



Addendum No. 1

REQUEST FOR QUALIFICATIONS FROM AFFORDABLE HOUSING DEVELOPMENT TEAMS – WILSONVILLE TOD SITE

DATE: April 18, 2022

ADDRESSEE: Registered Parties

RE: Supplemental Questions & Answers

The following questions and answers were discussed by attendees and the City project team at the March 31, 2022, onsite pre-proposal meeting. General themes included questions regarding funding resources, the incorporation of the new development with the existing site and area, and actions planned by the City to facilitate the development and the City's vision for the site, among other topics.

Questions are shown in bold blue text below. Some questions have been paraphrased for the sake of brevity and clarity.

The City's answers are in italics.

Does the railroad own land or right of way in the area?

See property ownership map on page 14 of the Existing Conditions report, as well as other maps in that report. Portland & Western Railroad owns ROW that encompasses the tracks east of the site, but the TOD site, parking lot, board platforms, and other parts of the Transit Center are owned by the City and TriMet; see map for details.

Have geotechnical reports been done on the soil? Are there potential issues relating to the soil?

The City has not completed a geotechnical analysis of the site.

However, as a part of HHPR's civil engineering assessments of the site, HHPR contacted a geotechnical engineer familiar with this area of Wilsonville. The engineer indicated that the native soil conditions in the area appear good, with upper silt and clay with cobbles, and then gravelly soil with cobbles and boulders. This indicates that shallow foundations should work on the site. Groundwater is estimated to be on the order of 10 feet below grade, and soil infiltration capacity is pretty low.

The City and TriMet checked their files to find any geotechnical analyses that might have been completed prior to construction of the Transit Center improvements in 2008, but unfortunately did not find any such analyses. If we do find relevant geotechnical analyses, the City will share them with registered parties.

If the welcome center opens what will the hours of operation be? Do you imagine it will be open and active 24/7?

SMART anticipates that the center would be open and active from about 6 am to 6 pm.

Will the SMART welcome center be included within the current SMART facility at the Transit Center (which includes bathrooms and driver break room) or be independent?

To date, the City's preference has been for the new SMART Welcome Center to be built within the ground floor of the new TOD building. We see this as the ideal in order to fulfill the City's goal for a mixed-use TOD project. However, other alternatives may be possible.

Will SMART participate financially in the design and construction of the Welcome Center?

\$1.9 million was secured during the 2022 legislative session and intended to provide funding for construction of ground floor spaces to be used by SMART, Wilsonville Community Sharing, potentially other ground floor uses, and potentially other parts of the project if funds remain. These funds—along with the other Potential City Roles described on page 17 of the RFQ, are assumed to be the primary ways that the City and SMART will contribute financially to the TOD project.

Do you see SMART and WCS as long-term leases or ownership?

SMART and WCS could own or lease their space. The City wants to determine the most mutually beneficial arrangement with the selected developer.

Will 2000 SF be sufficient space to operate a Food Bank and the associated services?

WCS anticipates that 2,000 SF, nearly twice the square footage of their current operation, will be sufficient space for their future operations.

Are there capital improvements planned for the rail crossing to the east of the site?

There are no plans to change the current crossing on Barber Street.

Does the City have a plan to incentivize more housing in the surrounding area?

There have not been any efforts to undertake any changes in the Comprehensive Plan for this area; however, both the Planning Commission and City Council have expressed interest in ensuring that this area is not isolated from other community assets. Future phases of development could be possible in consultation with the Council, Planning Commission, and other stakeholders such as TriMet, and subject to the City's planning processes.

What is the alignment of Clackamas County and Metro? Are they in support of the project?

The City has met with both the Housing Authority of Clackamas County (HACC) and Metro's TOD program.

A HACC representative participated actively in the preparation of the City's Equitable Housing Strategic Plan and HACC is broadly supportive of the City's affordable housing goals. During conversations with HACC in 2021 about the TOD project, HACC recommended that the City and the selected TOD developer consider pursuing supportive housing services funds that will be available from HACC and could help support SHS as well as help the developers serve lower-income households.

The Metro TOD program has been briefed on the project and is supportive of affordable housing development near rail and bus transit. The TOD program provides grants of up to \$500,000 for TOD projects. Among the TOD program's baseline funding guidelines is nearby transit operating at 15-minute headways, and a project site location within a designated Metro Center. Numerous bus lines serving the

TOD site operate on 30 minute headways but not on 15-minute headways, and the project is not in a designated Metro Center. However, the Metro TOD program may consider funding a project that does not meet these guidelines.

HACC and Metro may also be able to support this project in other ways and we look forward to your creative ideas.

How do you expect the TOD project to be funded?

To date, the City and its consultants have discussed and analyzed funding sources such as 4% and 9% LIHTC, LIFT, and Metro Bond among other primary sources. Our assessment is that 4% and 9% LIHTC and LIFT could make sense as key funding sources. Due to the timing of applications in 2022 for the Metro Bond, we believe it would be difficult for developers to secure funding from this source. The City is looking for a development team with extensive expertise and experience in conducting financial analysis and securing funding for affordable housing projects—so above all, we welcome your creativity and expertise.

The City expects to be involved in supporting the projects in financial and non-financial ways, as detailed in the Potential City Roles section of the RFQ.

How will the \$1.9 million awarded by the legislature be allocated?

The primary intent is for this funding allocation to offset costs related to the inclusion of active ground floor spaces, including but not limited to spaces for WCS and SMART. The city expects to work with the state on the development of an IGA that will guide the use of the funds for this project later this year.

Since this property is zoned PDI what is the critical path for developing housing? Will the property need to be rezoned? What would it be rezoned to?

Please review the Zoning section on page 10 of the RFQ and if necessary, the Zoning and Entitlement section on page 37 of the Existing Conditions report posted on the City’s web site.

As the RFQ states, the City anticipates working with the selected development team to enable the development of TOD at the site via a number of potential “entitlement pathways,” which include but are not limited to entitlement via: 1) the existing PDI zoning; 2) the provisions of Senate Bill 8 under the current zoning, if residential uses can be considered to be adjacent; 3) the provisions of Senate Bill 8 and a rezone to the Public Facility Zone; or potentially, 4) via a different zoning approach or interpretation.

At the moment, City staff’s assessment is that option 2 or 3 is most likely. However, we anticipate that confirming an entitlement approach will be a key early issue for the City and the selected development team to work together on once a developer selection has been made.

The City is committed to enabling the TOD project through an appropriate City zoning/regulatory environment.

Can a rezoning action from industrial to another designation withstand a LUBA appeal based on the City’s supply of industrial land to accommodate future growth?

Staff’s current assessment is that the above entitlement pathways are consistent with Senate Bill 8 and Oregon land use law. We anticipate working with the City Attorney to confirm this during summer 2022.

How could rezoning impact the adjacent TriMet-owned property?

The City has not contemplated a rezoning of the TriMet property to date. In part this is because the policy framework including the 2008 Master Plan (see Existing Conditions report) identifies the TOD site as “City of Wilsonville Future Development Parcel” whereas the Park and Ride is identified as a Park and Ride. The City’s understanding is that changes to the Park and Ride would need to be approved by the Federal Transit Administration, which provided funding for the transit center. Nonetheless, TriMet has been exploring different uses for some of its park and rides and different uses could be part of a later phase of planning and development.

What is opportunity for multimodal transportation? Are there plans to encourage multimodal transportation?

There are sidewalks currently on the site which are connected to an extensive network of sidewalks and trails. The regional trail network is particularly impressive, see page 13 of the existing conditions report.

There are bike lanes on SW Barber Street and these bike lanes connect to numerous destinations including Villebois’ parks and schools, and Old Town Square (grocery and other services). Long-term, the City’s plan is to build a bicycle and pedestrian bridge over Interstate 5 that will accommodate autonomous transit vehicles. Via this bridge, residents of the site will be able to bike to the Wilsonville Town Center and many amenities on Wilsonville’s east side. More information on the plans for this bridge is available on the project website: <https://www.ci.wilsonville.or.us/engineering/page/i-5-bikeped-bridge-project>

As detailed elsewhere, the site is served by extensive bus and rail transit.

At the TOD site and adjacent park and ride, the City, SMART, and TriMet are interested in exploring and encouraging other multimodal elements such as shared cars/electric vehicles, scooters, bicycles, and potentially other micromobility measures.

The following questions were received prior to April 11, 2022 deadline for questions regarding the Affordable Housing Development Teams – Wilsonville TOD Site RFQ.

Questions are shown in bold blue text below. Some questions have been paraphrased for the sake of brevity and clarity.

The City’s answers are in italics.

I have several applications all due just before yours including the OHCS LIFT and 9% NOFA applications that are due April 22 and April 29th respectively. I would love to submit an application for the Wilsonville TOD site and know this would be possible if the deadline was extended.

We understand there are a lot of applications for affordable housing funding due during the spring. In part, this is the reason that we decided to make the first step a Request for Qualifications. We are not asking for site specific analysis, designs, proposals, or financial analysis at this stage. Instead, we are requesting information that we hope is easy to assemble, including a team org chart, resumes, information about your past projects, and a short introductory Cover Letter and Vision.

In addition, our understanding is that 9% LIHTC applications are now due on May 6 rather than April 29. For these reasons we have decided to keep the deadline for Statements of Qualifications as is, on April 26, so that we can keep the project moving on its anticipated timeframe. We hope you can find the time to prepare a submittal!

Can we have more than 5,000 sq ft of commercial space?

Yes. However, our assessment to date has been that at some point it may become difficult to park a large amount of commercial space either on the site or on the adjacent park and ride. TriMet's policies are more supportive of supporting affordable housing at transit stations than market-rate commercial space. Also, the amount of commercial space and the types of anticipated tenants could influence the zoning/entitlement pathway selected by the City and Developer.

Would the city be open to a 5 over 1 building?

Possibly. To date, the project team and City Council have primarily discussed 4 and 5 story buildings; however, the current zoning does not limit building height on the site and one of the Council's goals is to provide as much affordable housing as possible on the site. Design will be an important consideration in larger buildings with more vertical mass.

Can we provide an appendix of supplemental information?

We request that responses to the RFQ are limited to the page ranges as suggested. For supplemental information on comparable projects, feel free to include links within your document.

Is the SMART bus station sized appropriately based on City's and SMART's area station growth strategy?

We assume you are referring to the existing bus bays? If so yes.

How much space is needed for Wilsonville Community Sharing?

WCS occupies 1,100 square feet in their current space but would like to grow, to approximately 2,000 square feet.

Would the city be willing to go through the property tax-exemption process for this affordable housing project?

As noted in the RFQ's Potential City roles section and other documents, the City is open to considering a property tax exemption as it has for other non-profit affordable housing projects in the City. The City has provided property tax exemptions to multiple affordable housing projects in the past. Confirmation of this would be determined as part of the developer selection and deal negotiation process.

Does the city provide SDC waivers or permit fee relief for affordable housing?

The City is open to waiving or paying down some SDCs related to this project, with final details to be determined as part of the developer selection.

Will Curbside parking be permitted along Barber Street?

No.

Will the SMART bus drive aisle allow for school buses to pick-up/drop-off students?

Safety being paramount, SMART will entertain the idea. Whether on Barber Street, the parking lot, or one of the existing bus berths, the school bus will need a safe location to board and alight students.