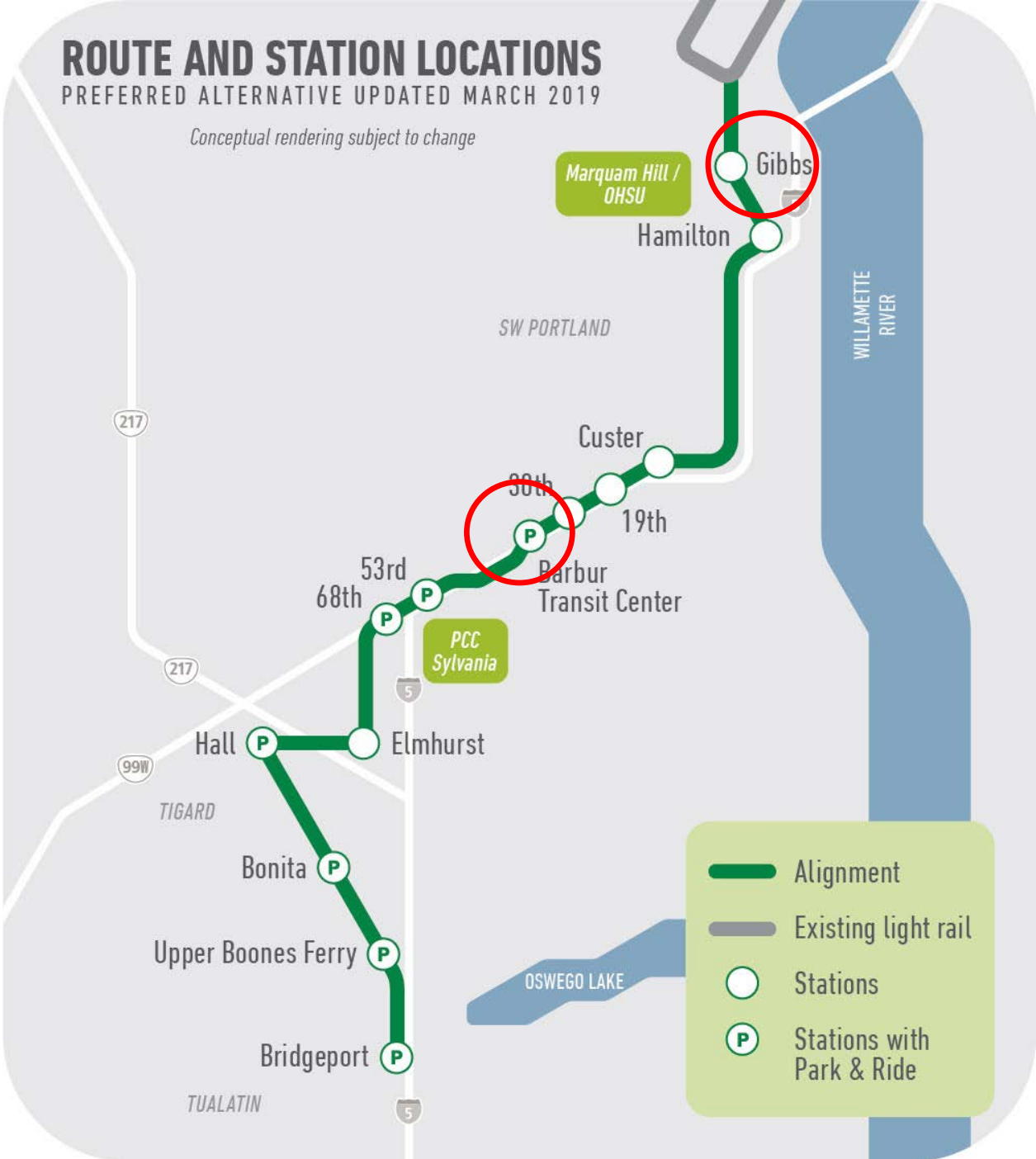


“To plan for a Southwest Corridor that provides complete and inclusive communities for all, we need to also listen to the voices of our neighbors most impacted by today’s racial and economic disparities.” — Mayor Ted Wheeler

ROUTE AND STATION LOCATIONS

PREFERRED ALTERNATIVE UPDATED MARCH 2019

Conceptual rendering subject to change



Inclusive Communities Project:

Naito Main Street Project and Ross Island Bridgehead

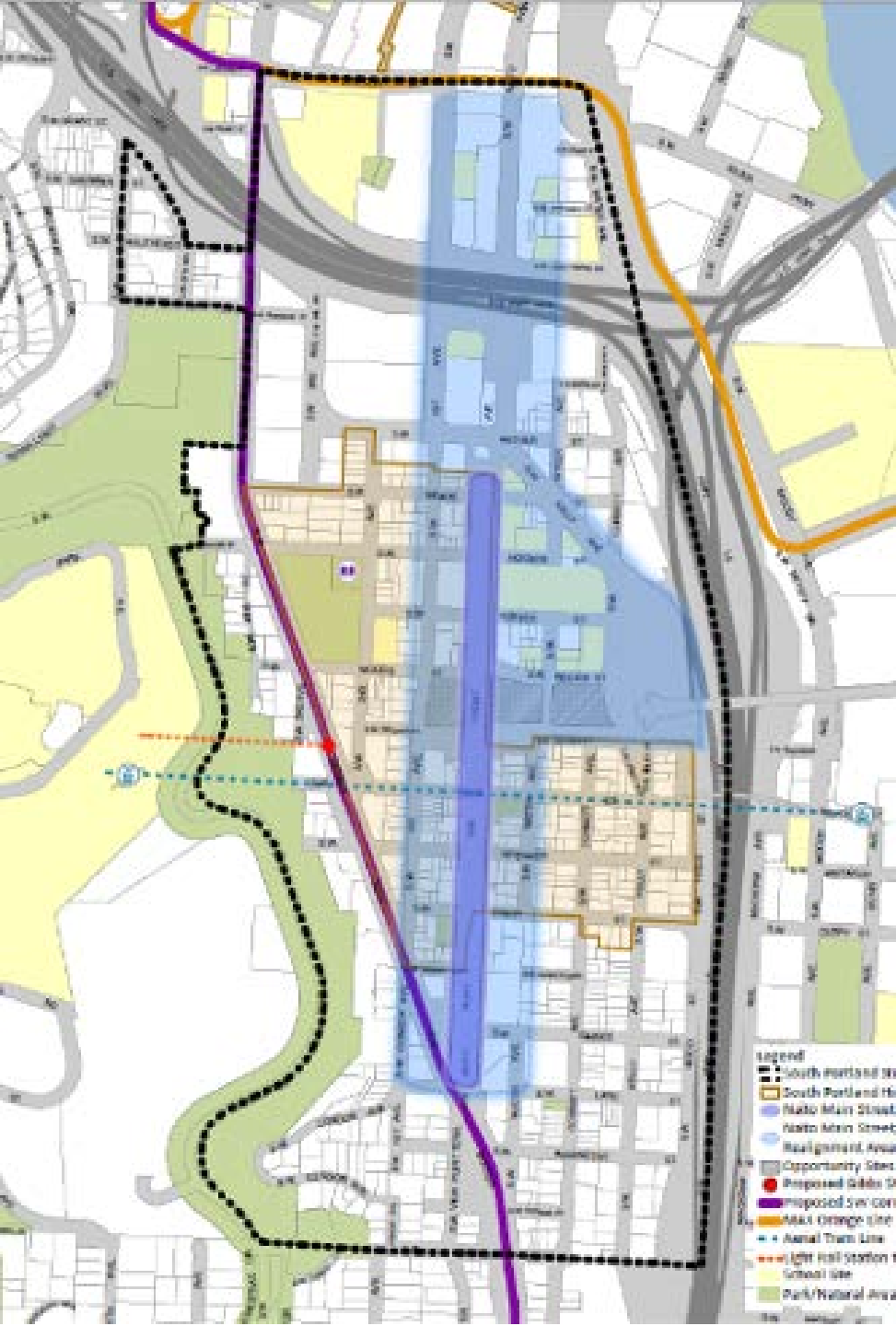
West Portland Town Center Plan

Previous plans



“Equity is when all individuals have access to the opportunities necessary to satisfy their essential needs, advance their well-being and achieve their full potential.”

~Portland Plan 2012



Naito Main Street Project Ross Island Bridgehead

This project fits in with the other projects taking place in this area:

- Historic district guidelines update
- SW Corridor light rail

The History

- Addresses past harms to inform a vision of a more healthy, connected and inclusive community
- Decades of previous plans and once-in-a-lifetime opportunity to get it right



Ross Island Bridgehead Reconfiguration



Aerial view of the new reconfiguration of the Ross Island Bridgehead.



Aerial view of car travel routes for westbound travelers.



Aerial view of car travel routes for eastbound travelers.

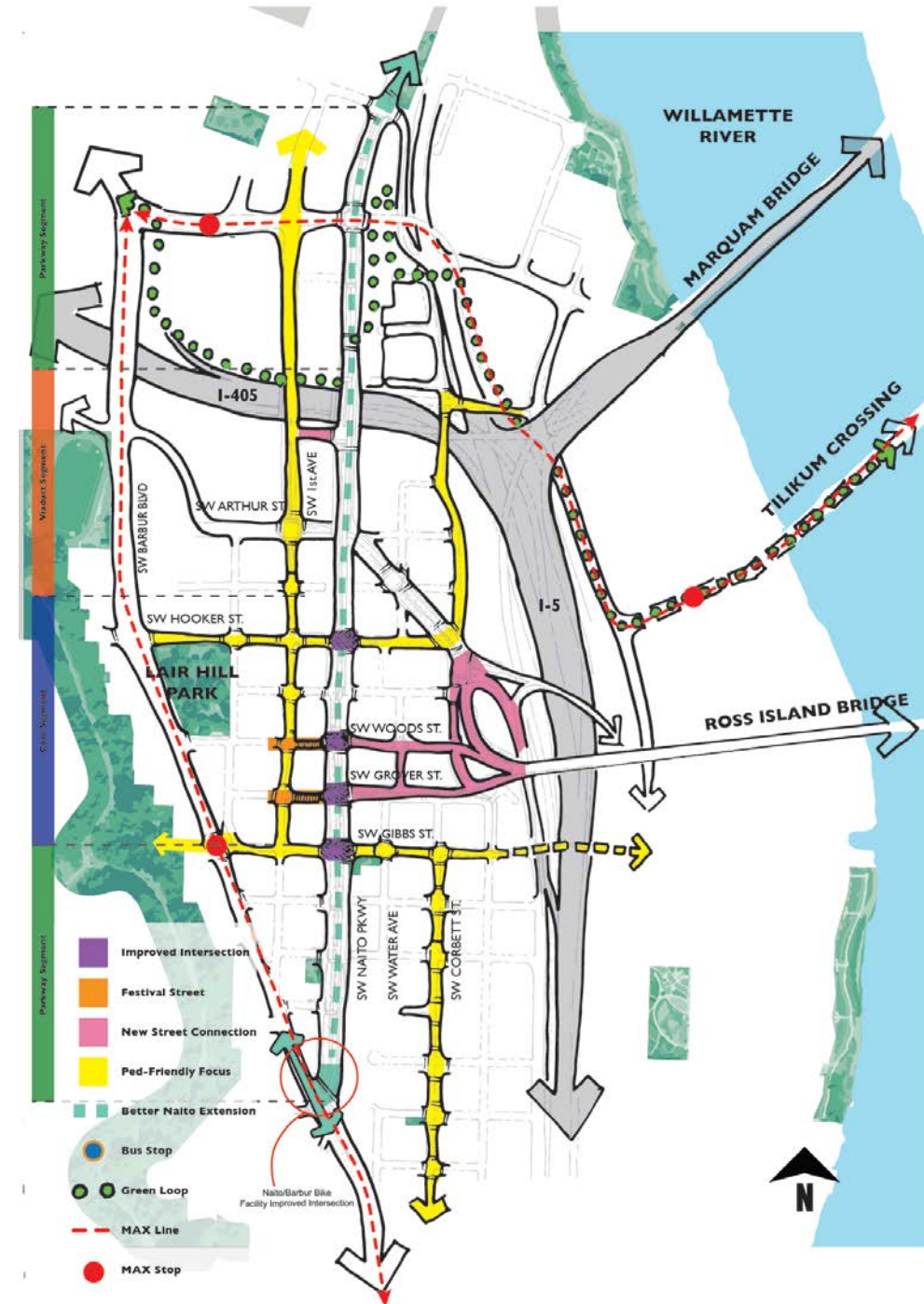




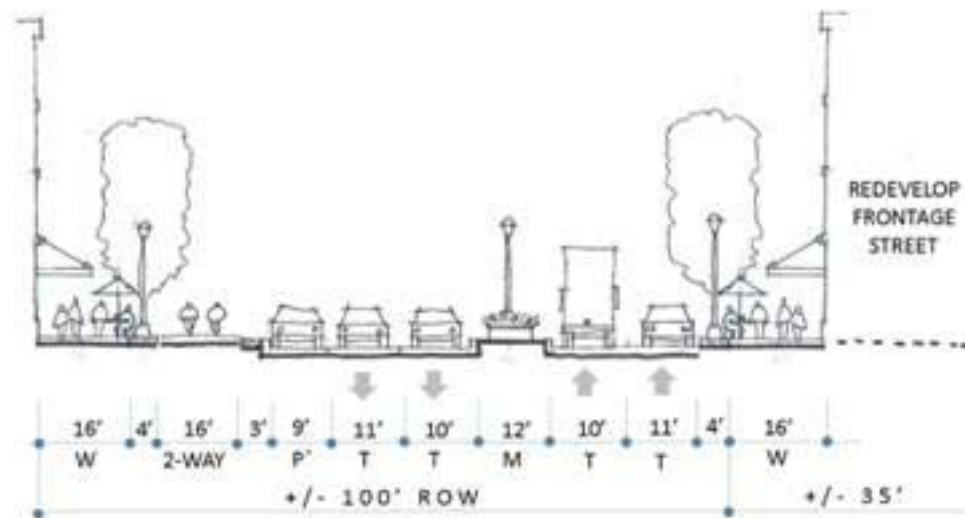
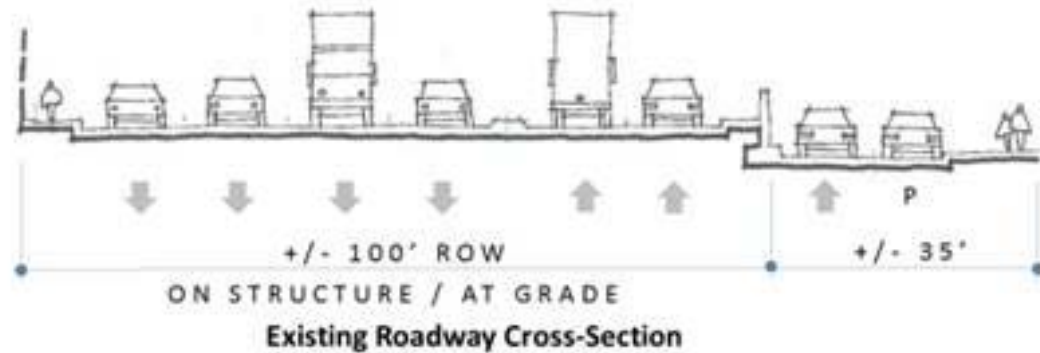
3+ publicly-owned acres of development opportunities



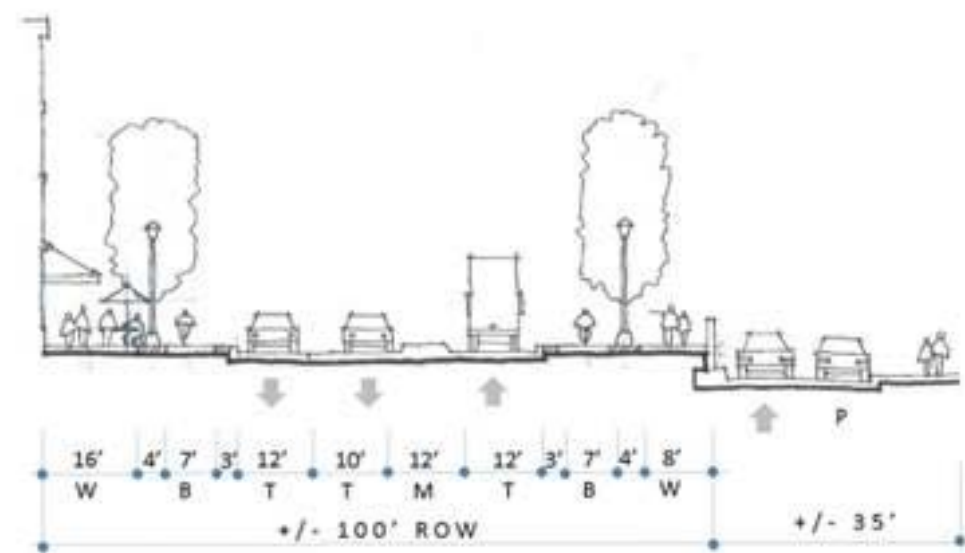
Transportation



Naito Parkway Main Street Concepts



Option 4 Cross-section
 2-way bikeway on westside
 (with redevelopment up to Naito)



Option 2 Cross-section
 2-way bikeway on westside
 (with frontage road at NUNM)

Land use

- Opportunity sites
- Relationship to major institutions
- Commercial areas
- Relationship to historic district
- Pedestrian connectins to/from Naito



Naito and Porter



RIB remnant parcels development concepts

Features:

- *Taller buildings on the east side and a shorter building in the historic district*
- *retail uses on Naito,*
- *300-400 apartments
40-80 affordable*
- *grocery store*
- *cultural center*

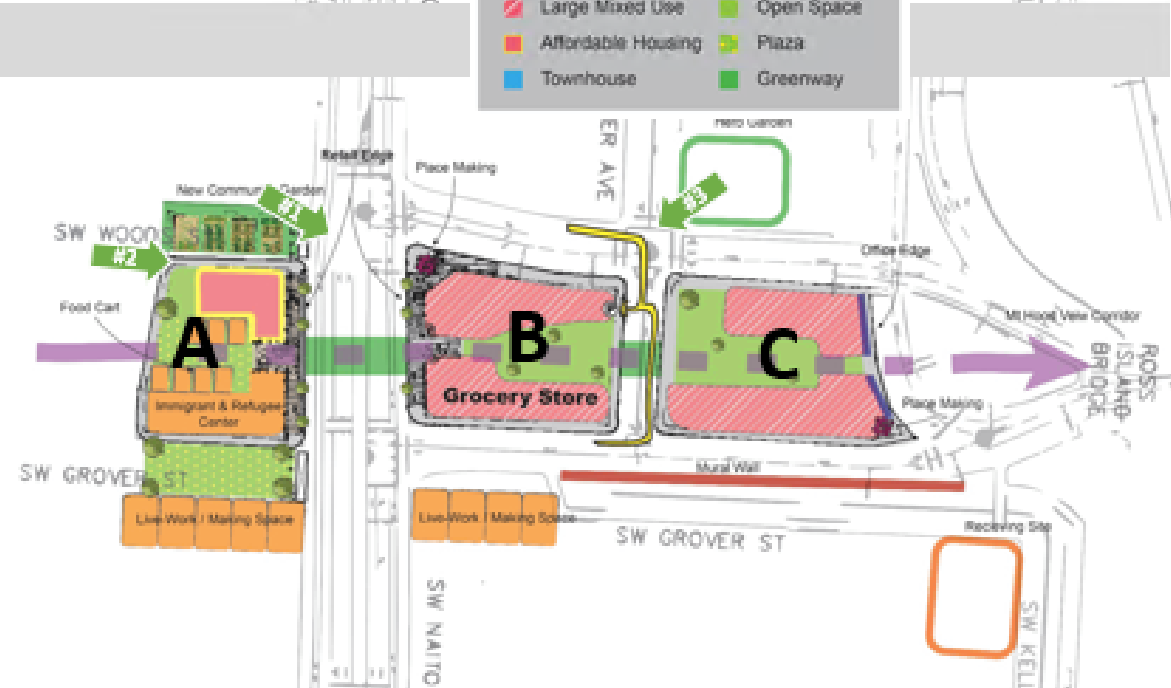
Mixed Use - 1

- *Green Corridor on SW Grover St with park, food carts, and cultural center*
- *Two parking entrances: one on SW Woods St; one on SW Water Ave*
- *Multifamily townhouses on SW 1st Ave*
- *Tree buffer facing bridgehead*
- *Pedestrian connection through retaining wall at SW Water & Grover*

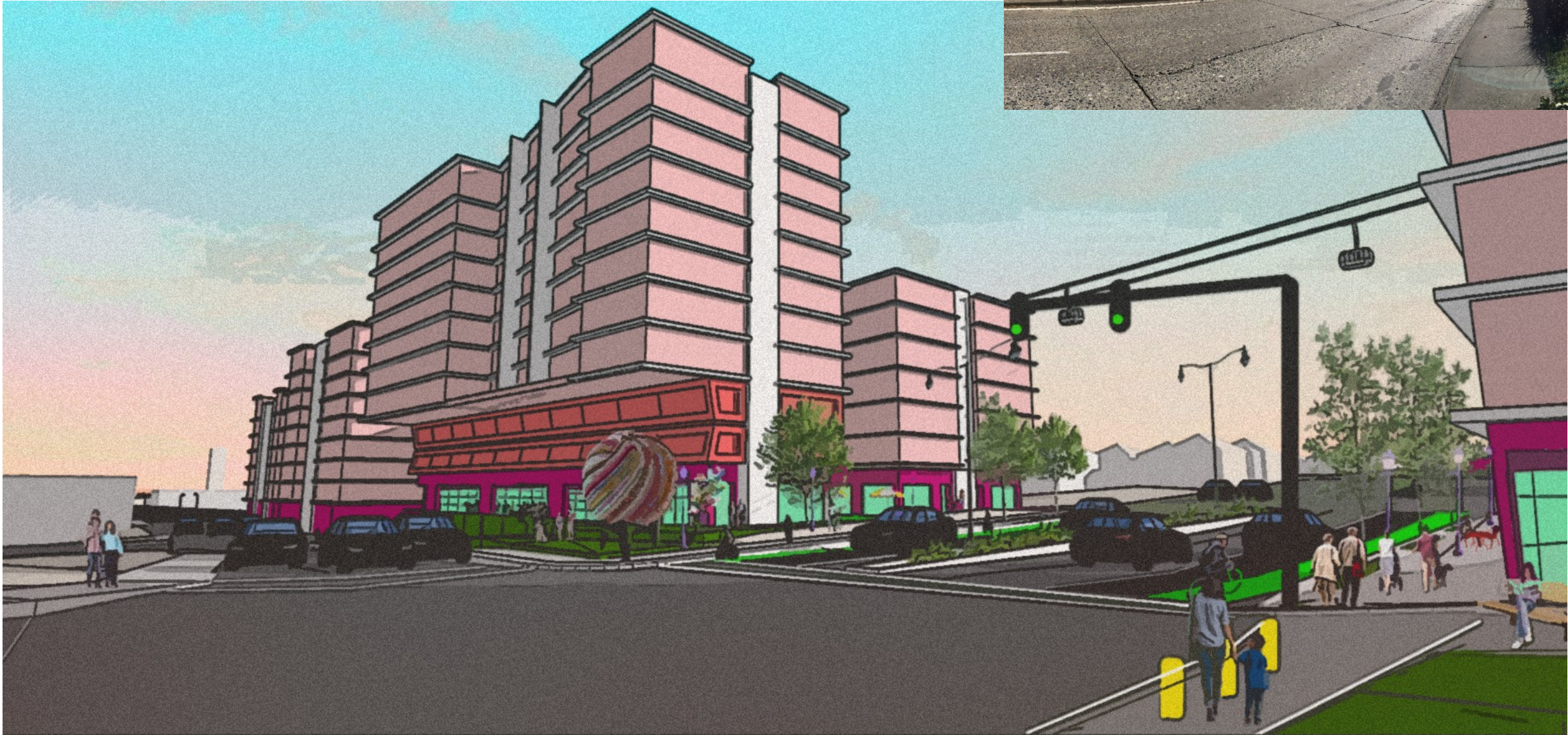


Mixed Use - 2

- *Open space creates view corridor through the sites*
- *Community focus with garden and live-work space for artists*
- *Office uses as buffer facing bridgehead*
- *One parking entrance on SW Water Ave*



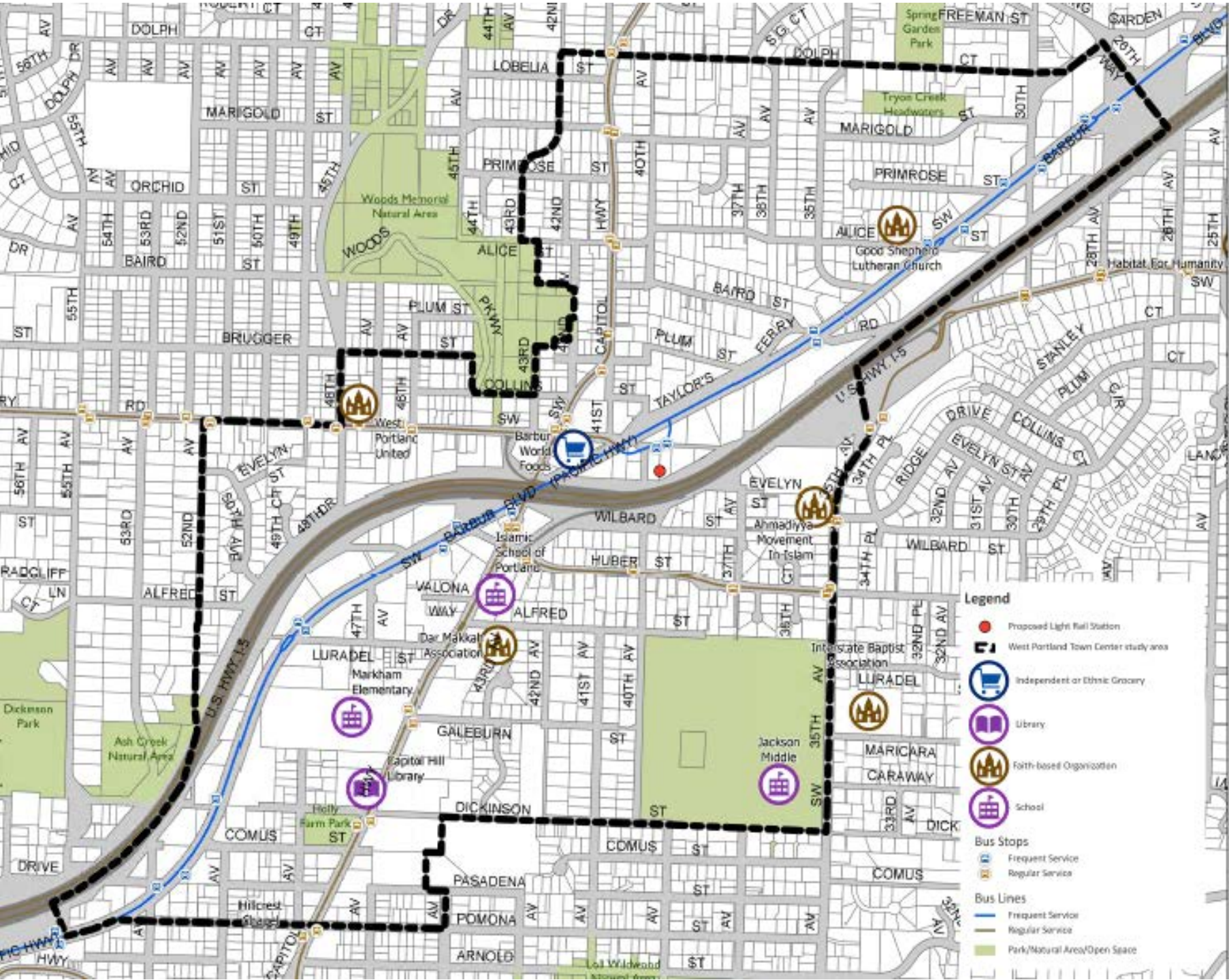
Naito and Woods



Woods and 1st



West Portland Town Center Plan



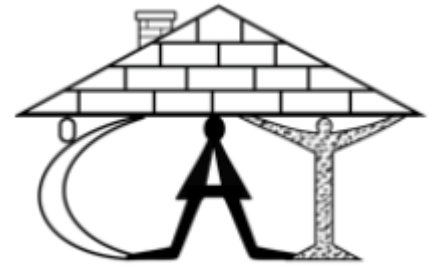
What we've heard so far...

1. Pride in multi-cultural diversity
2. Fear for safety when walking and biking
3. Love of the natural and cultural amenities
4. Area is divided physically, creating two "hearts"
5. Prevent displacement before making improvements
6. Growth throughout town center



Priorities from focused engagement

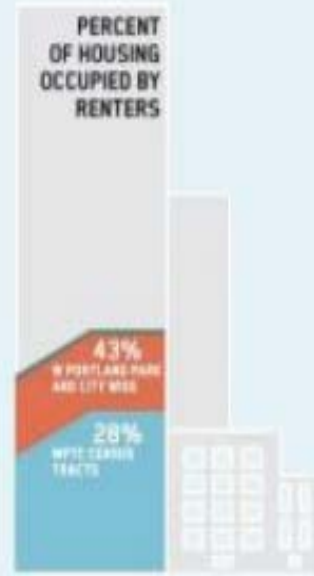
- **Ownership.** Renters owning their buildings
- **Healthy homes.** Renovations without displacement
- **Rent stability.** Rent freeze for period of time
- **New housing for refugees and asylees**
- **Transit.** More bus lines, greater frequency, free/reduced fare, and less policing
- **Culturally specific businesses.** Support for existing (ex. halal shop) and multi-cultural marketplace for new
- **Walkability and transit access.** More foot bridges. Bus stops not so close to street. Ped signal at Alfred.
- **Multi-cultural community center**



Health inequity

1. Five years less life expectancy
2. Residents are experiencing declining trends in income, education rates and increasing poverty rates
3. Households of color are more likely to rent and spend more than 50% of their household income on housing costs
4. Residents have lower rates of health insurance

West Portland Park Census Tract



MEDIAN HOUSEHOLD INCOME
increased 11.5% citywide since 2012



+47%

The median household income in the West Portland Town Center area increased 47% from 2012 to 2017



-16%

The median household income in the West Portland Park neighborhood fell 16% between 2012 and 2017

CULTURAL DIVERSITY
currently 26% People of Color (POC) citywide



+3%

People of Color in the West Portland Town Center area increased by 3% from 12% in 2012 to 15% in 2017



+5.5%

People of Color in West Portland Park increased 5.5% from 24.1% in 2012 to 29.6% in 2017

PERCENT LIVING IN POVERTY
decreased 0.8% citywide since 2012

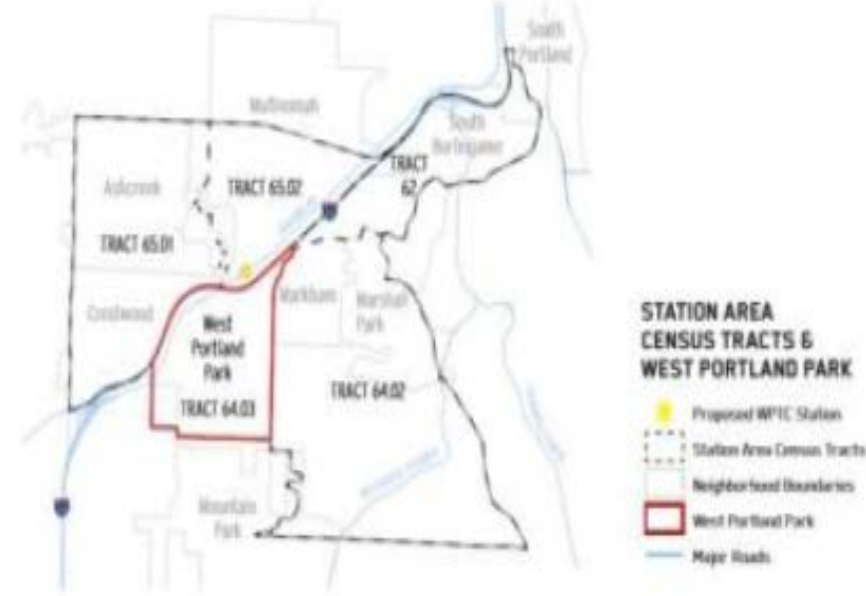
+1%

Between 2012 and 2017 the percent of people living in poverty in the West Portland Town Center area increased 1%.



+8.2%

Between 2012 and 2017 the percent of people living in poverty in the West Portland Park neighborhood increased from 9.7% to 17.9%



UNINSURED POPULATION
accounted for 8.7% of Portland residents in 2017



3.7%

of West Portland Town Center study area residents lacked health insurance in 2017



4.7%

of West Portland Park residents lacked health insurance in 2017

LIFETIME CANCER RISK FROM INHALATION OF AIR TOXICS

Portland citywide is in the 86th Percentile (Greater than in 86% of US population, representing an absolute lifetime risk level of 52 cancer deaths per million.)



89TH Percentile

For cancer risk due to air toxics in West Portland Town Center station area. This represents an absolute lifetime risk level of 54 cancer deaths per million.

Greater than in 89% of the US population due to adjacent freeways and roadways.



92ND Percentile

For cancer risk due to air toxics in the West Portland Park census tract. This represents an absolute lifetime risk level of 56 cancer deaths per million.

Greater than in 92% of the US population due to adjacent freeways and roadways.

Community Goals

Goal 1: Great Places with Equitable Access

1. Increase new housing choices for all household types and incomes throughout the Town Center
2. Design public spaces to support people and businesses while also integrating the natural attributes of this area
3. Build a multi-modal and multi-ability circulation system across the town center
4. Create defined main streets and commercial areas

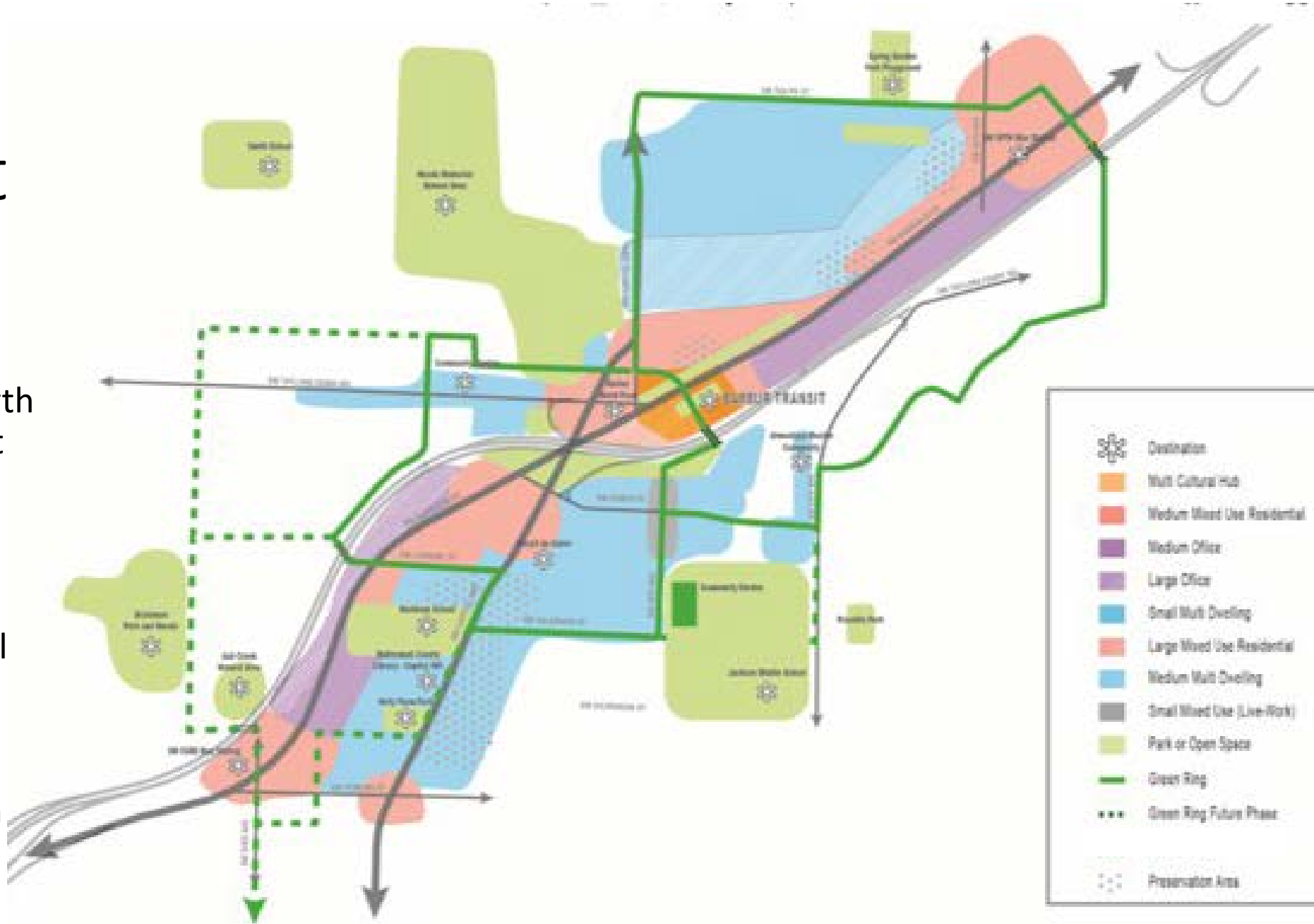
Goal 2: Strong Communities and People

5. Prevent residential and cultural displacement
6. Create opportunities for community and cultural spaces
7. Promote business opportunities, including minority and women-owned small businesses
8. Community engagement and outreach to underrepresented groups to increase their capacity
9. Improve mental and physical health outcomes for people by elevating the connection to nature

Growth concept

Features:

- Shared growth
- Employment zones
- N and S commercial areas
- Multicultural hub
- Affordable apartment preservation
- Green ring



Transportation concept

Features:

- Corridor investments
- Green scapes
- New main street on Collins
- Local streets
- I-5 pedestrian crossings



Barbur Transit Center Development Concept

POTENTIAL PUBLIC BENEFITS

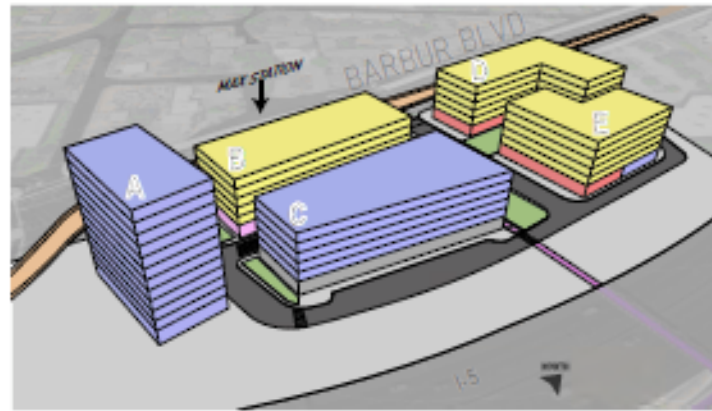
- Affordable housing required for low-income households
- Indoor community space for culture events and/or office space for nonprofit service providers
- Retail can include space for businesses providing culturally relevant goods and services (ex. multicultural market place)
- Outdoor space is aligned to preserve views of Mt. Hood and provide opportunity for public art and community gatherings
- Circulation prioritizes pedestrians and connects the pedestrian bridge to the new station
- Office space for businesses and new jobs

SITE PROGRAM

- Five buildings: 3 mixed use and 2 office
- 230 - 300 apartment units
- Affordable housing: 23-30 units at 60% AMI or 46-60 units at 80% AMI provided through inclusionary zoning
- 15,000 - 20,000 square feet for retail
- 100,000 - 170,000 square feet of office space
- 10,000 - 15,000 square feet of public open space
- 10,000 - 15,000 square feet of private open space
- 3 floors of parking with 150 - 250 stalls

BUILDING PROGRAMS

- Building A : 82,000 sf office
- Building B : 82,000 sf residential, 10,500 sf retail, and 5,500 indoor community space
- Building C : 86,000 sf office and 51,000 sf parking
- Building D : 92,000 sf residential, 7,350 sf retail, and 4,870 indoor community space
- Building E : 60,000 sf residential and 12,000 indoor community space



Barbur and Collins



BARBUR TRANSIT DEVELOPMENT CONCEPT - Side Running Alignment

POTENTIAL PUBLIC BENEFITS

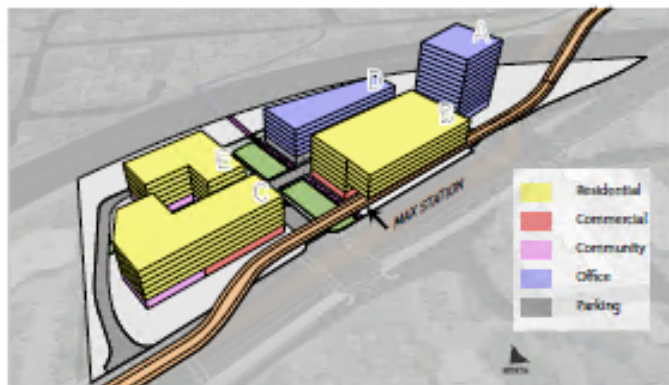
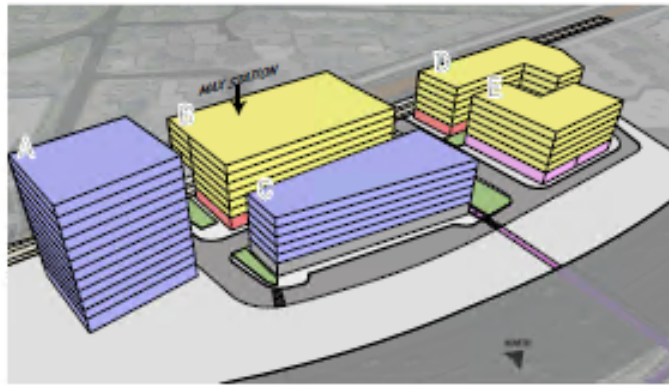
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- Circulation prioritizes pedestrians and connects the pedestrian bridge to the new station
- Office space for businesses and new jobs

SITE PROGRAM

- Five buildings: 3 mixed use and 2 office
- 250 - 310 apartment units
- Affordable housing: 25-30 units at 60% AMI or 50-60 units at 80% AMI provided through inclusionary zoning
- 20,000 - 25,000 square feet for retail
- 110,000 - 175,000 square feet of office space
- 8,000 - 10,000 square feet of public open space
- 8,000 - 10,000 square feet of private open space
- 3 floors of parking with 80 - 200 stalls

BUILDING PROGRAMS

- Building A : 110,000 sf office
- Building B : 106,000 sf residential and 15,000 sf retail
- Building C : 65,000 sf office and 40,000 sf parking
- Building D : 84,000 sf residential, 8,000 sf retail, and 8,700 indoor community space
- Building E : 55,000 sf residential and 11,000 indoor community space



Discussion

Are there light rail-supportive actions you want to see in these projects?

- Equitable Transit Oriented Development on publicly owned sites
- Transit supportive zoning
- Ped/Bike connections to stations
- Anti-displacement investments for housing and small businesses

Questions

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<https://beta.portland.gov/bps/sw-inclusive>

Transit-Oriented Development (TOD) and the SW Corridor

SW Corridor CAC Meeting - May 7, 2020



What is TOD?

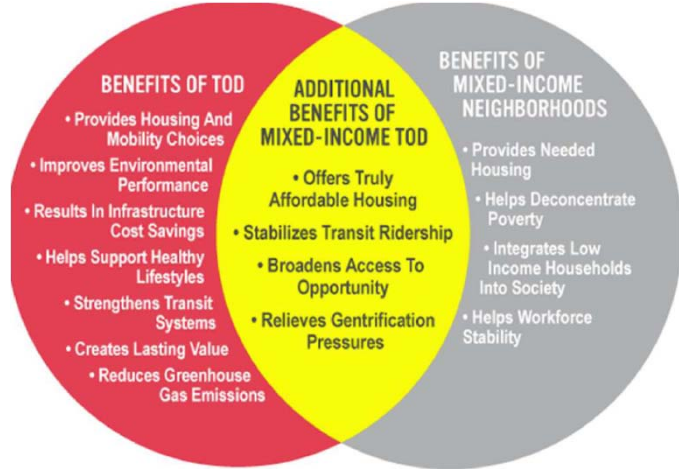
Transit-Oriented Development (“TOD”) is commonly defined as **high-density, mixed-use development within walking distance (0.5 mile) of a transit station.**



Why is TriMet promoting TOD projects?

TOD delivers a wide range of benefits including increased transit ridership, reduced congestion and pollution, and healthier, more livable neighborhoods.

When combined with mixed-income development, TOD can greatly increase affordable housing provision and relieve gentrification pressures.

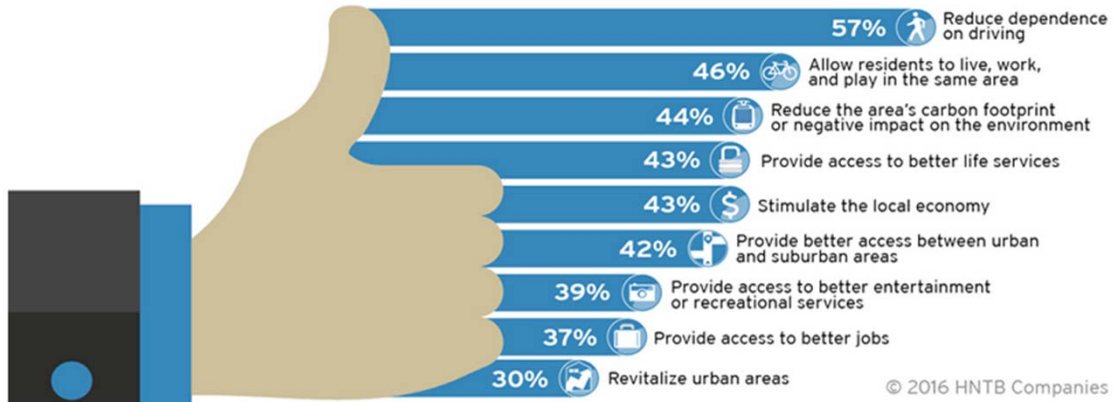


Source: CTOD.org



BENEFITS OF TRANSIT ORIENTED DEVELOPMENT

Americans believe transit oriented development provides an array of benefits ranging from lifestyle to environmental to economic.



TriMet TOD Objectives

- **Promote equitable development** at, and near to, transit stations
- **Use Public-Private Partnerships** to optimize density, deliver max. affordable housing/community benefit
- **Meet wider community/neighborhood needs** in terms of housing, employment, and amenity provision
- **Create mobility hubs** that remove the need for car ownership
- **Mitigate 'transit displacement'** by delivering affordable & market-rate housing to satisfy new demand
- Provide resources/protections to **ensure favorable conditions for current and future TriMet ops**

Achieving TriMet's TOD Objectives

- TriMet is a transit agency so it needs to **work in partnership with public and private developers** to deliver TODs
- TriMet has **authority to use its surplus land holdings** to deliver benefit to its transit network and the communities it serves
- TriMet can **offer non-financial subsidies** to developers to promote TOD on TriMet land or third-party-owned sites
- TriMet can **recycle and reinvest capital generated from TOD** to promote or subsidize further TOD so creating a virtuous cycle
- TriMet cannot fund non-operational development (such as housing) but it has the **skills to raise money and create partnerships**

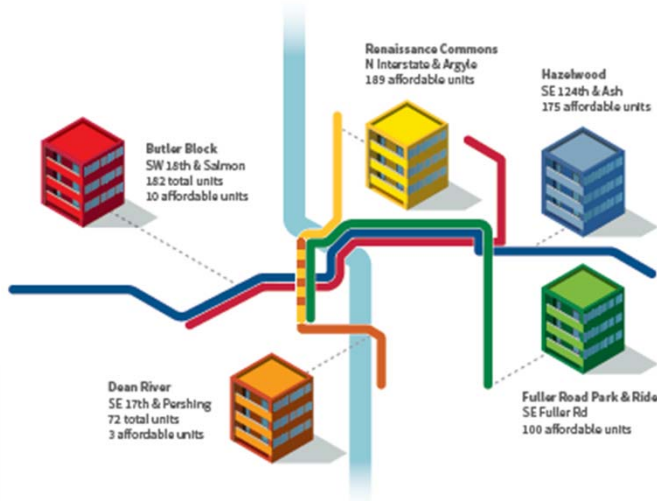


TOD Toolkit

| TriMet TOD Guidelines | TOD Website | Grants and Incentives |
|---|---|--|
| <ul style="list-style-type: none"> Establishes the framework for TriMet's TOD program | <ul style="list-style-type: none"> Transparency on TOD program performance | <ul style="list-style-type: none"> FTA joint development |
| <ul style="list-style-type: none"> Defines key objectives to inform partners on TriMet priorities and capabilities | <ul style="list-style-type: none"> Details on past and current projects | <ul style="list-style-type: none"> Metro 2040 program |
| <ul style="list-style-type: none"> Sets out key affordable housing and community engagement commitments | <ul style="list-style-type: none"> Information on new and future opportunities | <ul style="list-style-type: none"> ODOT /TGM station area planning grants |
| <ul style="list-style-type: none"> Provides for semi-annual board review and modification of guidelines | <ul style="list-style-type: none"> Portal for stakeholder engagement and education | <ul style="list-style-type: none"> Other federal and state grant funding |



TriMet TOD Track Record



| | |
|---------------------|-----------|
| Units Delivered | 718 |
| A/H Units Delivered | 477 (66%) |

Fuller Road and Renaissance Commons have a total of 37 units at 30% AMI (37 of 275 units)



Case Study: Fuller Road Station

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



- *Clackamas County is supportive of the project so long as remainder of Park and Ride programed for other uses when redeveloped. (HOME grant secured)*



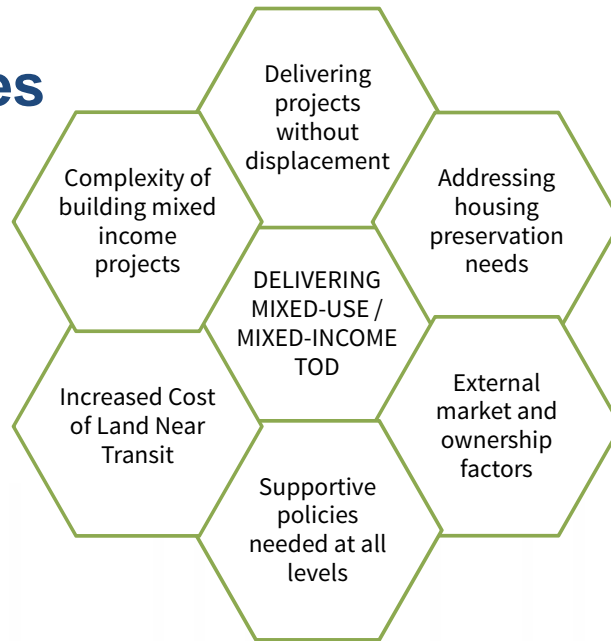
TOD and the SW Corridor

Key factors impacting scale and extent of TOD projects:

- SWC Conceptual Design Report
- SWC Final Environmental Impact Statement
- SWC Final/Adopted Design
- 2018 Affordable Housing MOU
- TriMet RAMP Process
- Market Conditions

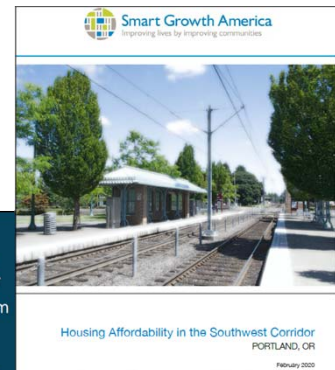


TOD Challenges



TriMet Solutions

- Facts-based empirical analyses
- Site-by-site approach
- Sub-regional and portfolio goals
- Robust partnerships with:
 - Local jurisdictions, e.g. City of Portland, City of Tigard (TOD Charter), Metro
 - Community and housing groups
 - Business and other stakeholders
- Commitments to innovation, transparency, and flexibility



SWC Residential Unit Supply Potential based on a Corridor Assessment by the UDIG team

Portland and Tigard Station Summaries
April 17, 2020

Produced by UDIG (ECONorthwest, VIA, ZGF, Holst, and DAO) for the SWC Project Partners



Questions & Comments



TriMet TOD Contacts

| | | |
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