

Transit-Oriented Development: The Portland Planning Experience



City and County of Honolulu
Transit-Oriented Development Public Workshop
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Debbie Bischoff, Senior Planner
Portland Bureau of Planning

Transit-Oriented Development (TOD) Planning in Portland

- Growth management strategy
- Land use and transportation connection
- Place making
- Sustainability approach

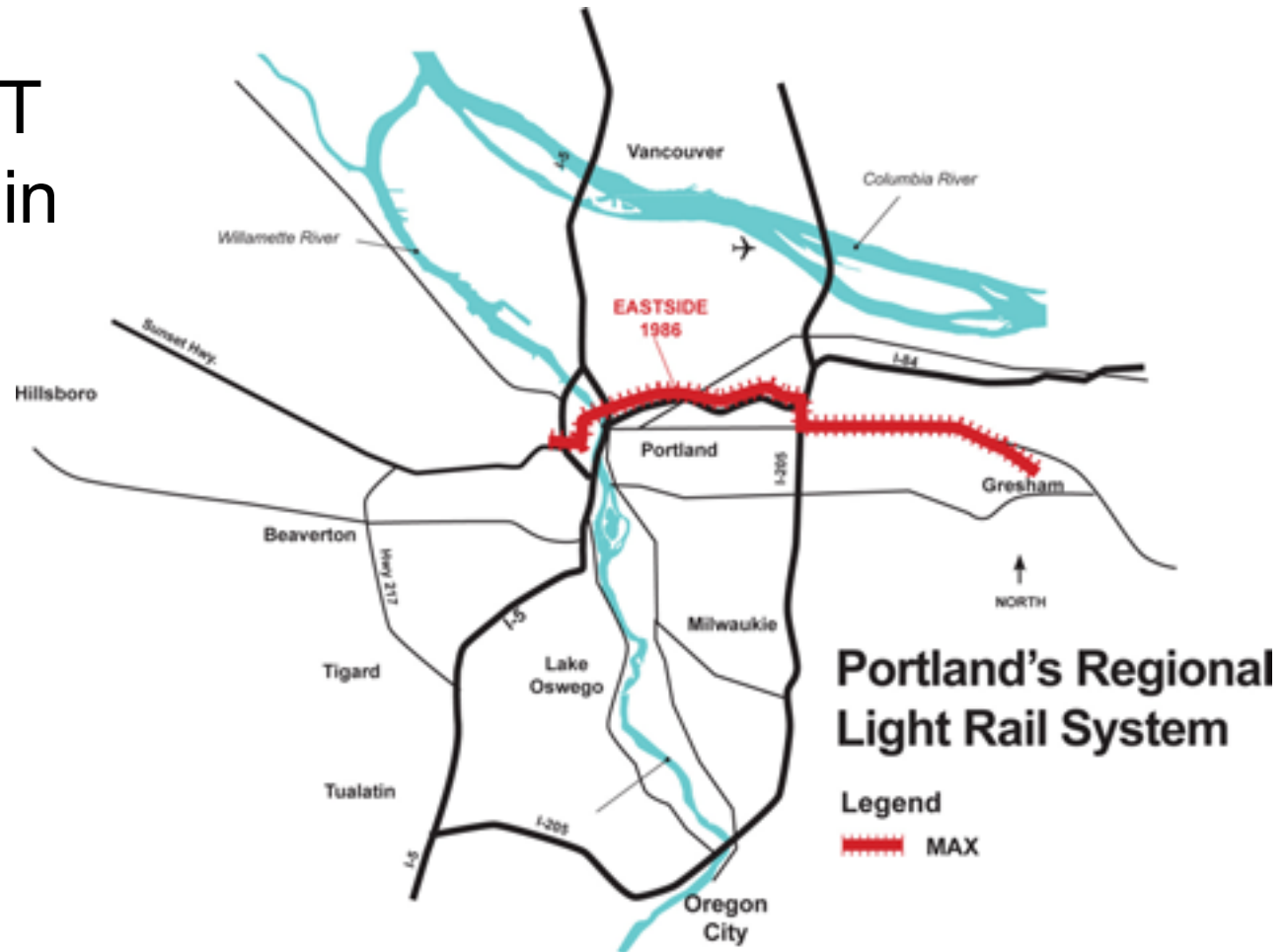


Light Rail Transit in the Region

- 44 miles of Light Rail Transit (LRT)
- 64 stations
- 100,000 weekday boardings
- Also, 6.5 miles of streetcar

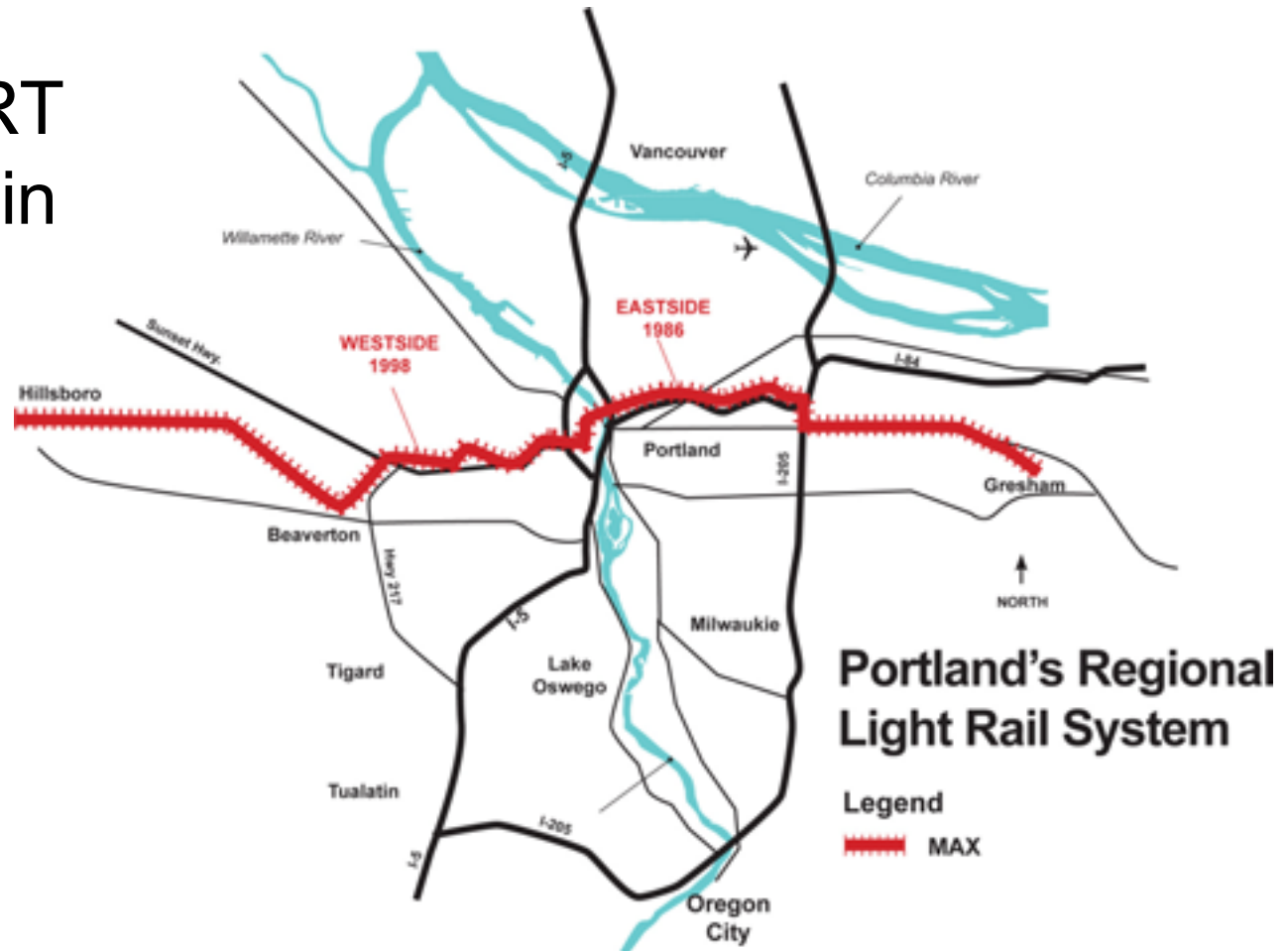
History of Light Rail Transit

- Eastside LRT line opened in 1986



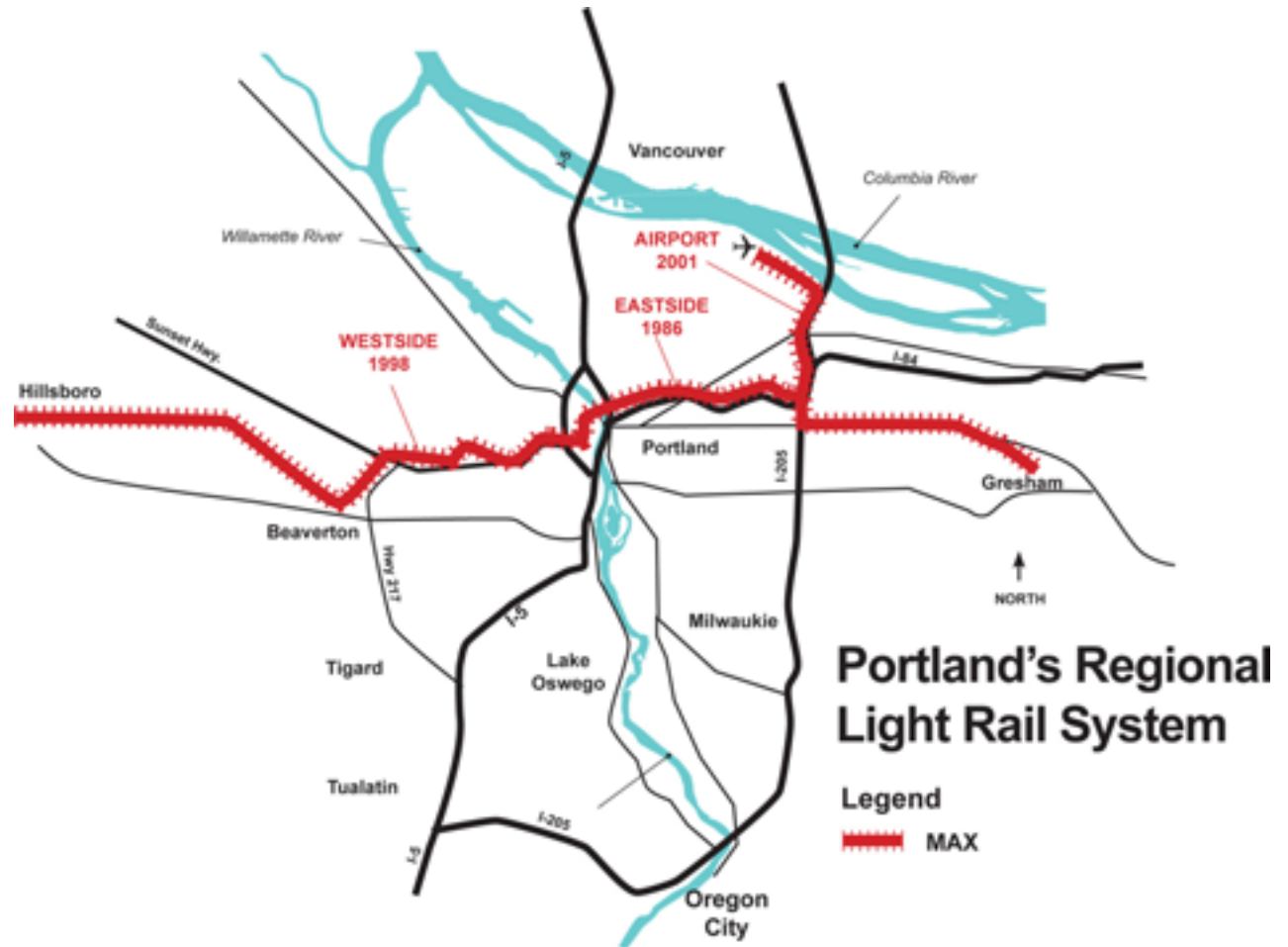
History of Light Rail Transit

- Westside LRT line opened in 1998



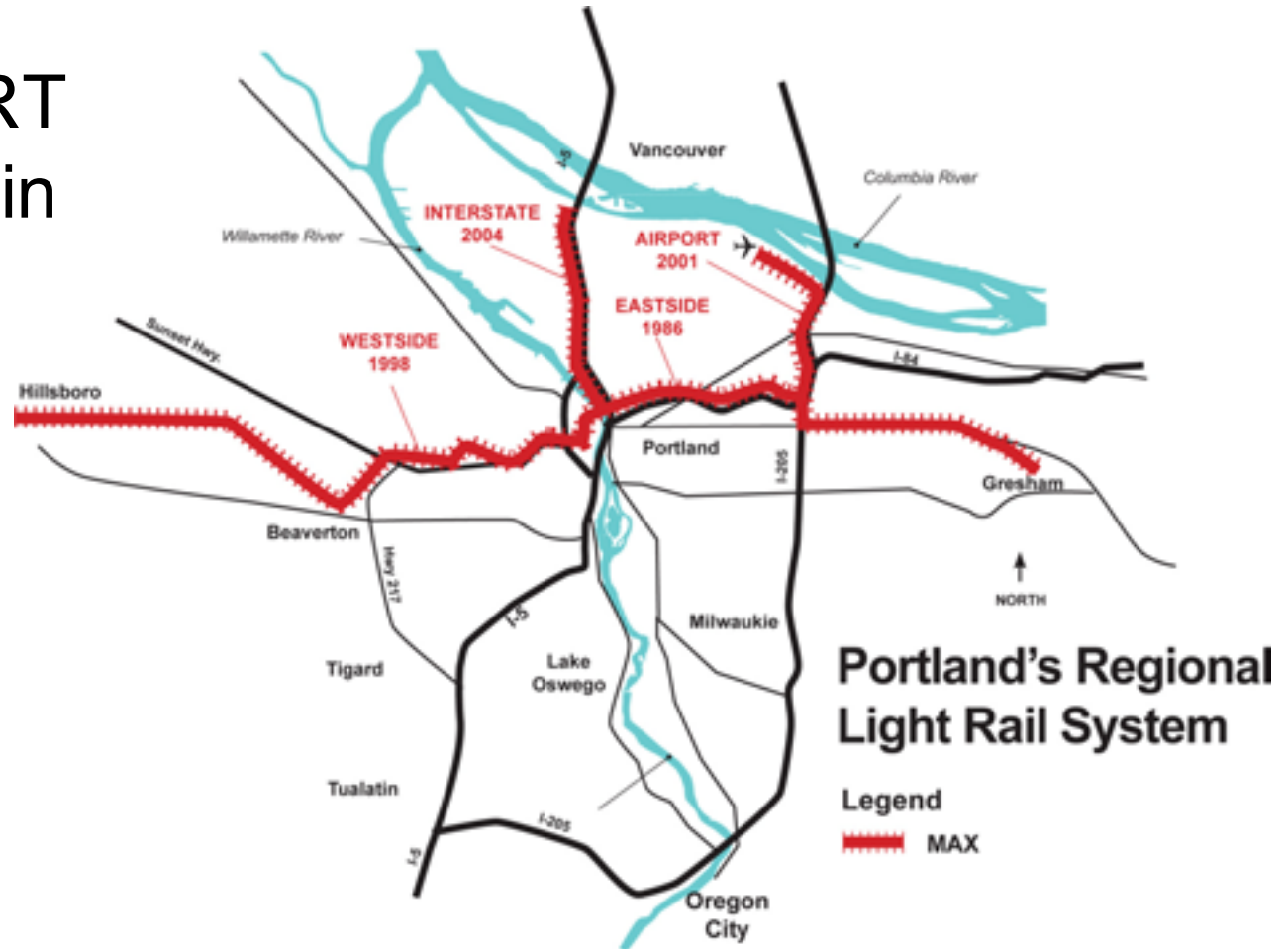
History of Light Rail Transit

- Airport LRT line opened in 2001



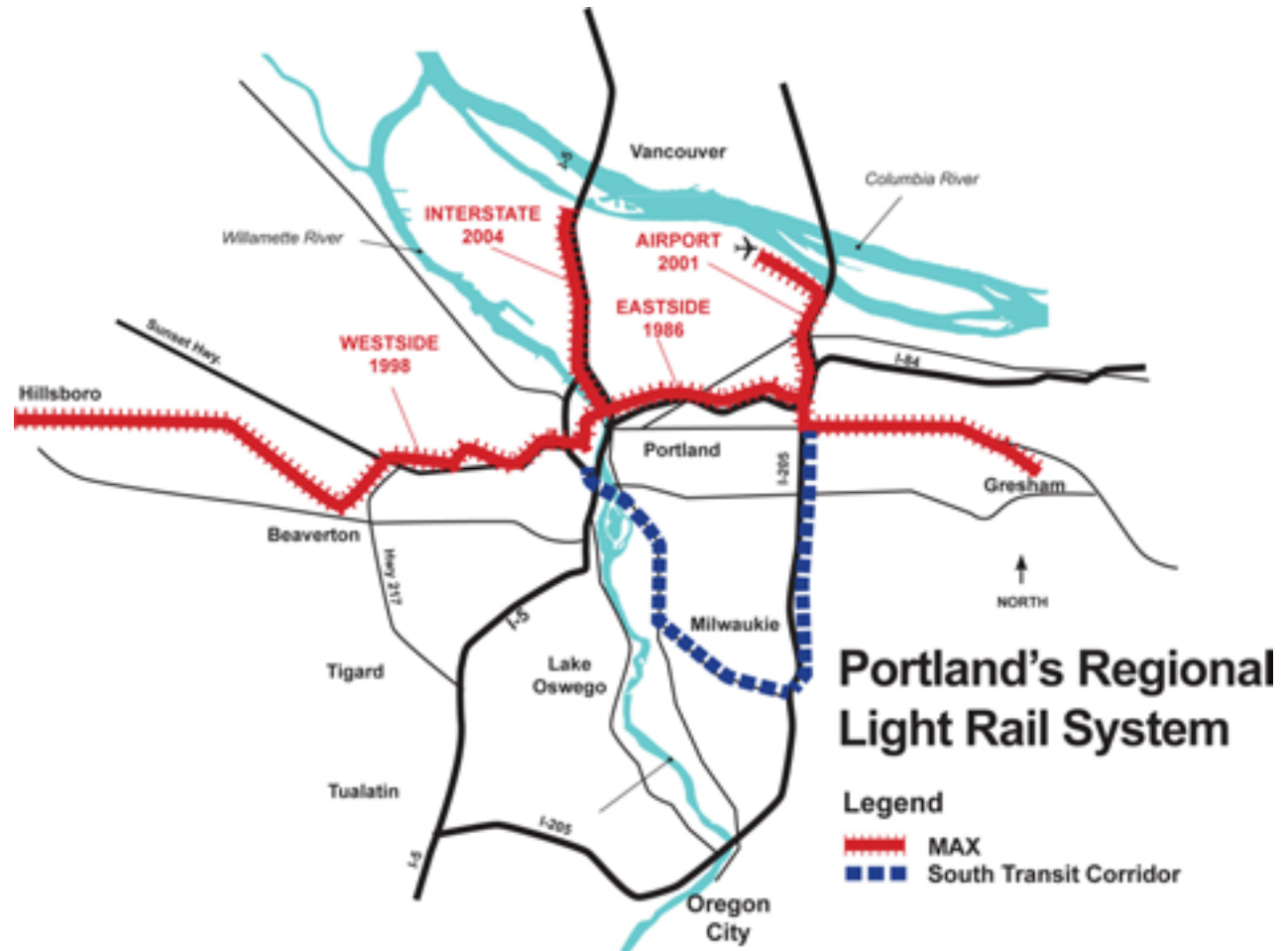
Rail Transit Plans in the Region

- Interstate LRT line opened in 2004



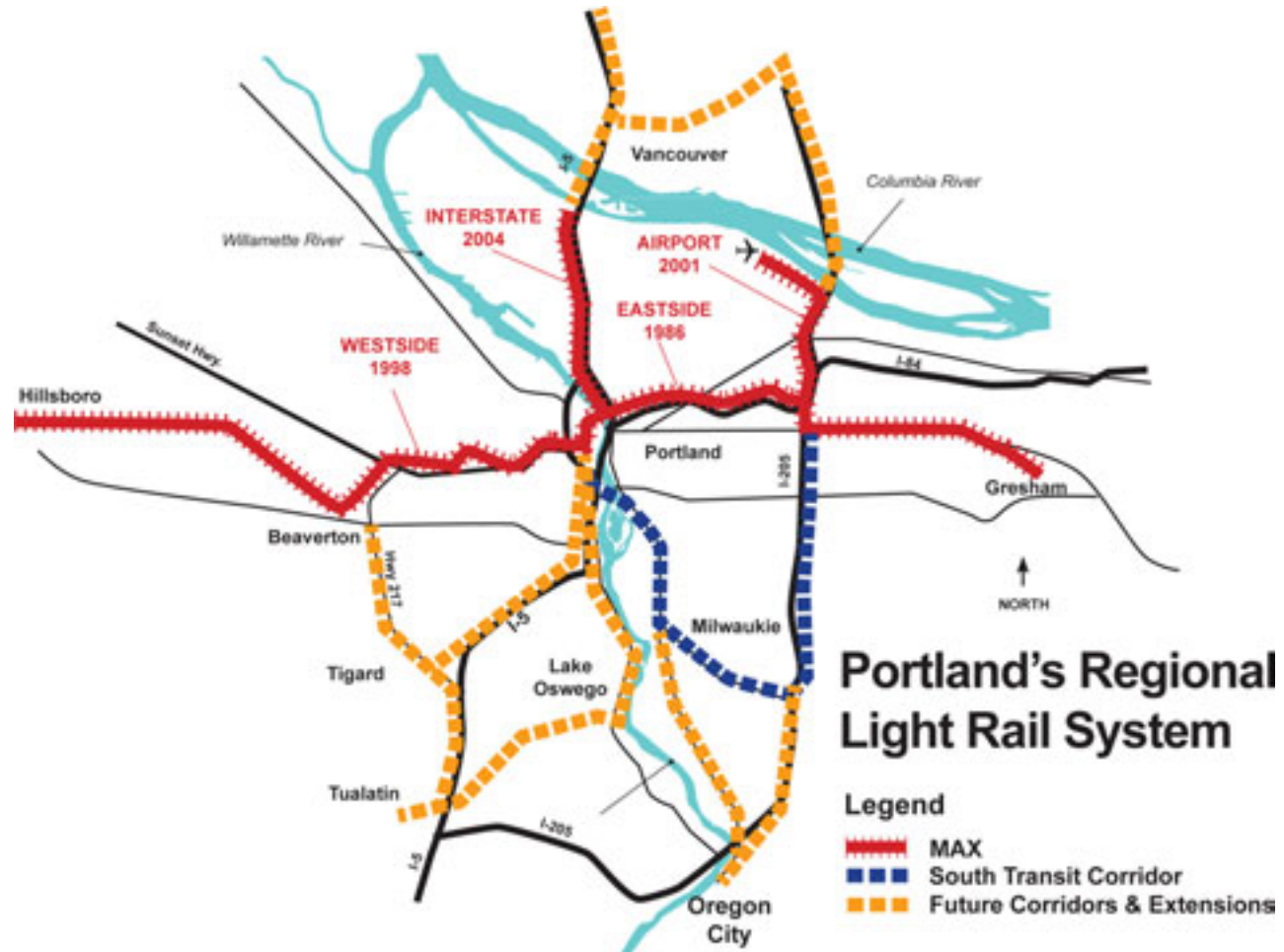
Future Light Rail Transit

- I-205 LRT line to open in 2009
- Milwaukie LRT line to open later



Future Rail Transit System

- Planning for future corridors and extensions in Portland region



LRT Planning and Implementation

- Continuing station area planning
- Actions - plans, development, and improvements
- Ongoing public/private partnerships



Station Area Planning: Hollywood

Award winning comprehensive planning effort:

- extensive public involvement
- a vision for the future
- a plan that reflects vision
- short to long-term actions



Station Area Planning: Hollywood



1998



Existing Conditions,
Vision and Design
Concept

1999



Alternative Scenarios,
Proposed Plan

2000



Plan Adoption,
Begin Implementation

Hollywood: Public Involvement Process

Community participation opportunities:

- Workshops
- Open houses
- Community questionnaire & business survey
- Neighborhood walks
- Neighborhood accessibility tour
- Community visioning workshop
- Urban design charrette



Hollywood: Public Involvement Process

More community participation:

- Public review of draft plans and options
- Commission public hearings and work sessions
- City Council public hearing



Hollywood: Public Involvement Process

- Engage diverse interests and stakeholders
- Provide education and input
- Record all comments
- Explain how proposals implement community's vision and local policy objectives



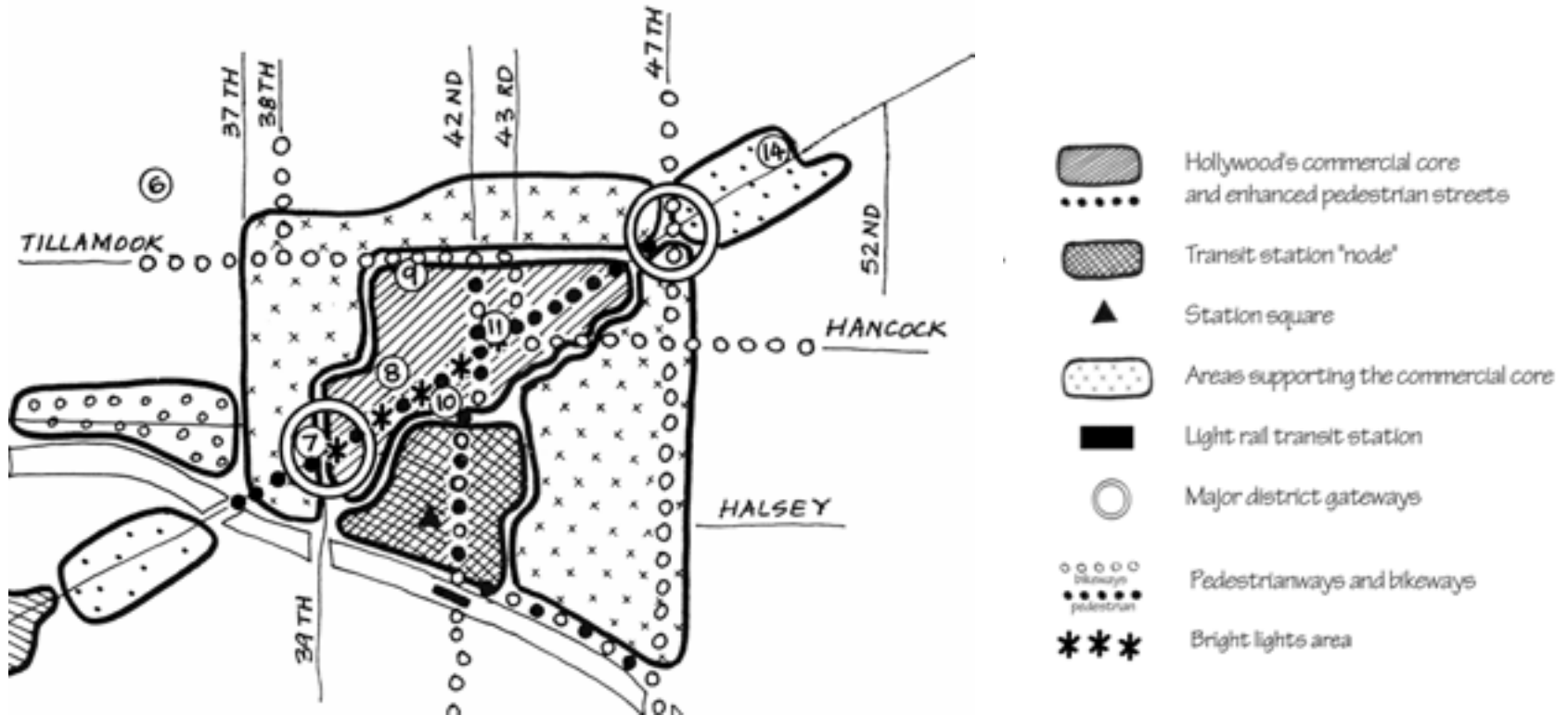
Hollywood's Vision Principles

- **Enhance economic vitality**
- **Reinforce connection between Transit Center and core**
- **Promote housing and mixed-use development**
- **Enhance the pedestrian experience**
- **Enhance the building character**

Hollywood's Vision Principles

- Improve the transportation system
- Maintain adequate parking
- **Promote open spaces/gathering places**
- Enhance community services and activities
- Maintain public and private infrastructure

Hollywood's Urban Design Concept



Hollywood Plan Elements to Implement Vision

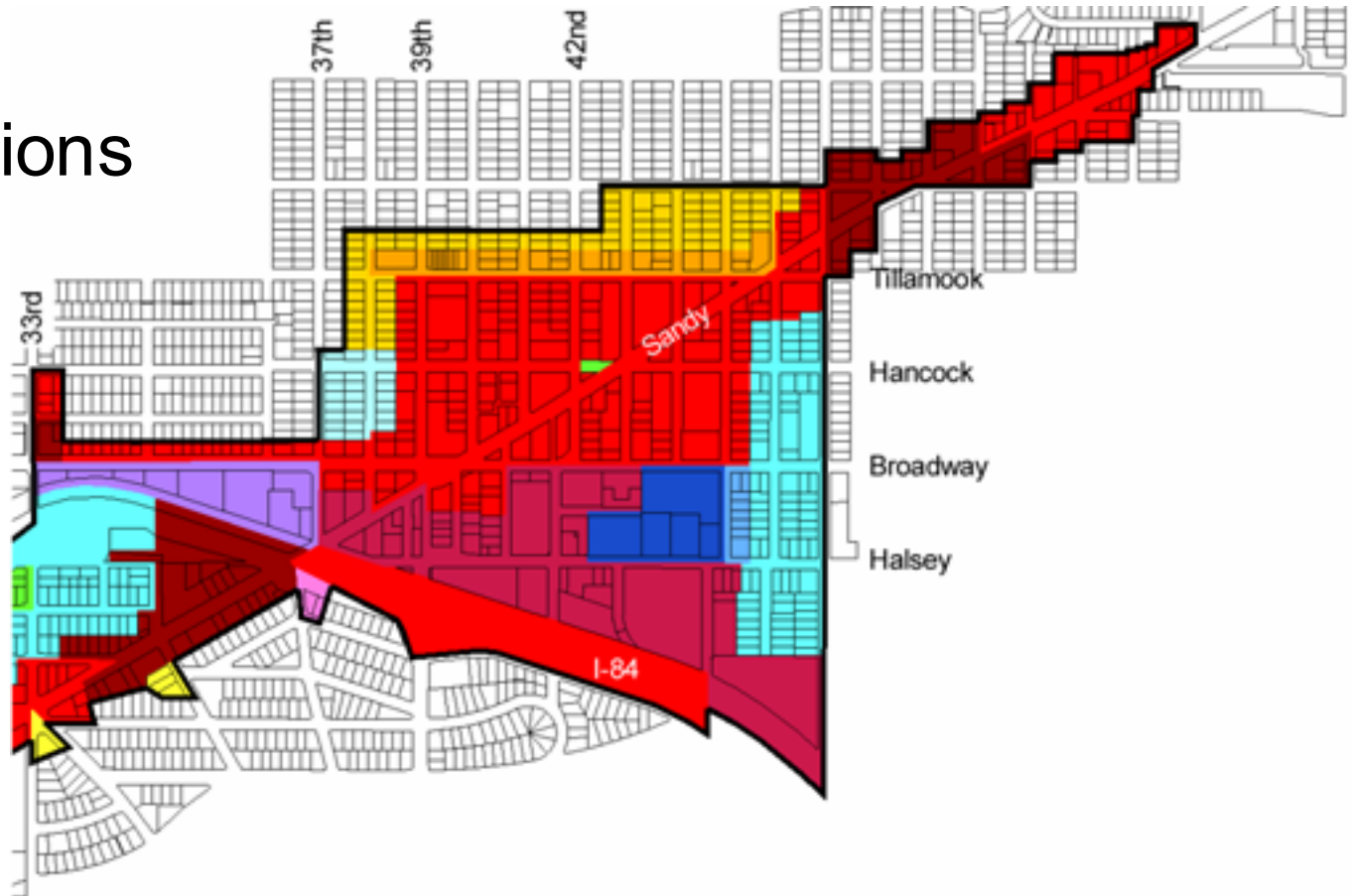
- Policies
- Map designations
- Zoning standards and incentives
- Design provisions
- Action tables
- Public and public/private partnerships
- Tax incentive programs

Hollywood Plan Policy Examples

- **Policy 1** – Enhance Hollywood’s identity as a vital and attractive town center, with a mix of housing, employment, retail, community services, recreation, and transportation opportunities serving the surrounding community.
- **Policy 4** – Enhance Hollywood’s role as a place to live, shop, work, and play by improving access for all modes of travel and using transportation improvements as a tool to add to the area’s vitality and success.

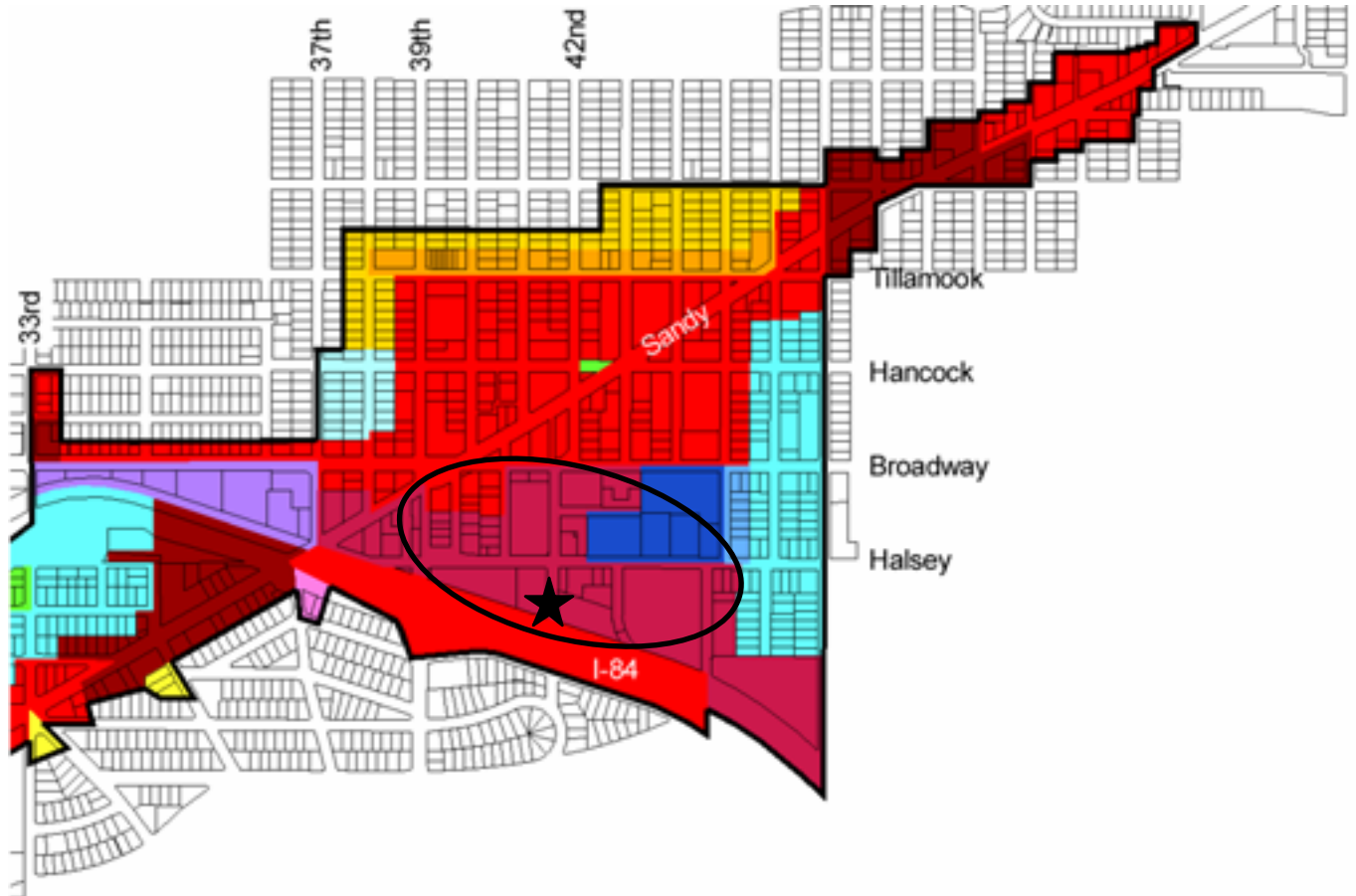
Zoning Map

- Map designations allow higher density and a mix of uses



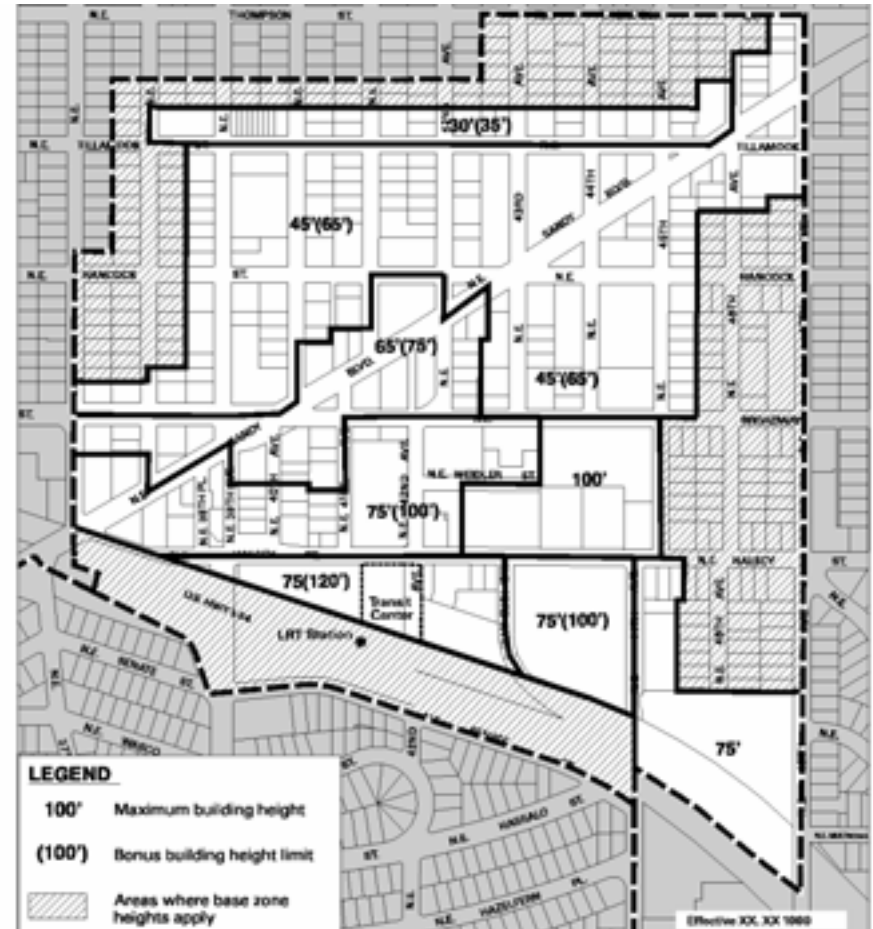
Zoning Map

- Highest density zones near transit center



Zoning Code

- **Standards and incentives address objectives**
 - Minimum floor area ratios
 - Density and height bonuses
 - Maximum parking ratios



Design Provisions

- **Design review**
important with urban
scale development
- **Quality materials and
design** focus on:
 - Area character
 - Pedestrian emphasis
 - Specific building and
site features



Station Area Plan Action Tables

- Topical
- Implements vision
- Short to long-term actions
- Diverse implementors



Action Th11: Open Broadway to eastbound traffic between 37th and 39th Avenues

Public/Private Partnerships

- Public funds/incentives assist private developers with desired outcomes
- Examples of possible funding sources
 - Federal transportation grants for TOD
 - State tax exempt bonds
 - City urban renewal funds
 - City TOD tax abatement program



Implementing Specific TOD Projects

Two Examples:

Hollywood Mixed-Use Library

Goose Hollow Stadium
Station Apartments

Hollywood Mixed-Use Library

- Built in 2002
- 815 sf retail, 13,000 sf library, 47 apartments, and 37 parking spaces
- Public/private partnership – County and private developer
- \$11.3 M total project cost (\$4.6 M library)



Hollywood Mixed-Use Library

Funding Sources

- Bonds: Library, and tax-exempt housing
- PDC low interest loan
- Low-income housing tax credits
- TOD property tax abatement

Challenges

- Regional rental housing weak (2002)
- 95% rental rate but monthly rates stagnant
- Timeline extended due to mixed-use
- Design compromises led to additional construction costs



Hollywood Mixed-Use Library

- **Lessons learned**

- Complementary uses and cost saving with shared parking
- Strong development partners needed for complicated relationship with County
- High quality building anticipated with civic use, a challenge with revenue from rental portion
- Risk management complicates condominium ownership relationships

Goose Hollow Stadium Station Apartments

- Built in 1998
- 115 affordable apartments, 2,310 sf ground floor retail, and 69 parking spaces
- Development site created after LRT alignment changes
- Transit agency owned land
- Public/private partnership



Goose Hollow Stadium Station Apartments

- **Funding sources**

- Land write-down
- Tax exempt bonds
- General partner equity and tax credit equity
- PDC loan

- **Challenges**

- Developer's attempt to build 8 stories of mixed-income housing didn't pencil out
- Installation of LRT wires on track pushed development

Goose Hollow Stadium Station Apartments

- **Lessons learned**





- Public subsidies necessary, led to an all affordable development
- Unusual shaped sites formed by light rail alignment can be used for development
- Units rented quickly and < 25% of residents had automobiles, low parking ratio not a problem

Portland's Overall Issues to Resolve




- Completing station area plans
- Evolving suburban station areas into urban
- Lack of funding for improvements and developer partnerships
- Jumpstarting TOD at key infill sites
- Affordable housing and family-friendly housing







Portland's Lessons Learned

-  Plan first, build LRT later
-  Don't plan by cookie cutter approach, each station area is unique
-  Mix of uses and pedestrian environment critical in station areas
-  Don't over-emphasize parking, limit park & rides, parking for development

Portland's Lessons Learned

-  Lower parking ratios to achieve higher density and mixed-use projects
-  When feasible, at-grade LRT works best for safety, accessibility, and liveliness
-  Timely public investments are needed for enticing private investment

Portland's Lessons Learned

-  Regulatory flexibility is important due to market realities and project diversity
-  Design review for public acceptance of higher density development
-  Don't expect maximum development due to market conditions
-  And last but not least...have patience in achieving the long-term vision!



Mahalo!

Debbie Bischoff, Senior Planner
Portland Bureau of Planning

dbischoff@ci.portland.or.us