

**23-33%** of Portland area residents of transit-oriented developments use transit as their principle commute mode.

*Travel and Transit Use at Portland Area Transit-Oriented Developments, Portland State University Center for Urban Studies, Jennifer Dill, PhD., 2006.*

**50%** fewer car trips from housing developments located near transit than conventional housing.

*Transit Cooperative Research Program, 2007.*

**0.73** average number of parked vehicles per households located near transit – half of standard parking rates for non-transit oriented housing.

*Portland State University ITE Student Chapter, 2007.*

**10-20%** typical increase in value of properties with proximity to transit stations.

*Financing Transit Systems through Value Capture," Jeffery J. Smith and Thomas A. Gihring, 2003.*



## Metro's role – breaking down market barriers, fostering public-private partnerships

Given the complexity and cost of compact mixed-use development, planning and zoning alone cannot stimulate the private investments needed to build dynamic communities near transit. To help overcome market barriers, Metro offers incentives through the TOD program that foster the public-private partnerships needed to support transit-oriented development. Metro's innovative program helps offset the private sector costs of high quality dense and vertical mixed-use development by purchasing transit-oriented development easements from developers and, in some cases, acquiring and selling land near transit at a reduced cost. These easements and land sales carry with them conditional use requirements such as minimum densities and/or building heights, mixed land uses, pedestrian friendly design and amenities, and reduced parking ratios.

*A recent study found that at least a quarter of all housing demand in the next 20 years – some 14.6 million households – will be for homes and apartments within half a mile of rail transit stations.*



*The region has many historic examples of transit-oriented development including: inter-urban rail downtowns in Oregon City, Gresham and Hillsboro and streetcar neighborhoods in the Belmont-Hawthorne District and the suburbs of Sellwood/Westmoreland.*

Transit-oriented development plays a key role in implementing the region's long-range plan, the 2040 Growth Concept, which calls for a significant amount of the region's growth to be concentrated in medium- to high-density mixed use, walkable urban centers and corridors linked by high quality transit service.

### Program goals

- Create new market comparables for higher density buildings near transit and urban centers.
- Cultivate developers with expertise in higher density, mixed-use buildings in suburban settings.
- Increase acceptance of urban style buildings through high quality design.
- Carry out placemaking and contribute to local identity.

## Does your project qualify for TOD incentives?

To be considered for Metro's TOD program, a project must be physically or functionally related to a mass transit station. According to the Federal Transit Administration, functional relationships are within a radius of approximately 1,500 feet, the distance most people can reasonably be expected to walk to a station. In addition, the program has established the following selection criteria for evaluating potential projects (additional criteria apply when evaluating projects along frequent bus service routes):

- Potential to create or strengthen a physical or functional connection to the transit station.
- Extent to which the project causes construction of higher density housing, mixed-use projects and destination uses.
- Extent to which the project develops building types with the lowest reasonable parking ratios and highest reasonable floor area ratios.
- Extent to which the improvements increase transit use within station areas while decreasing reliance on personal automobiles.

**For more information about the TOD program, please visit [www.oregonmetro.gov/tod](http://www.oregonmetro.gov/tod) or call 503-797-1757.**

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Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

**Your Metro representatives**  
**Metro Council President** – David Bragdon  
**Metro Councilors** –  
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Carlotta Collette, District 2  
Carl Hosticka, District 3  
Kathryn Harrington, District 4  
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# Transit-Oriented Development Program

Discover how Metro is helping spark vibrant downtowns and main streets through public-private partnerships, investments and incentives in transit-oriented development projects.

## Why focus on projects near transit?

Rising energy prices. Road congestion. Climate change. Shrinking household sizes. Increasing demand for urban living. Interest in green building and walkable neighborhoods. It's no wonder that the Urban Land Institute's "Emerging Trends in Real Estate® 2009 – Best Bets" identifies transit-oriented development and a reorientation to mixed use and infill as two leading real estate trends. Homebuyers, renters and employers are increasingly drawn to areas with convenient access to transit and other urban amenities such as neighborhood shopping and services.

A recent study found that at least a quarter of all housing demand in the next 20 years – some 14.6 million households – will be for homes and apartments within half a mile of rail transit stations ("Hidden in Plain Sight: Capturing the Demand for Housing Near Transit, Reconnecting America's Center for Transit-Oriented Development," 2005). This high level of demand is reflected in the prevalence of higher rents and land values near transit across the country.

# Transit-oriented projects

Metro's Transit-Oriented Development Program takes planning from the conceptual to the actual by investing in development projects in key locations throughout the region.



## The Merrick

The Merrick is a six-story, mixed-use development located in the Lloyd Center/Rose Quarter area. In addition to 185 units of living space, there are 15,000 square feet of commercial space and 206 underground parking spaces. At 198 units per acre, it is the highest density project in the TOD program. Within walking distance of regional destinations, the Merrick also has direct access to three MAX lines and five frequent service bus lines. A Portland State University study of the Merrick residents' travel behavior found nearly half (47 percent) of all trips were made by transit, walking or biking, leaving only 53 percent travel by auto.



## Nexus

Nexus is a mixed-use project consisting of 422 housing units, 7,100 square feet of retail and a 4,500 square-foot clubhouse, including a conference center, fitness center, theater and lounge. At 40.5 units per acre, it exhibits relatively high density compared to typical suburban apartments. Nexus creates an active and pedestrian-friendly streetscape that links the acclaimed Orenco Village on Cornell Road to the Orenco MAX Station. Nearly half the units offer two- and three-bedroom spaces, making Nexus a child-friendly development with children.



## Russellville Commons

Russellville Commons has the largest number of housing units in a transit-oriented development built by a single developer in the Portland metropolitan area. It was also the first higher density housing in the Gateway Regional Center with a total of 576 units developed in three phases. Phases one and two consist of 283 market rate apartments, 154 senior units, and 6,600 square feet of retail space. Phase three includes 139 senior units and 13,600 square feet of office and retail space. The entire development is organized along a greenway that connects to the East 102nd Avenue MAX station.



## Pacific University

In 2005, Pacific University expanded its 55-acre campus into the neighboring city of Hillsboro within the Hillsboro regional center. The new Hillsboro campus houses Pacific University's College of Health Professions and College of Optometry. Located on the Westside MAX line, it is adjacent to the Tuality Healthcare Hillsboro Campus. The project includes 104,000 square feet of space in a five-story building including ground floor retail that is open to the public.



## North Main Village

North Main Village is considered the cornerstone of Milwaukie's downtown revitalization effort. For years, a vacated Safeway store inhabited the 2-acre site but has now been replaced with an architecturally diverse mixed-use project providing 97 housing units and 8,000 square feet of live/work and retail space. Innovative design features include the courtyard's rain garden that channels and filters stormwater and runoff into a central plaza.



## The Rocket

The mixed-use Burnside Rocket is located at Burnside and Northeast 11th Avenue in Portland. Formerly a vacant lot, the 3,800 square-foot site is adjacent to three frequent service bus lines. The four-story building includes 16,500 square feet of commercial and office space with outdoor terraces on each level. Building uses include a ground-floor pub, two floors of creative office space, a top floor restaurant and a rooftop garden.

### 1239 NE Martin Luther King Jr. Blvd., Portland

6 stories  
185 apartments  
15,000 square feet of retail  
206 structured parking spaces

**Completion**  
2005

**Project size**  
0.9 acres

**Total project costs**  
\$24 million

**TOD program funding**  
\$200,000

### 1299 Orenco Station Parkway, Hillsboro

422 market rate apartments  
7,100 square feet of retail

**Completion**  
2008

**Project size**  
10.4 acres

**Total project costs**  
\$50 million

**TOD program funding**  
\$300,000

### East 102nd Avenue Station, Portland

576 apartments  
Phase one: 283 units  
Phase two: 154 senior units and 6,600 square feet of retail  
Phase three: 139 senior units and 13,600 square feet of commercial space

**Completion**  
2002

**Project size**  
10.1 acres

**Total project costs**  
\$73 million

**TOD program funding**  
\$500,000

### 222 SE 8th Ave., Portland

5-stories  
Classrooms, health and physical therapy clinics  
Ground floor retail

**Completion**  
2007

**Project size**  
0.88 acres

**Total project costs**  
\$30 million

**TOD program funding**  
\$200,000

### 10554 SE Main St., Milwaukie

64 apartments  
33 condominiums, flats and townhomes  
8,000 square feet of retail

**Completion**  
2006

**Project size**  
1.90 acres

**Total project costs**  
\$14 million

**TOD program funding**  
\$555,000

### 1111 E Burnside St., Portland

16,037 square feet of commercial space  
Restaurants and creative office space

**Completion**  
2007

**Project size**  
0.09 acres

**Total project costs**  
\$4.1 million

**TOD program funding**  
\$275,000

**2,091** housing units, 106,806 square feet of retail space and 140,737 square feet of office space added by transit-oriented development projects.

Source: Metro.

**322** acres protected by TOD projects completed to date. Transit-oriented development projects occupy fewer acres than those in conventional developments.

**543,000** additional transit trips per year as a result of projects built with TOD program funding.