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## Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullaan dadweyne, wac 503-797-1890 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqa ka hor kullanka si loo tixgaliyo codsashadaada.

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Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1890를 호출합니다.

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## សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលក្ខណ៍រើសអើងសម្រាប់ទស្សនាការសាធារណៈ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។  
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

## إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإبداء شكوى ضد التمييز، يرجى زيارة الموقع الإلكتروني [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1890 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

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Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1890 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan. Notificación de no discriminación de Metro.

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Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1890 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lw m ua nte ntawm lub rooj sib tham.

Agenda Item No. 2.0

**2015 LEGISLATIVE SESSION REPORT**

Metro Council Work Session  
Tuesday, September 8, 2015  
Metro Regional Center, Council Chamber

# METRO COUNCIL

## Work Session Worksheet

**PRESENTATION DATE:** September 8, 2015      **TIME:** 2:15 PM      **LENGTH:** 30 minutes

**PRESENTATION TITLE:** 2015 Legislative Session Report

**DEPARTMENT:** Government Affairs and Policy Development

**PRESENTER(S):** Randy Tucker, (503) 797-1512, randy.tucker@oregonmetro.gov

### WORK SESSION PURPOSE & DESIRED OUTCOMES

- **Purpose:** This work session consists of a report on outcomes from the 2015 Oregon legislative session (see attached memo).
- **Outcome:** The Council may wish to recommend specific actions in response to 2015 legislative outcomes or discuss specific preliminary legislative concepts for 2016 or 2017, with the understanding that legislative rules severely limit the opportunities to introduce bills in the short even-year (2016) session.

### TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

Last winter the Council adopted Resolutions 15-4597, which came from JPACT and established the region's transportation agenda for the 2015 legislative session, and 15-4602, which incorporated the JPACT agenda, established the Metro Council's overall legislative agenda, and updated the Council's legislative principles. The 2015 Oregon legislative session ran from early February until early July. During this work session, staff will report on outcomes from the session in relation to the Council's agenda and priorities and discuss any next steps emerging from 2015 session outcomes as well as initial thoughts about priorities for the 2016 session.

### QUESTIONS FOR COUNCIL CONSIDERATION

No specific Council actions are required at this time. It is anticipated that the Council may formally adopt a legislative agenda for the 2016 session in late 2015 or early 2016.

### PACKET MATERIALS

- Would legislation be required for Council action  Yes  No
- If yes, is draft legislation attached?  Yes  No
- What other materials are you presenting today? Memos on outcomes of 2015 session and next steps

**DATE:** September 1, 2015  
**TO:** Metro Council  
**FROM:** Randy Tucker, Legislative Affairs Manager  
**RE:** Report on 2015 Legislative Session

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## **Background**

As you will recall, last winter you adopted Resolutions 15-4597, which came from JPACT and established the region's transportation agenda for the 2015 legislative session, and 15-4602, which incorporated the JPACT agenda, established the Metro Council's overall legislative agenda, and updated the Council's legislative principles. An annotated version of Exhibit A to Resolution 15-4602, which lists the Council's specific legislative priorities, is attached.

## **Outcomes**

Before the 2015 session, the Council identified a subset of six issues as their top priority items. Four of these priorities were achieved in whole or in part during the session: passage of legislation clarifying Metro's authority to support the Convention Center hotel project, defeat of multiple bills that would have interfered with local growth management decisions or processes, passage of both policy and funding proposals on brownfields, and allocation of funding for the Willamette Falls Riverwalk. While limited progress was made on transportation, the Council's agenda item calling for passage of a comprehensive funding and policy package was not achieved due to the political impasse over the Clean Fuels Program. Finally, no funding was provided to implement industrial site readiness legislation passed in 2013.

Attached to this memo is an annotated version of the Metro Council's legislative agenda that includes outcomes associated with each item. From Metro's perspective, here were a few other selected highlights and lowlights of the session on issues that were not specifically addressed in the legislative agenda you adopted before the 2015 session (bills Metro opposed listed in *italics*):

- Passage of SB 129, which extends the sunset of the Gain Share program and modifies the distribution of income tax revenues associated with Strategic Investment Program projects
- Failure of HB 2564, which would have lifted the pre-emption on local governments using inclusionary zoning
- Passage of HB 3084, 3085 and 3086, which establish procedures for withdrawal from and disincorporation of Damascus
- Failure of SB 87, which would have clarified the requirements for providing preference to veterans in public agency hiring processes
- Failure of *HB 2640*, which would have removed the Boring area from Metro's jurisdictional boundary
- Failure of SB 913, which would have banned most sales of elephant ivory and rhinoceros horn
- Failure of *HB 3367*, which would have made trails a conditional use in EFU zones

- Failure of SB 498 and HB 2938, which would have prohibited public votes on annexation of land whose owners support being annexed
- Passage of SB 131 and SJR 10, creating a Willamette Locks task force and urging Congress to designate a Willamette Falls National Heritage Area
- Failure of *HB 3405*, which would have required that the Governor consult with Metro before nominating members of the TriMet board of directors
- Failure of *HB 3505*, which would have made far-reaching changes to Oregon public records law

## Themes

- **The power of coalitions:** While we always seek to collaborate with like-minded interests, the coalition work we did this session was especially notable. Not only did Metro staff play a leading role in developing the Oregon Transportation Forum's policy and funding proposal, but we also led broad and diverse coalitions supporting our legislation on the OCC headquarters hotel and advancing the priorities of the Brownfields Coalition. Collaborative work was also critical to achieving satisfactory outcomes on proposed land use legislation and on funding for the Willamette Falls Riverwalk.
- **Climate and transportation:** Obviously, the passage of the Clean Fuels legislation had a huge effect on the overall trajectory of the session. Along with a few other pieces of legislation that had been stymied in previous sessions, leadership pushed SB 324 through early in the session. This led to an impasse over a transportation package that legislators tried but failed to overcome. The Legislature is unlikely to take another run at a transportation bill until the Clean Fuels issue plays out in court and/or on the ballot.
- **Land for jobs:** Despite overwhelming evidence that the barrier to job creation is not land availability, but lack of infrastructure, the "land = jobs" mantra continues to echo in Salem, usually amplified by lobbyists who represent the owners of particular pieces of property. Meanwhile, legislators have great difficulty resisting calls from these and other interests to "correct" local land use decisions or intervene in ongoing land use appeals. On the other hand, no such legislation passed in 2015. Meanwhile, we and others continue to make incremental progress in advancing the understanding that infrastructure investment is critical to job creation, and in obtaining policy and funding outcomes that support employment.
- **Land for housing:** While there was significant activity around affordable housing, less attention was paid to land use as it relates to housing. Home builders pursued legislation that would have changed the way Metro calculates capacity, but that legislation failed to advance. Metro supported an effort led by home builders and other development interests to address barriers to annexation, but that legislation also failed.

## A couple of additional notes

This session we again contracted for lobbying services with a private government affairs firm, Oxley and Associates, specifically to assist in passing legislation clarifying Metro's authority to support the OCC headquarters hotel. I collaborated closely with Oxley and Associates and I believe their services were instrumental to our success.

Since arriving at Metro, I have relied on a cadre of staff colleagues I call my "legislative operatives." Once again, that system served me well. Again this session, Council President Hughes served as my

legislative liaison to the Council. I had weekly conversations with him and/or Andy Shaw, often joined by Colin Deverell and Martha Bennett, and generally sent along a brief and informal written status report. This enabled me to bring policy questions that arose during the session to the Council as appropriate and to keep you apprised of events in Salem through Council President Hughes' reports in your work sessions. I hope this arrangement continues to work well for you.

**METRO COUNCIL LEGISLATIVE PRIORITIES**  
**2015 Legislative Session (updated with session outcomes)**



**TOP PRIORITY ITEMS**

- **Oregon Convention Center headquarters hotel:** Clarify existing law declaring that Metro's home rule charter is the source of authority to issue revenue bonds to support OCC headquarters hotel project.

*(SB 927 passed.)*

- **Transportation funding and policy:** Support passage of the comprehensive transportation funding and policy package recommended by the Oregon Transportation Forum to improve economic competitiveness, community livability, and environmental quality by addressing the needs of all modes of passenger and freight transportation.

*(HB 2281 failed. This was the package unveiled late in the session after weeks of negotiations seeking a way around the impasse caused by the Republicans' refusal to consider a transportation package unless the Clean Fuels Program were repealed. The bill included \$206 million/year in new revenues for roads and \$80 million in new transit funding.*

*However, other elements of the OTF proposal made progress.*

- *HB 2274 passed, making modest policy changes to ConnectOregon, and a sixth round of ConnectOregon was funded at \$45 million.*
  - *Amtrak Cascades funding was provided in the ODOT budget at a level of \$10.4 million, sufficient to continue service for the biennium.*
  - *SB 117 failed; it would have established a task force on jurisdictional transfers. However, it is possible that the Legislature will convene a work group on this topic – less formal and without official legislative approval but still helpful in advancing the issue. Moreover, funding was provided for improvements to two so-called orphan highways in the region: \$17 million for SE Powell Boulevard between 116<sup>th</sup> and 136<sup>th</sup> and \$3.9 million for Cornelius Pass Road.*
  - *HB 2639 and HB 2979 failed; both would have provided free or reduced-fare transit passes for secondary school students. However, these bills did get hearings and advocates feel as though they have advanced the conversation on this topic.)*
- **Urban growth management:** Ensure that the Legislature establishes the policy framework and process for local land use decisions and supports the authority of local governments, including Metro, to make specific decisions on local land use matters.

*(Several bills were introduced that would have interfered in various ways with local urban growth management decisions or processes. Other bills with broad relating clauses attracted attention as certain parties drafted numerous amendments intended to address various specific properties. None of these bills passed. See "other bills of interest" below.)*



- **Willamette Falls Legacy Project:** Pursue allocation of funds to support development of facilities providing public access to Willamette Falls at the former Blue Heron paper mill site in Oregon City.

*(\$7.5 million was provided for the Willamette Falls Riverwalk.)*

- **Brownfield cleanup and redevelopment:** Support creation of policy and funding tools to facilitate brownfield redevelopment, including: recapitalization of Oregon's Brownfields Redevelopment Fund; local authority to create land banks and provide tax abatements; and establishment of a state brownfield cleanup tax credit.

*(HB 2734 passed, authorizing local governments to create land banks for brownfield cleanup and redevelopment. The element of the bill authorizing local tax abatements was removed before passage and will likely be pursued again in the future after further policy development. HB 2289 failed; it would have created a tax credit for brownfield cleanup. The Legislature recapitalized the Brownfield Redevelopment Fund at the level of \$7 million.)*

- **Industrial site readiness:** Support allocation of funds to implement 2013 legislation which created state financial tools to help make land inside the urban growth boundary available for industrial development and job creation through infrastructure investment, brownfield cleanup, land aggregation, and other means.

*(An agreement was reached late in the session to allow Business Oregon to transfer \$2 million from its requested "patient capital" fund to the Industrial Site Readiness Program Fund established in 2013. This would be enough to support one or two pilot projects to demonstrate the utility of this tool. However, because of timing and technical barriers, it was not possible to find a legislative vehicle to accomplish this. Then we learned that the line item that would have supported the "patient capital" request was not fully funded anyway. The coalition supporting this effort has already been meeting to consider next steps and will decide whether to pursue future legislation.)*

## **OTHER ITEMS**

- **Toxics:** Support legislation requiring disclosure and removal of toxic chemicals in children's products.

*(SB 478 passed.)*

- **Household hazardous waste:** Support legislation establishing a program based on producer responsibility and product stewardship principles to manage household hazardous waste.

*(HB 3512 was introduced at Metro's request for the purpose of launching a conversation about future HHW stewardship legislation. The bill received an informational hearing where legislators heard from supporters and opponents. Metro staff will initiate a stakeholder process during the legislative interim.)*

- **Clean Fuels Program:** Support legislation lifting the sunset on Oregon's Clean Fuels Program.

*(SB 324 passed.)*

- **DEQ materials management program:** Support updates to policy framework and funding structure to ensure successful implementation of DEQ's 2050 Vision for materials management.

*(SB 245 and SB 263 passed.)*

- **Technical amendments to HB 4078 reserves map:** Support legislation to correct errors in location of urban and reserves boundaries in HB 4078 (2014).

*(HB 2047 passed.)*

- **Clean Car rebate:** Support legislation to spur increased use of electric and plug-in hybrid cars by providing a rebate to purchasers of zero-emission vehicles.

*(HB 2092 failed.)*

- **Vertical Housing Development Program:** Support legislation extending the sunset of this program, which authorizes local governments to provide tax abatements to encourage multi-story, mixed use commercial/residential development in specified zones.

*(HB 2126 passed, extending the sunset by ten years and clarifying a definition to allow the program to support live-work development. Legislation is likely in 2016 to remove the program from administration by Oregon Housing and Community Services, at the agency's request; local governments would then directly administer the program like they do with other tax exemptions.)*

- **Rehabilitation tax credit:** Support passage of a 25% state Rehabilitation Tax Credit (RTC) to restore and reuse historic commercial and apartment buildings.

*(SB 565 failed.)*

- **Statement of economic interest:** Support legislation to eliminate a statutory oversight and require the Metro Auditor to file a statement of economic interest.

*(SB 295 passed.)*

## **OTHER BILLS OF INTEREST (*italics means Metro opposed*)**

### **Bills that passed:**

SB 129	Extends sunset of Gain Share, modifies distribution
SB 131	Willamette Locks task force
SB 439	Outdoor school (program framework only, no funding authorized)
SB 705	Requires asbestos surveys for residential demolitions
SJM 10	Urges Congress to designate Willamette Falls National Heritage Area
HB 2277	Drainage district flood control authority
HB 2459	Marine Board fee increases
HB 2621	Allows fixed speed cameras in Portland
HB 2762	Schools must eliminate or recycle polystyrene food serviceware and packaging
HB 3082	Flexibility in definition of "low income" for nonprofit housing
HB 3084	Damascus: fixes legislation from 2015 allowing landowner withdrawal

HB 3085 Damascus: calls for election on disincorporation  
HB 3086 Damascus: arranges for distribution of city funds if disincorporation occurs  
HB 5006 Includes \$40 million to build family affordable housing

**Bills that died:**

SB 87 Clarifies veterans preference requirements  
SB 498 Prohibits voting on annexation in limited circumstances  
*SB 716\* Industrial reserves/Langdon Farms*  
SB 824 Clean Diesel task force  
*SB 903 CET pre-emption*  
SB 913 Ban on ivory sales  
SJR 16 Allows more flexible use of highway fund dollars  
HB 2449 Extends sunset of tax credit for biomass collection or production  
*HB 2544 Interim bargaining/binding arbitration*  
HB 2564 Inclusionary zoning  
*HB 2640 Boring withdrawal from Metro*  
HB 2736 Vision Zero task force  
HB 2938 Prohibits voting on annexation in limited circumstances  
*HB 3211\* Validates urban reserves in Stafford*  
*HB 3212\* "Relating to land use"*  
*HB 3221\* Changes to Metro's capacity analysis*  
*HB 3367 Makes trails a conditional use in EFU*  
*HB 3405 Governor to consult with Metro re: Trimet board appointments*  
HB 3470 Statewide greenhouse gas emissions limits  
*HB 3505 Public records*  
*HB 3520 Landowner approval for regulations in RSAs*  
*HB 3543\* "Relating to metropolitan service districts"*

\* most important land use bills

**DATE:** September 1, 2015  
**TO:** Metro Council  
**FROM:** Randy Tucker, Legislative Affairs Manager  
**RE:** 2015 Legislative Session: next steps

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This memo is an addendum to the memo I have submitted summarizing the outcomes of the session. Several legislative outcomes and other processes and conversations suggest possible follow-up work to do. Here are some thoughts about likely forthcoming issues and possible actions the Metro Council and Metro staff might take to address issues that arose during the session and/or are likely to arise in the future:

- **Transportation funding:** While the Clean Fuels controversy probably needs to play out before the Legislature will again take up a transportation package, it seems likely at this time that a package will be proposed for the 2017 session. Metro should continue to actively participate in all conversations about transportation funding and policy.
- **Land use:** Legislation dealing with urban growth management did not pass in 2015, but the issues that caused various bills to come forward are likely to result in similar legislation being introduced in 2016 and/or 2017. Respond to reserves remand, support facilitated dialogue with cities adjacent to Stafford Basin, and continue to monitor proposed legislation that would affect local land use decision making.
- **Brownfields:** Continue policy development with the goal of passing legislation in 2016 or 2017 authorizing local property tax exemptions for brownfield cleanup and redevelopment. Build support for brownfields income tax credit. Coordinate with other local governments in the region who have expressed interest in establishing a brownfields land bank authority pursuant to HB 2734 (2015) to ensure collaborative implementation without conflict or turf battles.
- **Product stewardship:** Lead stakeholder process to develop policy and legislation related to stewardship of hazardous household products.
- **Construction excise tax preemption:** Monitor and participate in discussions related to scheduled 2018 sunset of CET preemption.
- **Hayward Field improvements:** Monitor and participate in conversation related to potential use of transient lodging tax to support improvements to the University of Oregon's Hayward Field in preparation for 2021 World Outdoor Track and Field Championships.
- **Trails in EFU zones:** Following failure of HB 3367, monitor DLCD efforts to clarify rules for siting of bicycle and pedestrian trails in farm zones.
- **Smith and Bybee Lakes:** Determine whether legislation is timely to remove outdated preemption against removal/fill activities at Smith and Bybee Lakes in order to facilitate construction of public access improvements.
- **Willamette Falls:** Ensure that Riverwalk funding conditions are met prior to issuance of bonds in 2017.

- **Industrial site readiness:** Continue to collaborate with coalition to build upon passage of SB 246 and 253 (2013) by advocating for funding of the programs authorized in those bills.
- **Services in unincorporated areas:** Continue to collaborate with home builders and others to address Oregon City annexation impasse. Monitor any discussions of changes in annexation policy.

### **2015-2016 interim and preparation for 2016 session:**

Legislative leadership has already scheduled interim legislative days and issued deadlines and limits for legislation in the short 2016 session (limited to 35 days by the 2010 constitutional amendment requiring annual sessions). The tight limits on bill introductions (two bills per member, three per committee, five each for the Governor and the Chief Justice of the Supreme Court) suggest that only high-priority issues will be advanced, but actual experience suggests that anything can happen. There are also exceptions to the bill introduction limits (e.g., the limits do not apply to measures requested by the President of the Senate, the House Committee on Rules and the Joint Committee on Way and Means), so we should be ready for anything.

In the coming weeks, we might consider issues that we think should be presented to interim committees.

Interim legislative days:

- September 28-30, 2015 (Monday-Wednesday)
- November 16-18, 2015 (Monday-Wednesday)
- January 13-15, 2016 (Wednesday-Friday)

Deadline for submitting drafting requests for 2016 measures to Legislative Counsel:

- November 24, 2015

Agenda Item No. 3.0

**DISCUSSION OF CHIEF OPERATING OFFICER  
RECOMMENDATION OF FY 2015-16 FUNDING FOR  
COMMUNITY PLANNING AND DEVELOPMENT GRANTS**

Metro Council Work Session  
Tuesday, September 8, 2015  
Metro Regional Center, Council Chamber

# METRO COUNCIL

## Work Session Worksheet

**PRESENTATION DATE:** September 8, 2015

**LENGTH:** 45 minutes

**PRESENTATION TITLE:** Discuss Chief Operating Officer recommendation of FY 2015-16 Funding for Community Planning and Development Grants

**DEPARTMENT:** Planning and Development

**PRESENTER(S):** Martha Bennett, Chief Operating Officer, 503-797-1541  
Gerry Uba, Community Planning and Development Grants project manager, 503-797-1737

### WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: review and discuss applications for Cycle 4 of the Community Planning and Development Grants (CPDG) funded with construction excise tax, and also review and discuss the recommendations of the Chief Operating Officer (COO) to the Council, as well as the recommendations of the CPDG Screening Committee to the COO.
- Outcome: Council consideration of the COO and Grant Screening Committee recommendations and whether these recommendations reflect Council's direction for the CPDG process and program that will lead to removal of barriers to development.

### TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

Metro Council created the construction excise tax in 2006 (Ordinance No. 06-1115) to provide grants for regional and local planning in expansion areas added to the urban growth boundary (UGB) in 2002 and 2004. During this initial grant cycle, 25 planning projects benefited from the awards. After consultation with regional stakeholders in 2009, the Metro Council extended the construction excise tax to September 2014 (Ordinance No. 09-1220) to provide funding for local and regional planning to make land ready for development. Pursuant to the 2009 Ordinance, the COO authorized Administrative Rules that set a competitive grant application process to distribute the funds in two cycles (Cycles 2 and Cycle 3). As stated in the Administrative Rules, 50 percent of projected revenue for Cycle 3 grants is earmarked for planning projects in areas added to the UGB since 2009 and Urban Reserves.

Cycle 2 grants awards supported 17 planning and development projects and Cycle 3 grant awards supported 19 planning and development projects.

Grant Cycles	Project Type	Start	Total Grant Awards	Number of Projects
Cycle 1	Focused on concept planning for areas recently brought into UGB	FY 2006-2007	\$6.2 million	25
Cycle 2	Focused on community and economic development inside the UGB	FY 2009-2010	\$3.7 million	17
Cycle 3	Fund was intended for community and economic development inside the UGB with 50% for new urban areas and urban reserves.	2013	\$4.5 million	19
Cycle 4	Fund intended for community and economic development inside the UGB and 25%-30% for new urban areas and urban reserves.	Proposed FY 2015-2016	\$5.0 million (anticipated)	TBD

The COO convened a stakeholder advisory group in January 2014 after consultation with the Metro Council. The charter of the advisory was to review the CPDG program and determine if the construction excise tax should be extended or allowed to expire. The charter of the advisory group included recommendation on potential improvements to the program. The advisory group recommended extending the construction excise tax from October 2014 to December 2020, splitting projected revenue for between planning activities inside the UGB and in areas defined in Metro’s Urban Growth Management Functional Plan Title 11, refinement of the evaluation criteria to attract projects demonstrating better understanding of market interventions to achievement on the ground development, type of projects and outcomes expected, and creating performance measures for evaluating the program. The advisory group presented its recommendations to the COO. The COO presented her recommendations and those of the advisory group to the Metro Council. After review of the COO recommendations and those of the Metro Policy Advisory Committee (MPAC), the Metro Council extended the construction excise tax to December 2020(Ordinance No. 14-1328).

Administrative Rules revisions

On October 7, 2014, The COO sought directions from the Metro Council on revisions to the Administrative Rules with the assistance of the Metro Technical Advisory Committee (MTAC). MTAC met several times and revised the Administrative Rules, especially the criteria for evaluating applications. On January 20, 2015, the Metro Council directed the COO to seek MTAC input on the relationship between the CPDG program and Title 6 of Metro’s Urban Growth Management Functional Plan (Functional Plan). MTAC recognized the need to use the CPDG to encourage planning in Title 6 areas (Center, Corridors, Station Communities and Main Streets) and recommended including in the Administrative Rules and Application Handbook how applications for projects proposed in Title 6 areas should meet the planning objectives of Title 6. In February 2015, MPAC accepted MTAC recommendations and voted unanimously to recommend adoption of the revised Administrative Rules by the Metro Council for implementation of the construction excise tax and CPDG program.



For Cycle 4, the Metro Council adopted revised Administrative Rules in March 2015 (Resolution 15-4615). These rules earmarked 25 to 30 percent of grant funds for planning projects in urban reserves and 70 to 75 percent for projects inside the UGB.

#### Cycle 4 grant process

On March 25, 2015, the Cycle 4 grant process was initiated with a pre-application meeting with potential applicants. By the April 16, 2015 deadline for local governments to submit letters of interest (LOIs), Metro received 20 LOIs from 13 local governments. The Screening Committee and staff reviewed the LOIs and provided comments to local governments. By the June 1, 2015 deadline for full applications, Metro received one application for a project outside the UGB (in new urban areas and urban reserves) requesting \$170,000 and 18 applications for projects inside the UGB from 13 local governments requesting \$5,403,386, bring the grant total request to \$5,573,385.

The nine-member Screening Committee appointed by the Metro Chief Operating Officer in accordance with the Administrative Rules met four times in June and July to review the applications. On August 4, 2015 the Screening Committee submitted recommendations to the Metro COO, including recommended grant amounts for each application.

The COO is reviewing the recommendations of the Screening Committee and will prepare her own recommendations for the Metro Council, based on the Screening Committee's recommendations, the grant evaluation criteria set forth in the Administrative Rules, and the grant applications themselves. The COO will provide her recommendations to the Metro Council and thereafter the Metro Council will make the final grant decisions at a public hearing, currently scheduled for September 24, 2015.

The COO's recommendations will be delivered to the Metro Council prior to the date for public hearing. After reviewing the COO's Grant recommendations, the Grant Screening Committee's recommendations, the grant evaluation criteria, the grant applications themselves, and after taking public testimony, the Metro Council may adopt by resolution all of the COO's recommendations, or may change some of them. The Metro Council will make the final decision regarding the grants.

The total amount of grants requested in this Cycle 4 is approximately \$573,385 dollars more than the estimated \$5 million construction excise tax revenue that will be available in this cycle; therefore not all grant applications will be funded. Projects that are not funded in this cycle will have another opportunity to receive construction excise grant funding.

#### **QUESTIONS FOR COUNCIL CONSIDERATION**

- Do you need any more information before you award the grants?
- Do these recommendations and the process reflect the Metro Council policy direction to staff on the grant program?

**PACKET MATERIALS**

- Would legislation be required for Council action  Yes  No
- If yes, is draft legislation attached?  Yes  No
- What other materials are you presenting today? [Staff Report]

**OTHER ATTACHMENT**

- Draft staff report to Resolution No. 15-4640
- 2015 Administrative Rules for construction excise tax funding Community Planning and Development grants

DRAFT

**STAFF REPORT**

IN CONSIDERATION OF RESOLUTION NO. 15- 4640  
FOR THE PURPOSE OF APPROVING FY 2015-16 FUNDING FOR COMMUNITY PLANNING AND  
DEVELOPMENT GRANTS FUNDED WITH CONSTRUCTION EXCISE TAX

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Date: August 21, 2015

Prepared by: Gerry Uba, 503-797-1737

**BACKGROUND**

The Community Planning and Development Grants (CPDG) program has been a critical resource for planning activities to remove barriers to development and make land ready for development. The program helps local governments find strategies to accommodate expected growth, including providing jobs, creating housing and transportation choices, improving aging infrastructure, supporting sustainable development and creating vibrant and livable communities across the region. The CPDG program is funded by the construction excise tax established by the Metro Council in 2006 and extended in 2009 (Ordinance No. 09-1220) to September 2014.

In January 2014, the Chief Operating Officer (COO) convened an advisory group after consultation with the Metro Council. The charter of the advisory group was to review the grants program and recommend potential improvements to the program and provide advice on whether the tax should be extended or not. The advisory group recommended extending the construction excise tax from October 2014 to December 2020, maintaining the existing tax structure, including the tax rate and exemptions, maintaining the same purpose of grant funds set forth in Ordinance No. 09-1220, setting some percentage of projected revenue for mandated planning required in Metro's Urban Growth Management Functional Plan Title 11, and the rest of the funds for planning inside the UGB, refinement of the existing evaluation criteria to encourage strong projects that demonstrate an understanding of market interventions to achieve development, and stating clear outcome goals for each planning focus area and specific performance measures to evaluate the program.

The Metro Policy Advisory Committee (MPAC) reviewed and endorsed the recommendations of the COO and advisory Group by passing a unanimous motion recommending to Metro Council to extend the construction excise tax to December 2020. In June 2014, the Metro council extended the construction excise tax to December 2020 (Ordinance No. 14-1328).

2015 marks the fourth CPDG cycle. Cycle 1 (2006) funded concept planning projects in areas brought into the urban growth boundary (UGB) in 2002 and 2004. Cycle 2 (2010) grants funded projects inside the UGB, while Cycle 3 (2013) earmarked 50 percent of projected revenue for planning projects in urban reserves and areas added to the UGB since 2009.

The chart below shows the total grants awarded in Cycles 1, 2 and 3.

Grant cycle	Project type	Year	Total grant awards	Number of funded projects
Cycle 1	Focused on concept planning for areas recently brought into UGB	2006	\$6.2 million	25
Cycle 2	Focused on community and economic development inside the UGB	2010	\$3.7 million	17
Cycle 3	Fund was intended for community and economic development inside the UGB with 50% for new urban areas and urban reserves.	2013	\$4.5 million	19
Cycle 4	Fund intended for community and economic development inside the UGB and 25%-30% for new urban areas and urban reserves.	Proposed FY 2015-2016	\$5.0 million (anticipated)	TBD

### SUMMARY OF REVISIONS IN THE ADMINISTRATIVE RULES

On October 7, 2014, The COO sought directions from the Metro Council on revisions to the Administrative Rules, and recommended that the Metro Technical Advisory Committee (MTAC) review them and recommended changes to the COO and MPAC. The Metro Council directed that the COO and MTAC to propose revisions and forward them to MPAC for a recommendation to the Chief Operating Officer and Metro Council.

On January 20, 2015, the Metro Council directed the COO to seek MTAC input on one additional item: the relationship between the CPDG program and Title 6 of Metro’s Urban Growth Management Functional Plan (Functional Plan), and forward its recommendations to Metro Policy Advisory Committee (MPAC) for a recommendation to the Metro Council. MTAC recognized the need to implement Title 6 and use the CPDG to encourage planning in Title 6 areas (Center, Corridors, Station Communities and Main Streets) and unanimously agreed that the requirements in Title 6 should not be linked to applications for the CPDG. MTAC recommended using the Administrative Rules and Application Handbook to show how applications for projects proposed in Title 6 areas should meet the planning objectives of Title 6.

MTAC recommendations were presented to MPAC in February 2015 and MPAC voted unanimously to recommend to the Metro Council to adopt the revisions in the Administrative Rules for implementation of the construction excise tax and CPDG program.

For Cycle 4, the Metro Council adopted revised Administrative Rules in March 2015 (Resolution 15-4615). These rules earmarked 25 to 30 percent of grant funds for planning projects in urban reserves and areas added to the UGB since 2009, and 70 to 75 percent for planning inside the UGB.

The revised Administrative Rules adjusted the goal of the CPDG program, defined types of eligible projects, and revised the criteria for evaluating grant applications.

## **Eligible projects**

Three types of planning activities were made eligible for grants in the revised Administrative Rules — all aimed at removing barriers and making land ready for development:

- Strategies for short term action: near-term actions in a Catalytic Action Plan that could create development in less than five years.
- Strategies for policy development: long-term actions in Strategic Plans or Master Plans that will result in development in five to 10 years.
- Visioning: community support to propose a vision of the community's future.

## **Evaluation Criteria**

Two sets of criteria were approved for projects inside and outside the UGB so as to reflect the different level of readiness and planning needs for these areas.

Projects proposed inside the UGB were evaluated on how the applications explained the following criteria:

- expected development outcome
- regional significance of the project
- community aspiration for projects in Centers, Corridors, Station Communities and Main Streets
- community aspiration for projects in other locations
- commitment to share best practices
- leveraging past or future public or private investments
- match potential
- growth absorption potential
- public involvement
- roles of the governing body
- capacity of applicant.

Projects proposed within new urban areas and urban reserves were evaluated on how the applications explained the following criteria:

- concept planning requirements in Title 11 in the Metro's Urban Growth Management Functional Plan
- regional significance of the project
- commitment to share best practices
- leveraging past or future public or private investments
- match potential
- growth absorption potential
- public involvement
- roles of the governing body
- capacity of applicant.

## **SOLICITATION AND EVALUATION OF APPLICATIONS**

*Letters of Interest and Full Application*

On March 25, 2015, Metro held a pre-application meeting to explain the Cycle 4 grant process and answer questions from local government representatives.

Thirteen local governments submitted 20 letters of interest by an April 16 deadline. Metro provided comments on the letters of interest to strengthen the competitiveness of full applications.

Thirteen local governments submitted 19 full applications by the June 1 deadline. In total, the 19 applications requested \$5,573,385 ([Attachment 1](#)). Eighteen applications requesting a total of \$5,403,385 proposed projects inside the UGB. One application requested \$170,000 for a project outside the UGB.

The proposed projects will support planning activities leading to such outcomes as action plans and development commitments, strategic and master plans and community visions for development in certain areas. Eight of the applications are located in Centers, Corridors and Main Streets recognized in the 2040 Growth Concept. Six of the proposed projects are in single locations or specific areas ranging in size from 1.26 acres to 4,500 acres. Three focus on corridors ranging in length from 2.8 miles to 13 miles. The other ten are in multiple locations.

#### *Screening Committee and the Review Process*

As directed in the Administrative Rules ([Attachment 2](#)), Metro's Chief Operating Officer appointed nine individuals to with experience in a variety of fields relating to economic development and planning to the CPDG Screening Committee. The Screening Committee assisted staff in reviewing the letters of interest submitted in April. In June and July, the Screening Committee met four times to evaluate the full applications.

## **RECOMMENDATIONS**

The Screening Committee submitted its recommendations to the Metro COO on August 3, 2015.

The Committee concluded that most of the proposed projects reflected a strong commitment to remove barriers to development in order to make this region a great place. Ultimately, the Committee recommended granting \$4,742,016 to 19 projects, divided as follows:

- full funding for 15 projects for a total of \$4,542,016
- partial funding for one project for a total of \$200,000

The recommended projects have the potential to remove barriers to development, leverage additional resources, attract a variety of partners across the region, create positive effects in their communities, create opportunities for underserved and underrepresented populations, and produce innovative best practices that can be transferred to other communities. In total, the recommended projects have the ability to leverage an additional \$836,000 in financial matches and \$1.1 million in in-kind match contributions.

The Committee's recommendation left an excess of \$257,984 for the COO and the Metro Council to utilize as they see fit to enhance the CPDG program. The Committee's recommendations included some funding conditions for almost all of the projects recommended for funding.

The COO sent her own recommendations to the Metro Council along with the recommendations of the Screening Committee. The COO's recommendations reflect the Screening Committee recommendations with a few exceptions.

The COO's recommendations include some additional funding conditions to be fulfilled by grant recipients, shown in **Exhibit A** to this resolution. These conditions are intended to ensure that the projects are successful and meet the objectives of the grant program.

Intergovernmental agreements (IGAs) between Metro and grantees will be negotiated by staff after the Metro Council approves the grant awards. Additional conditions related to administration of the grant program may be included in the IGAs, such as:

- grant payment procedures
- eligible expenses
- documentation related to implementation of tasks involved in the projects
- maintenance of project records
- audits, inspections and retention of records
- encouragement to seek out local minority-owned, women-owned and emerging small businesses for professional services.

## **ANALYSIS/INFORMATION**

### **1. Known Opposition**

There is no known opposition to the proposed grant allocation amounts, except potentially from any or all of the grant applicants who will not be receiving Cycle 4 CPDG funding.

### **2. Legal Antecedents**

Ordinance 06-1115, "Creating a New Metro Code Chapter 7.04 Establishing a Construction Excise Tax" was adopted on March 23, 2006; Ordinance 09-1220, "Extending the Metro Construction Excise Tax and Amending Metro Code Chapter 7.04" was adopted on June 11, 2009; Ordinance No. 14-1328, "Extending the Metro Construction Excise Tax for Community Planning and Development Grants" was adopted June 19, 2014; Resolution 15-4615, "Approving Amended Construction Excise Tax Administrative Rules proposed by the Chief Operating Officer for the Community Planning and Development Grants Program" was adopted on March 19, 2015.

### **3. Anticipated Effects**

This Resolution designates Community Planning and Development Grant Awards funded with the construction excise tax subject to receipt of construction excise tax funds. The proposed projects have timelines of approximately 18 months or less.

### **4. Budget Impacts**

The Proposed FY 2015-2016 budget includes resources for staff in the Planning and Development Department to work on this project. The budget contains sufficient funds to produce and disseminate progress updates for the grant projects to stakeholders and other residents of the region. These updates will include information about how the grants are supporting local communities and the region to remove barriers to development and put local plans into action.

**RECOMMENDED ACTION**

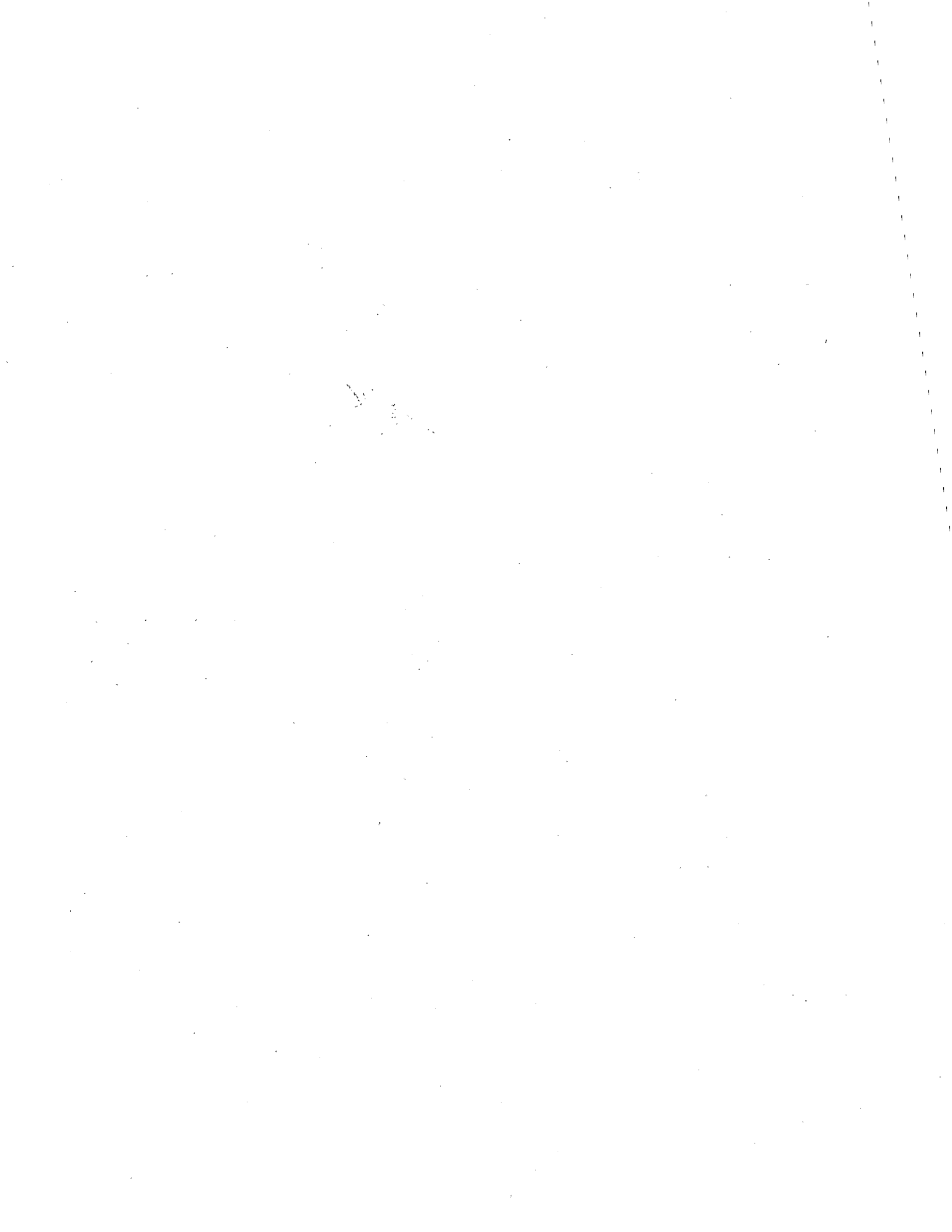
The Chief Operating Officer recommends adoption of Resolution No. 15-4640.

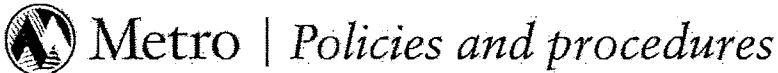


**ATTACHMENT 1**

**Applications Submitted by Local Governments for Cycle 4 of Metro CPDG  
updated 6/24/2015**

#	Jurisdiction	Proposed Project	Amount Requested
<b>PROJECTS LOCATED IN UGB SINCE 2009 QND IN URBAN RESERVES</b>			
1	Clackamas Co.	Stafford Area Preliminary Infrastructure Feasibility	\$170,000
<b>PROJECTS LOCATED INSIDE THE UGB</b>			
2	Beaverton	Beaverton Hillsdale / Western Employment Area	\$150,040
3	Cornelius	Cornelius Economic Opportunity Analysis	\$40,000
4	Fairview	Halsey Corridor Economic Development Study	\$100,000
5	Gladstone	Gladstone Downtown Revitalization Plan	\$150,700
6	Hillsboro	Jackson Areas School Employment Subarea	\$195,000
7	Oregon City	Willamette Falls Legacy Project	\$550,000
8	Portland #1	Improving Multi-Dwelling Development	\$310,500
9	Portland #2 Gresham	Building Healthy Connected Communities Along the Powell-Division Corridor	\$1,485,566
10	Portland #3	82 <sup>nd</sup> Ave Study Understanding Barriers to Development	\$362,500
11	Portland #4	N/NE Community Development – Pathway 1000 Initiative	\$250,000
12	Portland #5	Improving the Design Review System	\$145,000
13	Tigard #1	Downtown Tigard Urban Lofts Development Project	\$100,000
14	Tigard #2	Tigard Triangle Walkable Suburban Development	\$145,250
15	Wilsonville	Wilsonville Town Center Master Plan	\$320,000
16	Clackamas Co.	North Milwaukie Industrial Redevelopment Plan	\$250,000
17	Multnomah Co. #1	Moving to Permanent Housing	\$75,000
18	Multnomah Co. #2	Age-Friendly Housing	\$373,829
19	Washington Co.	Aloha Town Center / TV Highway TOD Plan	\$400,000
<b>Subtotal for Projects inside the UGB</b>			<b>\$5,403,385</b>
<b>TOTAL</b>			<b>\$5,573,385</b>





**Subject:** Construction Excise Tax (CET) Administrative Rules – Funding for Community Planning and Development Grants (revised March 2015)

**Section:** COO/Planning and Development

**Approved by:** Martha J. Bennett, Chief Operating Officer

## POLICY

*The Construction Excise Tax, Chapter 7.04 of the Metro Code, was established under Metro Ordinance No. 06-1115, which directed the Metro Chief Operating Officer to promulgate Administrative Rules to implement the Ordinance and new Metro Code chapter. CET revenues fund Community Planning and Development Grants in accordance with Metro Code Chapter 7.04. In June 2014, the Metro Council adopted Ordinance No. 14-1328, which extended the CET for an additional five years through December 31, 2020 and directed the Metro COO to promulgate amendments to the Administrative Rules governing the CET program. On March 19, 2015 the Metro Council adopted Resolution No. 15-4595 approving the Metro COO's proposed amendments to the CET Administrative Rules. The attached CET Administrative Rules are revised to implement Cycles 4 and 5 of the CET program pursuant to Metro Ordinance No. 14-1328 and Metro Code Chapter 7.04.*

## Applicable to

CET funding for Community Planning and Development Grants.

## Definitions

See Metro Code Chapter 7.04 and the attached Administrative Rules.

## Guidelines

See Metro Code Chapter 7.04 and the attached Administrative Rules, revised March 2015.

## Procedures

See Metro Code Chapter 7.04 and the attached Administrative Rules, revised March 2015.

## References/Attachments

See Metro Code Chapter 7.04 and the attached Administrative Rules, revised March 2015.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING	)	RESOLUTION NO. 15-4595
AMENDED CONSTRUCTION EXCISE TAX	)	
ADMINISTRATIVE RULES PROPOSED BY	)	Introduced by Chief Operating Officer Martha
THE METRO CHIEF OPERATING OFFICER	)	Bennett in concurrence with Council
FOR THE COMMUNITY PLANNING AND	)	President Tom Hughes
DEVELOPMENT GRANT PROGRAM	)	

WHEREAS, in 2006 the Metro Council adopted Ordinance 06-1115, titled, "An Ordinance Creating a New Metro Code Chapter 7.04 Establishing a Construction Excise Tax," which ordinance created a construction excise tax ("CET") to generate revenue for providing grants to local governments for regional and local planning ("2006 CET Ordinance"); and

WHEREAS, the 2006 CET Ordinance contained a sunset provision based on a maximum amount collected of \$6.3 million, which amount was reached in 2009; and

WHEREAS, on recommendation of an advisory group and the Metro Chief Operating Officer ("COO") regarding the continuing need for funding regional and local planning, on June 11, 2009, the Metro Council adopted Ordinance 09-1220, extending the CET for an additional five year period, with a sunset date of September 30, 2014; and

WHEREAS, the CET has successfully raised approximately \$14 million in revenue that has been distributed by Metro to local governments through the Community Planning and Development Grant ("CPDG") program for planning work across the region that otherwise could not have been funded; and

WHEREAS, on recommendation of an advisory group and the Metro COO, on June 19, 2014, the Metro Council adopted Ordinance 14-1328, extending the Metro CET for an additional five year period ("2014 CET Ordinance"), with a new sunset date of December 31, 2020; and

WHEREAS, the 2014 CET Ordinance directed the Metro COO to propose amendments to the existing administrative rules implementing the CET and CPDG programs under Metro Code Chapter 7.04 ("Administrative Rules") and to return to the Metro Council for its approval of the revised Administrative Rules prior to promulgating them; and

WHEREAS, the Metro COO presented her proposed Administrative Rule amendments to the Metro Policy Advisory Committee ("MPAC") on February 25, 2015, and MPAC voted to recommend approval of the Administrative Rule amendments; and

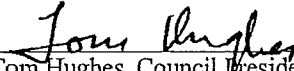
WHEREAS, the Metro Council finds that the amendments to the Administrative Rules proposed by the Metro COO and recommended for approval by MPAC are consistent with the 2014 CET Ordinance and Metro Code Chapter 7.04, and will improve the process for implementing the CET and CPDG programs; now therefore

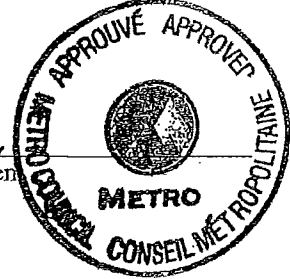
THE METRO COUNCIL RESOLVES AS FOLLOWS:

1. The amendments to the Administrative Rules proposed by Metro COO Martha Bennett attached hereto as Exhibit A are hereby approved; and

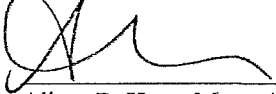
2. The Metro COO is directed to promulgate the amended Administrative Rules consistent with Chapter 7.04 of the Metro Code.

ADOPTED by the Metro Council this 19th day of March 2015.

  
Tom Hughes, Council President



Approved as to form:



Alison R. Kean, Metro Attorney

**ADMINISTRATIVE RULES: METRO CODE CHAPTER 7.04**  
**[Revised March 2015]**

Effective July 1, 2006, and extended through December 31, 2020, Metro has established as Metro Code Chapter 7.04 a Construction Excise Tax ("CET") to fund Community Planning and Development Grants ("CPDG"). These Administrative Rules establish the procedures for administering this tax as mandated in Metro Code Section 7.04.050 and Metro Code Section 7.04.060. For ease of reference a copy of Metro Code Chapter 7.04 is attached to these administrative rules.

**I. Metro Administrative Matters.**

- A. Definitions. These administrative rules incorporate the definitions as set forth in Metro Code Section 7.04.030 of Chapter 7.04, Construction Excise Tax, and Chapter 3.07, the Urban Growth Management Functional Plan.
- B. Designated Representatives (Metro Code Section 7.04.060). The Metro Chief Operating Officer ("COO") is responsible for the administration and enforcement of the Metro Code Chapter 7.04 and these administrative rules.
1. The COO may delegate his authority in administration and enforcement of the Code chapter and these administrative rules as he determines and as set forth herein.
  2. The COO shall appoint a Hearings Officer(s), which appointment shall be confirmed by the Metro Council. The Hearings Officer(s) shall have the authority to order refunds or rebates of the Construction Excise Tax or waive penalties as a result of the hearings process. Upon appointing a Hearings Officer, the Chief Operating Officer shall delegate authority to the Hearings Officer to administer oaths, certify to all official acts, to subpoena and require attendance of witnesses at hearings to determine compliance with this chapter, rules and regulations, to require production of relevant documents at public hearings, to swear witnesses, to take testimony of any Person by deposition, and perform all other acts necessary to adjudicate appeals of Construction Excise Tax matters.
- C. Internal Flow of Funds. Funds will be accounted for in a Construction Excise Tax account that will be created by the effective date of Metro Code Chapter 7.04.
- D. Rate Stabilization Reserves. Metro Code Chapter 7.04.200 states that the Council will, each year, as part of the Budget process, create reserves from revenues generated by the CET. These reserves are to even out collections thereby stabilizing the funds needed to support the applicable programs despite industry building activity fluctuation. These reserves can only be drawn on to support the specific budgeted activities as discussed in Section I.E. of these administrative rules. Due to their restricted nature, these reserves shall be reported as designations of fund balance in Metro's General Fund.
- E. Dedication of Revenues. Revenues derived from the imposition of this tax, netted after deduction of authorized local jurisdiction costs of collection and administration will be solely dedicated to grant funding of the regional and local planning that is required to make land ready for development after inclusion in the Urban Growth Boundary.
- F. Rule Amendment. The Chief Operating Officer retains the authority to amend these administrative rules as necessary for the administration of the Construction Excise Tax, after consultation with Metro Council.

**II. Construction Excise Tax Administration.**

**A. Imposition of Tax (Metro Code Section 7.04.070).**

1. The CET is imposed on every Person who engages in Construction within the Metro jurisdiction, unless an Exemption applies as set forth herein.
2. The tax shall be due and payable at the time of the issuance of any building permit, or installation permit in the case of a manufactured dwelling, by any building authority, unless an Exemption applies as set forth herein.
3. The CET shall be calculated and assessed as of the application date for the building permit. Persons obtaining building permits based on applications that were submitted prior to July 1, 2006 shall not be required to pay the CET, unless the building permit issuer normally imposes fees based on the date the building permit is issued.
4. If no permit is issued, then the CET is due at the time the first activity occurs that would require issuance of a building permit under the State of Oregon Building Code.

**B. Calculation of Tax (Metro Code Section 7.04.080). The CET is calculated by multiplying the Value of New Construction by the tax rate of 0.12%**

(0.0012 x Value of New Construction)

- a. In the case of a Manufactured Dwelling for which no Exemption is applicable, and for which there is no building code determination of valuation of the Manufactured Dwelling, the applicant's good faith estimate of the Value of New Construction for the Manufactured Dwelling shall be used.

**C. Exemptions (Metro Code Section 7.04.040).**

1. Eligibility for Exemption. No obligation to pay the CET is imposed upon any Person who establishes, as set forth below, that one or more of the following Exemptions apply:
  - a. The Value of New Construction is less than or equal to One Hundred Thousand Dollars (\$100,000); or
  - b. The Person who would be liable for the tax is a corporation exempt from federal income taxation pursuant to 42 U.S.C. 501(c)(3), or a limited partnership the sole general partner of which is a corporation exempt from federal income taxation pursuant to 42 U.S.C. 501(c)(3), the Construction is used for residential purposes AND the property is restricted to being occupied by Persons with incomes less than fifty percent (50%) of the median income for a period of 30 years or longer; or
  - c. The Person who would be liable for the tax is exempt from federal income taxation pursuant to 42 U.S.C. 501(c)(3) AND the Construction is dedicated for use for the purpose of providing charitable services to Persons with income less than fifty

percent (50%) of the median income.

2. Procedures for Establishing and Obtaining an Exemption; Exemption Certificates:
  - a. For exemption (a) above, the exemption will be established at the building permit counter where the Value of New Construction as determined in the building permit is less than or equal to One Hundred Thousand Dollars (\$100,000).
  - b. For exemptions (b) and (c) above, prior to applying for a building permit a Person claiming an exemption may apply to Metro for a Metro CET Exemption Certificate, by presenting the appropriate documentation for the exemption as set forth herein, and upon receiving a Metro CET Exemption Certificate the Person may present the certificate to the building permit issuer to receive an exemption from paying the CET; or
  - c. For exemptions (b) and (c) above, instead of going to Metro to obtain a Metro CET Exemption Certificate, a Person claiming an exemption from the CET when applying for a building permit may submit to the building permit issuer Metro's CET Exemption Certificate application form. Upon receiving a Person's Metro CET Exemption Certificate application, the building permit issuer shall preliminarily authorize the exemption and shall not collect the CET. The building permit issuer shall forward the Person's Metro CET Exemption Certificate application to Metro along with the quarterly CET report. It shall be Metro's responsibility to determine the validity of the exemption and to institute collection procedures to obtain payment of the CET, as well as any other remedy Metro may have under law, if the Person was not entitled to the exemption;
  - d. To receive a Metro CET Exemption Certificate from Metro, or to substantiate to Metro the validity of an exemption received from a local building permit issuer, an applicant must provide the following:
    - i. IRS tax status determination letter evidencing that the Person seeking the building permit is exempt from federal income taxation pursuant to 42 U.S.C. 501(c)(3); and
    - ii. In the case of residential property, proof that the property is to be restricted to low income persons, as defined, for at least 30 years. Proof can be in the form of loan covenants; rental agreements or grant restrictions; a certification from the entity's corporate officer attesting that the exemption is applicable; or any other information that may allow the exemption determination to be made; and
    - iii. In the case of a qualified tax-exempt entity providing services to Persons with incomes less than 50 percent of the median income, the applicant must provide information that will allow such tax exempt status to be verified, and proof that the property will be restricted to such uses. Proof can be in the form of loan covenants; rental agreements or grant restrictions; certification from the entity's corporate officer attesting that the exemption is applicable; or any other information that may allow the exemption determination to be made; and



- iv. In the case of a limited partnership with a tax-exempt sole general partner corporation, verification from the partnership's attorney of that status is required; and
  - v. Authorization to audit the records to verify the legal status and compliance with Metro qualifications of all entities claiming exempt status.
- e. Partial Applicability of Exemption. If an exemption is applicable to only part of the Construction, then only that portion shall be exempt from the CET, and CET shall be payable for the remainder of the Construction that is not eligible for an exemption, on a pro-rata basis. It shall be the responsibility of the Person seeking the partial exemption to fill out a Metro CET Exemption Certificate application for the partial exemption, declaring on that application the proportion of the Construction qualifies for the exemption. Upon receiving a Person's Metro CET Exemption Certificate application claiming a partial exemption, the building permit issuer shall preliminarily authorize the partial exemption and shall only collect the pro-rata CET as declared by the applicant. The building permit issuer shall forward the Person's Metro CET Exemption Certificate application to Metro along with the quarterly CET report. It shall be Metro's responsibility to determine the validity of the partial exemption and to institute collection procedures to obtain payment of the remainder of the CET, as well as any other remedy Metro may have under law, if the Person was not entitled to the partial exemption.

D. Ceiling (Metro Code Section 7.04.045).

1. If the CET imposed would be greater than \$12,000.00 (Twelve Thousand Dollars) as measured by the Value of New Construction that would generate that amount of tax, then the CET imposed for that Construction is capped at a Ceiling of \$12,000.00 (Twelve Thousand Dollars).
2. The Ceiling applies on a single structure basis, and not necessarily on a single building permit basis. For example:
  - a. If a single building permit is issued where the Value of New Construction is greater than or equal to Ten Million Dollars (\$10,000,000), then the CET for that building permit is capped at Twelve Thousand Dollars (\$12,000.00).
  - b. If Construction in a single structure will require multiple building permits during the pendency of the CET program, and the total CET that would be imposed for those building permits would add up to more than Twelve Thousand Dollars (\$12,000.00), then the total CET for those building permits within the same structure during the pendency of the CET program is capped at Twelve Thousand Dollars (\$12,000.00). Once a total of \$12,000.00 has been paid in CET for a particular structure, then no additional CET will be collected for that structure during the pendency of the CET program.

E. Rebates (Metro Code Section 7.04.120). If a CET has been collected and a CET Exemption or the CET Ceiling was applicable, a rebate for the CET may be obtained from Metro.

1. Procedures for obtaining rebate are:

- a. Within thirty (30) days of paying the CET, the Person who believes that the CET was not applicable due to a CET exemption or CET Ceiling, shall apply for a rebate in writing to Metro and provide verification that the exemption eligibility provisions of Metro Code Section 7.04.040, or that the CET Ceiling provisions of Metro Code Section 7.04.045, have been met. Failure to seek a rebate within the thirty (30) day time limit will terminate a Person's right to seek a rebate.
- b. Applicant shall provide proof that the CET was paid, in the form of a paid receipt from the building permit issuer showing the tax was paid. All supporting documentation for the exemption or ceiling shall be submitted at the time of the rebate claim. The rebate will only be made to the name that is listed on the receipt unless the applicant has a written assignment of rebate.
- c. A rebate or a letter of denial shall be issued by Metro within thirty (30) days of receipt of a written request for rebate provided that the request includes all required information. The rebate will be calculated based upon the paid receipt, less the five percent (5%) administrative fee already retained by the building permit issuer and the five percent (5%) Metro administration fee.

F. Refunds (Metro Code Section 7.04.150). If a CET has been collected and the Construction was not commenced and the building permit was cancelled, a refund for the CET may be obtained from Metro.

1. Eligibility is determined by the absence of Construction and cancellation of the building permit.

2. Procedures for obtaining refund:

- a. Apply in writing to Metro within thirty (30) days of permit cancellation.
- b. Provide copy of canceled permit.
- c. Provide proof of payment of the tax in the form of the paid receipt.
- d. A refund or a letter of denial shall be issued by Metro within thirty (30) days of receipt of the written request for refund provided that the request includes all required information. The refund will be calculated based upon the paid receipt, less the five percent (5%) administrative fee already retained by the building permit issuer and the five percent (5%) Metro administration fee.
- e. Failure to seek a rebate within the thirty (30) day time limit will terminate a Person's right to receive a refund.

G. Appeals. The Hearings Officer shall conduct hearings related to enforcement or appeals of the CET. The appeal to the Hearings Officer must be:

1. In writing;
2. Made within ten (10) calendar days of denial of a refund, rebate, or exemption request. Notice of denial to the party denied, is deemed to have occurred three days after the mailing of the certified denial letter from Metro;
3. Tax must be paid prior to appeal;
4. Directed to the Office of Metro Attorney, who will contact the Hearings Officer to schedule a hearing upon receipt of a written appeal. The Hearings Officer will at that time provide further information as to what documentation to bring to the hearing.

H. Review. Review of any action of the Chief Operating Officer or Hearings Officer, taken pursuant to the Construction Excise Tax Ordinance, or the rules and regulations adopted by the Chief Operating Officer, shall be taken solely and exclusively by writ of review in the manner set forth in ORS 34.010 through 34.100, provided, however, that any aggrieved Person may demand such relief by writ of review.

I. CET Sunset (Metro Code Section 7.04.230).

1. The CET shall not be imposed on and no person shall be liable to pay any tax for any Construction activity that is commenced pursuant to a building permit issued on or after December 31, 2020.
2. Local governments collecting CETs shall remit the CETs to Metro on a quarterly or monthly basis, based on the jurisdiction's CET Collection IGAs with Metro. Each quarter, within thirty days of receiving CET remittances from all collecting local jurisdictions, Metro will issue a written statement of the total CET that Metro has received that quarter and cumulatively.
3. CET remittance to Metro shall be net of the local government's administrative expenses in collecting the CET, up to five percent (5%) of the CET collected by the local government as set forth in the Metro CET Collection IGA. This net amount of CET remitted to Metro shall be the basis for Metro's calculations of CET cumulative totals.
4. The CET shall cease to be imposed by local governments on December 31, 2020, and shall be remitted by the local governments to Metro as soon thereafter as possible.

### III. **CET Collection Procedures.**

A. Local Government CET Collection and Remittance Via Intergovernmental Agreements (Metro Code Section 7.04.110). For those local governments collecting the CET pursuant to Intergovernmental Agreements with Metro, the following procedures shall apply:

1. CET Report; Information Required. Each quarter (unless a local government prefers to report monthly), along with its CET remittance to Metro, the local government shall prepare and submit to the Metro Chief Operating Officer a report of the CETs and building permits issued for the previous quarter's construction activities. The report shall include: the number of building permits issued that quarter; the aggregate value of construction; the number of building permits for which CET exemptions were given; the aggregate value of

construction for the exempted construction; the aggregate amount of CET paid; and the amount of CET administrative fee retained by the local government pursuant to this CET Collection IGA.

2. CET Remittance to Metro. Local governments collecting CET via IGAs with Metro shall remit the collected CET to Metro. Remittance shall be quarterly, unless a jurisdiction prefers to remit the CET monthly, by the 30<sup>th</sup> of the month following the quarter (or month) ending. Quarters end on September 30, December 31, March 31 and June 30 of each year. CET remittance and the CET Report shall be sent to Metro, attn Construction Excise Tax Accounting Specialist, 600 NE Grand, Portland, Oregon 97232.
  3. Remuneration to Local Government for Collecting CET. As consideration for collecting the CET, each local government collecting the CET shall retain no more than five percent (5%) of the tax collected by that local government. This payment is intended to be a reimbursement of costs incurred. Prior to submitting the CET to Metro, the local government shall deduct the remuneration agreed upon directly from the collected tax, and the amounts deducted and retained shall be identified on the report submitted to Metro.
  4. Metro Administrative Fee. To partially reimburse Metro for its costs in implementing and administering the CET program, Metro will retain five percent (5%) of the net CET funds remitted by local governments to Metro.
  5. Audit and Control Features. Each local government shall allow the Chief Operating Officer, or any person authorized in writing by the Chief Operating Officer, to examine the books, papers, building permits, and accounting records relating to any collection and payment of the tax, during normal business hours, and may investigate the accuracy of reporting to ascertain and determine the amount of CET required to be paid.
  6. Failure to Pay. Upon a Person's refusal to or failure to pay the CET when due, the local government administering that Person's building permit shall notify Metro in writing within five (5) business days of such failure, with information adequate for Metro to begin collection procedures against that Person, including the Person's name, address, phone numbers, Value of New Construction, Construction Project, and building permit number. Upon a Person's refusal or failure to pay the CET, it shall be Metro's responsibility to institute collection procedures to obtain payment of the CET as well as any other remedy Metro may have under law.
- B. Metro Collection Procedures in Event of Non-payment. The CET is due and payable upon issuance of a building permit. It is unlawful for any Person to whom the CET is applicable to fail to pay all or any portion of the CET. If the tax is not paid when due, Metro will send a letter notifying the non-payer of his obligation to pay the CET along with the following information:
1. Penalty. In addition to any other fine or penalty provided by Chapter 7.04 of the Metro Code, penalty for non-payment will be added to the original tax outstanding. That penalty is equal to fifty dollars (\$50.00) or the amount of the tax owed, whichever is greater.
  2. Misdemeanor. In addition to any other civil enforcement, non-payment of the CET is a misdemeanor and shall be punishable, upon conviction, by a fine of not more than five hundred dollars (\$500.00). This fine shall be charged to any officer, director, partner or other Person having direction or control over any Person not paying the tax as due.

3. Enforcement by Civil Action. If the tax is not paid, Metro will proceed with collection procedures allowable by law to collect the unpaid tax, penalties assessed and fines due, including attorney fees.

**IV. Revenue Distribution (Metro Code Section 7.04.220).**

**A. Grant Cycles.** CET funds collected pursuant to the 2014 extension of the CET shall be allocated in three new application assessment cycles (Cycle 4, Cycle 5 and Cycle 6).

1. The Cycle 1 fund distribution took place in March 2006, which allocated up to \$6.3 million in grants. Grant requests in this cycle were made for planning only in new areas that were brought into the Urban Growth Boundary (UGB) between 2002 and 2005.
2. The Cycle 2 grant allocation through the Community Planning and Development Grant program (CPDG) took place in June 2010, which allocated up to \$3.57 million in CET Grant revenue. Grant requests in this cycle were made for planning in all areas inside the UGB as of December 2009.
3. The Cycle 3 grant allocation took place in August 2013, which allocated \$4.5 million in grants. Grant requests in this cycle were made for planning in all areas that are in the UGB as of December 2009, plus areas added to the UGB since 2009 and Urban Reserves. This cycle earmarked fifty percent (50%) of projected CET revenues for planning in areas added to the UGB since 2009 and Urban Reserves, and required that if the amount of qualified Grant Requests for areas added to the UGB since 2009 and Urban Reserves does not equal or exceed the earmarked amounts, the remainder of funds may be allocated to Grant Requests for planning in other areas.
4. The Cycle 4 grant allocation shall take place in 2015-2016 for planning in all areas that are in the UGB and Urban Reserves. This grant allocation shall earmark seventy percent to seventy five percent (70% to 75%) of projected revenue for planning within the existing UGB, and earmark twenty five percent to thirty percent (25% to 30%) of projected revenue for concept planning and comprehensive planning for urban reserves and new urban areas, and require that if the amount of qualified Grant Requests for areas added to the UGB since 2009 and Urban Reserves does not equal or exceed the earmarked amounts, the remainder of funds may be allocated to Grant Requests for planning in other areas.
5. The Cycle 5 grant allocation shall take place in 2017-2018 for planning in all areas that are in the UGB and Urban Reserves. This grant allocation shall earmark seventy percent to seventy five percent (70% to 75%) of projected revenue for planning within the existing UGB, and earmark twenty five percent to thirty percent (25% to 30%) of projected revenue for concept planning and comprehensive planning for urban reserves and new urban areas, and require that if the amount of qualified Grant Requests for areas added to the UGB since 2009 and Urban Reserves does not equal or exceed the earmarked amounts, the remainder of funds may be allocated to Grant Requests for planning in other areas.
6. The Cycle 6 grant allocation shall take place in 2019-2020 for planning in all areas that are in the UGB and Urban Reserves. This grant allocation shall earmark seventy percent to seventy five percent (70% to 75%) of projected revenue for planning within the existing UGB, and earmark twenty five percent to thirty percent (25% to 30%) of projected revenue for concept planning and comprehensive planning for urban reserves and new urban areas, and require that if the amount of qualified Grant Requests for areas added to the UGB since

2009 and Urban Reserves does not equal or exceed the earmarked amounts, the remainder of funds may be allocated to Grant Requests for planning in other areas.

7. These cycles may be delayed or amounts reduced if the actual CET receipts remitted by the local governments are not as high as projected, or if CET revenue projections are modified due to market conditions, or if required by Metro's spending cap limitations.
8. Metro may conduct additional allocation cycles if the Metro Chief Operating Officer finds that CET receipts are projected to exceed the grant amounts awarded in Cycle 4 and Cycle 5 and Cycle 6.

B. CPDG Screening Committee.

1. Role. A CPDG Screening Committee ("Committee") shall be created, which Committee shall review Grant Requests submitted by local governments. The Committee shall advise and recommend to the Metro Chief Operating Officer ("COO") the ranking and recommended grant amounts, and whether to grant full, partial, or no awards, in accordance with the grant Evaluation Criteria set forth below. The COO shall review the Committee's recommendations and shall forward her/his own grant recommendations, along with the recommendations of the Committee, to the Metro Council. The Metro Council shall make final grant decisions in a public hearing. A new CPDG Screening Committee shall be established for Cycle 4, Cycle 5 and Cycle 6 grants, but may include members from the previous Committees.
2. CPDG Screening Committee Members. The COO shall appoint six to nine members to the Committee, including the Committee Chair. Skill sets to be represented will be composed of the following expertise:
  - Economic development;
  - Urban planning;
  - Real estate and finance;
  - Infrastructure finance relating to development or redevelopment;
  - Local government;
  - Urban renewal and redevelopment;
  - Business and commerce;
  - Neighborhood Association or Community Planning Commission with an understanding of community livability issues; and
  - Environmental sustainability relating to development or redevelopment.
  - Social equity relating to community development and redevelopment planning

C. CPDG Screening Committee Review of Grant Requests.

1. Metro staff shall forward the letters of intent and Grant Requests to the members of the Committee, and will provide staff assistance to the Committee.
2. The Committee shall then review the Grant Requests and evaluate them based on the CPDG Evaluation Criteria set forth below. The Committee shall use the criteria as guidelines for evaluating applications. The Committee may consult with the proponent of the Grant Request or any others in reviewing the request.
3. After analyzing the Grant Requests, the Committee shall forward to the Metro COO the Committee's recommended ranking and grant amounts for each of the Grant Requests.

4. The Metro COO shall review the Committee's recommendations and shall forward her/his own grant recommendations, based on the CPDG Requests Evaluation Criteria set forth below, along with the recommendations of the Screening Committee, to the Metro Council. The Metro Council shall decide, in a public hearing, whether or not to approve funding of any grants, and the amount of each grant.
- D. Metro Council Grant Approval. The Metro COO shall review the Committee's recommendations and shall forward her/his own grant recommendations, along with the recommendations of the Screening Committee, to the Metro Council. The Metro Council shall make final grant decisions in a public hearing.
- E. Procedures for Distribution.
1. **Step One: Pre-Grant-Letter of Intent.** Prior to making a request to Metro for CPDG funds, each Grant Applicant that anticipates requesting CPDG funds in Cycle 4, Cycle 5 and Cycle 6 shall submit electronic Letter of Intent to the Metro COO.
    - a. Grant Applicant. CPDG applicants shall be cities or counties within the Metro boundary. Other local governments, as defined in ORS 174.116, may apply for a CPDG only in partnership with a city or county within the Metro boundary.
    - b. Letter of Intent Content. The Letter of Intent shall set forth the local government's proposed planning project, the requested grant amount, how the project will address the CPDG Request Evaluation Criteria, and proposed milestones for grant payments. Metro staff and the grant applications Screening Committee shall review the Letter of Intent and Metro staff will send comments to the local governments.
  2. **Step Two: Grant Request.** After submitting the Letter of Intent, and after working with Metro staff and Screening Committee if necessary, to revise the proposal, Grant Applicants shall submit an electronic Grant Request to the Metro Chief Operating Officer. The grant request shall include support of the governing body and matching fund commitment with allocation of fund and/or staff resources for the proposed project.

**A) Grant Request Evaluation Criteria for proposed projects within the current UGB.**

For proposed projects within the UGB, the Grant Request shall specifically address how the proposed grant achieves, does not achieve, or is not relevant to, the following criteria ("CPDG Grant Evaluation Criteria"), consistent with the intent of the Urban Growth Management Functional Plan. Applicants should refer to the Application Handbook for information and guidance regarding how to address specific evaluation criteria set forth below.

- 1) Expected Development Outcomes: Explain what planning activities are proposed to be undertaken with the planning and development grant, and how those activities will identify and reduce the barriers to developing complete communities. Address:
  - a) Identification of opportunity site/s within the boundary of the proposed project area with catalyst potential that focus on jobs growth and/or housing. Explain the characteristics of the site/s and how the proposed project will lead to a catalytic investment strategy with private and public sector support.
  - b) Clearly articulated and realistic desired outcomes from the planning grant that increase community readiness for development.

- c) The level of community readiness and local commitment to the predicted development outcomes; considerations include:
    - i. Track record of successful implementation of community development projects and/or past CPDG plan implementation
    - ii. Development sites of adequate scale to generate critical mass of activity;
    - iii. Existing and proposed transportation infrastructure to support future development;
    - iv. Existing urban form provides strong redevelopment opportunities;
    - v. Sound relationship to adjacent residential and employment areas;
    - vi. Compelling vision and long-term prospects;
  - d) Describe the roles and responsibilities of the applicant and county or city, and relevant service providers for accomplishing the goals of the proposed project.
- 2) Regionally Significant: Clearly identify how the proposed planning grant will benefit the region in achieving established regional development goals and outcomes, including sustainability practices, expressed in the 2040 Growth Concept and the six Desired Outcomes, adopted by the region to guide future planning, which include:
- a) People live and work in vibrant communities where their everyday needs are easily accessible;
  - b) Current and future residents benefit from the region's sustained economic competitiveness and prosperity;
  - c) People have safe and reliable transportation choices that enhance their quality of life;
  - d) The region is a leader in minimizing contributions to climate change;
  - e) Current and future generations enjoy clean air, clean water and healthy ecosystems;
  - f) The benefits and burdens of growth and change are distributed equitably.
- 3) Centers, Corridors, Station Communities and Main Streets: Areas identified on the 2040 Growth Concept Map in the Metro Regional Framework Plan as Centers, Corridors, Station Communities and Main Streets have been recognized as the principal centers of urban life in the region. These areas are at different stages of development and each has its own character. For planning projects proposed for or within these areas, describe how the planning actions identified in Title 6 of the Metro Urban Growth Management Functional Plan have been previously addressed or will be addressed as part of the proposed project. This includes establishing an area boundary, performing an assessment of the areas, and adopting a plan of actions and investments.
- 4) Other locations: Discuss how the proposed planning grant facilitates development or redevelopment of the following areas, as applicable:
- a) Employment and industrial areas;
  - b) Areas recently brought into the UGB where concept planning has been completed but where additional planning and implementation work is needed in order to make these areas development ready; and/or



- c) Areas with concentrations of underserved or underrepresented groups.
- 5) Best Practices Model: Consideration will also be given to applications that can be easily replicated in other locations and demonstrate best practices. Discuss how lessons learned from the planning project will be shared with other communities in the region.
- 6) Leverage: Discuss whether and how the proposed planning grant will leverage outcomes across jurisdictions and service providers, or create opportunities for additional private/public investment. Investments can take the form of public or private in-kind or cash contributions to the overall planning activity.
- 7) Matching Fund/Potential: A ten percent (10%) local match is required either as a direct financial contribution or as an in-kind contribution. Discuss whether any portion of the total project cost will be incurred by the applicant and/or its partners. Explain specific portions of the work scope the match money would fund.
- 8) Growth Absorption: Discuss how this project will create opportunities to accommodate expected population and employment growth consistent with local planning.
- 9) Public Involvement: Discuss whether and how the public, including neighbors of the project, businesses, property owners, key stakeholders, and disadvantaged communities including low income and minority populations, will be involved in the project and how their input will be used to strengthen the project outcomes and increase the likelihood of implementation.
- 10) Governing Body: Describe the role of the governing body in relation to:
  - a) The type of action to be taken to implement the final product; and
  - b) Where applicable, how public voting requirements for annexation and transit improvements will be addressed so that the outcome of proposed planning projects can be realized.
- 11) Capacity of applicant: Describe the skill set needed and the qualifications of the staff and/or consulting teams proposed to carry out the planning project.

**B) Grant Request Evaluation Criteria for proposed projects within areas added to the UGB since 2009 and Urban Reserves.**

Grant requests for projects in areas added to the UGB since 2009 and Urban Reserves shall specifically address how the proposed grant achieves, does not achieve, or is not relevant to the following criteria, drawn from the Urban Growth Management Functional Plan (UGMFP). While the UGMFP's Title 11 (Planning for New Urban Areas) calls for completion of a concept plan prior to Council decision to add the area to the UGB, award of a grant for concept planning in urban reserves by the Metro Council should not be interpreted as a commitment by Metro to add the area to the UGB in the next cycle. Applications should note whether the planning project includes an Urban Reserve area. The Screening Committee shall emphasize using available funds to spur development. Applicants should refer to the Application Handbook for information and guidance regarding how to address specific evaluation criteria set forth below.

- 1) Address Title 11 requirements for a concept plan or comprehensive plan. Describe how the proposed planning grant will address the requirements for either a concept plan or comprehensive plan or both as described in Title 11.


- a) If not proposing to complete a full plan, describe how the portion proposed will result in an action that secures financial and governance commitment that facilitates the next steps in the planning process.
  - b) If not proposing a planning grant for the full Urban Reserve area, describe how the proposal will still allow for coordinated development of the entire area as a complete community and address any applicable principles for concept planning of urban reserves contained in the urban and rural reserve intergovernmental agreement between Metro and the county.
- 2) Regionally Significant: Unless addressed in criteria #1, describe how the proposed planning grant will benefit the region in achieving established regional development goals and outcomes, including sustainability practices, as expressed in the 2040 Growth Concept and the Six Desired Outcomes adopted by the Metro Council to guide future planning in the region, which include:
- a) People live and work in vibrant communities where their everyday needs are easily accessible;
  - b) Current and future residents benefit from the region's sustained economic competitiveness and prosperity;
  - c) People have safe and reliable transportation choices that enhance their quality of life;
  - d) The region is a leader in minimizing contributions to climate change;
  - e) Current and future generations enjoy clean air, clean water and healthy ecosystems; and
  - f) The benefits and burdens of growth and change are distributed equitably.
- 3) Address how the proposed project will meet local needs and contribute solutions to regional needs. Describe whether and how the proposal will meet a variety of community needs, including land uses such as mixed use development and large lot industrial sites that are anticipated to continue to be regional needs.
- 4) Demonstrate jurisdictional and service provider commitments necessary for a successful planning and adoption process. Applications should reflect commitment by county, city and relevant service providers to participate in the planning effort and describe how governance issues will be resolved through or prior to the planning process. Describe the roles and responsibilities of the county, city and relevant service providers for accomplishing the commitments.
- 5) Address readiness of land for development in areas added to the UGB since 2009 and Urban Reserves. For applications in areas added to the UGB since 2009, demonstrate that market conditions would be ready to support development and efficient use of land or define the steps that the project would undertake to influence market conditions.
- 6) Best Practices Model: Consideration will also be given to applications that can be easily replicated in other locations and demonstrate best practices. Discuss how lessons learned from the planning project will be shared with other communities in the region.

- 7) **Leverage:** Discuss whether and how the proposed planning grant will leverage outcomes across jurisdictions and service providers, or create opportunities for additional private/public investment. Investments can take the form of public or private in-kind or cash contributions to the overall planning activity.
- 8) **Matching Fund/Potential:** A ten percent (10%) local match is required either as a direct financial contribution or in-kind contribution. Discuss whether any portion of the total project cost will be incurred by the applicant and/or its partners. Explain specific portions of the work scope the match money would fund.
- 9) **Growth Absorption:** Explain how this project will create opportunities to accommodate expected population and employment growth consistent with local planning.
- 10) **Public Involvement:** Discuss whether and how the public, including neighbors to the project, businesses, property owners, key stakeholders, and disadvantaged communities including low income and minority populations, will be involved in the project and how their input will be used to strengthen the project outcomes and increase the likelihood of implementation.
- 11) **Governing Body:** Describe the role of the governing body in relation to:
  - a) The type of action to be taken to implement the final product; and
  - b) Where applicable, how public voting requirements for annexation and transit improvements will be addressed so that the outcome of proposed planning projects can be realized.
- 12) **Capacity of applicant:** Describe the skill set needed and the qualifications of the staff and/or consulting teams proposed to carry out the planning project.

**C) Proposed Scope of Work, Milestones and Budget.**


The Grant Request shall include a proposed scope of work and budget, setting forth the expected completion dates and costs for achieving the milestones proposed in the Grant Request. The Grant Request shall include also outcome measures specific to the project and source of data and information for Metro's use for evaluation of the progress of the CPDG program. Milestones and grant payment allocations should follow the following general guidelines:

- 1) Execution of the CPDG IGA;
- 2) Grant Applicant staff's draft or proposed plan, report, code change, zoning change, redevelopment plan, Urban Growth Diagram, Concept Plan, urban services delivery plan, or other plan or agreement consistent with the CPDG;
- 3) Grant Applicant staff's final recommended plan, report, code change, redevelopment plan, zoning change, Comprehensive Plan or Comprehensive Plan amendment, development agreement, urban services delivery plan, or other plan or agreement consistent with the CPDG award, addressing compliance with the Urban Growth Management Functional Plan, the applicable conditions of the CPDG award, and applicable state laws and regulations; and
- 4) Grant Applicant's action on the final plan, report, code change, redevelopment plan, zoning change, Comprehensive Plan or Comprehensive Plan amendment, urban services

 Metro | Memo

Date: Thursday, August 27, 2015

To: President Tom Hughes  
Metro Council

From: Martha Bennett, Chief Operating Officer 

**Subject:** *Community Planning and Development Grants – Cycle 4*

I am pleased to present my recommendations for Cycle 4 of the Community Planning and Development Grant program. Since the Metro Council established this grant program funded by the construction excise tax, it has helped many communities turn potential into vision and vision into action for local and regional plans and policies. In 2015, local governments are facing new challenges and are looking for additional resources to help them plan for the future.

Earlier this year, I appointed a nine member Grant Screening Committee with varied expertise and backgrounds in the private, nonprofit and public sectors. The Committee submitted its recommendations to me on August 4, 2015 recommending that 19 projects be fully or partially funded for a total of \$4,742,016.

Their recommendations are outlined in Attachment A. I have recommended a few modifications to their list of awards. You will consider my recommendations in Resolution No. 15-4640.

All of the 19 projects recommended for funding will develop and produce policies and plans which will become the foundation for public, private and nonprofit investments enabling the creation of vibrant downtowns, corridors and main streets with more choices in where to work and live, and address the needs of underserved and underrepresented people in the region.

About 60 percent of the projects recommended for funding are located in Centers, Corridors and Main Streets recognized in the 2040 Growth Concept. The remaining 40 percent support community visions, strategies for policy development to guide future development, local master plans for redevelopment, development standards for mixed-use areas and concept plans for urban reserves. Three projects were not recommended for funding. I encourage applicants of those projects to refine their proposals and resubmit

### INVESTING IN COMMUNITIES

This fall, the Metro Council will decide whether to expand the region's urban growth boundary to accommodate expected household and job growth through 2035. Our best evidence indicates that local communities have the right strategies, plans and developable land inside the existing boundary to accommodate the growth we expect – but we have to work together to bring those plans to fruition.

The CPDG program is one of the Metro Council's best tools to help communities achieve their visions. It directly supports recommendations 5, 6 and 7 in the growth management decision recommendation I presented to you in July. Along with Nature in Neighborhoods grants, regional flexible funds, the Transit-Oriented Development Program and the Enterprising Places program, among other efforts, the CPDG program reflects the Metro Council's belief in investing to support communities, create opportunities and improve people's lives throughout the region.

them during Cycle 5 (2017-2018). Generally speaking, the Grant Screening Committee found that these three applications had a mismatch between the work proposed and the project goals.

Attachment B contains recommended funding conditions, grant amounts, applicant match, and other project information we will use for the intergovernmental agreements with the local governments you award grants.

These recommendations leave an excess \$257,984 from the anticipated \$5 million of total funding. I propose the Metro Council use this excess in one or more of the following options:

I propose using a portion of the excess for providing assistance to the following projects:

- Contract management service to support the City of Fairview Halsey Corridor Economic development project. The Grant Screening Committee recommended, in their funding conditions for the city to accept the funding of consulting management of its project if Metro decides to offer this assistance to the city.  
Estimated assistance = \$12,000.
- Contract management service to support the City of Gladstone Downtown Revitalization project. The Grant Screening Committee recommended, in their funding conditions for the city to accept the funding of consulting management of its project if Metro decides to offer this assistance to the city.  
Estimated assistance = \$12,000. [Total estimated assistance for the two projects = \$24,000]

I am also proposing using a portion of the excess funds to support the Equity Housing Initiative by creating a micro CPDG project to provide competitive micro Housing Development Grants to projects that meet the requirements of the construction excise tax code. I am submitting the two options in Attachment C for funding with portions of the excess fund to the Metro Council for their consideration.

These recommendations reflect the efforts of many people and partners over the last year. On June 19, 2014 I came to you with the recommendations of the Advisory Group for Potential Construction Excise Tax Extension and Community Planning and Development Grants Program Review to extend the construction excise tax. You extended that deadline to December 2020. On March 19, 2015 I came to you with the recommendation from MPAC to revise the Administrative Rules for Cycle 4 of the CPDG awards which you did also. These actions reassured both the private and public sector of the region's commitment to achieve the 2040 Growth Concept.

The recommendations of the Grant Screening Committee are in Attachment D. A binder containing the applications submitted by local governments will be delivered to you. After reading the applications, I believe you will share with me an appreciation for the high quality of local planning and development work in our region, and take pride in the contribution that Metro can make to these efforts through the CPDG grant program. Please let me or CPDG Project Manager, Gerry Uba, know if you have any questions.

Thank you.

Attachments

delivery plan, or other plan or agreement consistent with the CPDG award, consistent with the Functional Plan, the applicable conditions of the CPDG award, and applicable state law. The governing body of the applicant shall authorize the action on the final products.

- 5) Grant Applicant's proposed outcome measures specific for the project and source of data and information for Metro's use for evaluation of the progress of this grant program.
- 6) Grant Applicant's proposed method of sharing lessons learned during the planning project for the purpose of benefiting other jurisdictions in the region.

**3. Step Three: Grant Intergovernmental Agreement ("IGA").** Upon the award of a grant, the Metro COO shall issue a Grant Letter for the grant amount determined by the Metro Council. Metro and the Grant Applicant shall enter into a Grant Intergovernmental Agreement ("IGA") The governing body of the Grant applicant jurisdiction shall authorize the approval of the IGA. The IGA shall set forth an agreed-upon scope of work and budget, completion dates of expected milestones and deliverables, and Grant payment dates and payment amount for each milestone. The scope of work in the grant application and guidelines above as modified by any condition in Metro Council grant award shall be the basis for Metro and grantee to negotiate the IGA.

- a. **Deadline for Signing IGA:** If the IGA has not been signed by Metro and grantee within six months of grant award, the COO shall exercise the authority to cancel the grant award.
- b. **Grant Payments:** The grant payment amount and marching fund shall be stated in the IGA. Grant payments shall be made upon the completion of those milestones set forth in the IGA, as determined by Metro in accordance with the requirements of the Metro Code and the IGA. In general, a portion of the Grant funds shall be distributed upon execution of a IGA with Metro, with the remainder of the Grant being paid out as progress payments upon completion of the milestones in the IGA. Grantees shall submit progress reports to Metro documenting the milestone and the completed deliverables for grant payment.
- c. **Eligible Expenses.**
  1. The following expenses shall be considered Eligible Expenses for CPDG consideration for eligible direct costs, which will have priority for funding over indirect costs:
    - a) Materials directly related to project;
    - b) Consultants' work on project;
    - c) Grant Applicant staff support directly related to project; and
    - d) Overhead directly attributable to project;
  2. Grant requests to reimburse local governments for planning work already completed shall not be considered.
  3. If the total Grant Requests from participating Grant Applicants exceed the total CET actual revenues, Metro shall first consider awarding funds for eligible direct costs, which will have priority for funding over indirect costs.

- d) Metro staff liaison: Grantees shall work closely with the Metro staff liaison, and include them in the appropriate advisory committee for the project.
  - e) Completion of grant project: The COO shall retain the right to terminate a CPDG award if the milestones set forth in the IGA are not met within the timeframes set forth in the IGA.
4. **Application Handbook:** Before soliciting applications for the planning and development grants, Metro shall publish a handbook with details on how to submit applications, prepare a project budget linked to expected outcomes and milestones, and deadlines for applicants to submit letters of intent and full applications.



**Attachment A (COO Recommendations to Metro Council)  
2015 Community Planning and Development Grants**

**Projects Recommended for Full Funding Outside UGB**

<b>City/County</b>	<b>Project Name</b>	<b>Amount Requested and Funding recommendation</b>	<b>Funding Condition* Yes / No</b>
Clackamas County	Stafford Area Preliminary Infrastructure Feasibility	\$170,000	Yes
	<b>TOTAL</b>	<b>\$170,000</b>	

**Projects Recommended for Full Funding Inside UGB**

<b>City/County</b>	<b>Project Name</b>	<b>Amount Requested &amp; Funding Recommendation</b>	<b>Funding Condition Yes / No</b>
Cornelius	Cornelius Economic Opportunity Analysis	\$40,000	Yes
Fairview	Halsey Corridor Economic Development Study	\$100,000	Yes
Gladstone	Gladstone Downtown Revitalization Plan	\$150,700	Yes
Hillsboro	Jackson Areas School Employment Subarea	\$195,000	Yes
Oregon City	Willamette Falls Legacy Project	\$550,000	Yes
Portland #1	Improving Multi-Dwelling Development	\$310,500	Yes
Portland #2 Gresham #1	Building Healthy Connected Communities Along the Powell-Division Corridor	\$1,485,566	Yes
Portland #4	N/NE Community Development – Pathway 1000 Initiative	\$250,000	Yes
Tigard #1	Downtown Tigard Urban Lofts Development Project	\$100,000	Yes
Tigard #2	Tigard Triangle Walkable Suburban Development	\$145,250	Yes
Wilsonville	Wilsonville Town Center Master Plan	\$320,000	Yes
Clackamas County	North Milwaukie Industrial Redevelopment Plan	\$250,000	No
Multnomah Co. #1	Moving to Permanent Housing	\$75,000	Yes
Washington Co.	Aloha Town Center / TV Highway TOD Plan	\$400,000	Yes
	<b>TOTAL</b>	<b>\$4,542,016</b>	



## Attachment A (continued)

### Projects Recommended for Partial Funding Inside UGB

City/County	Project Name	Amount Requested	Funding Recommendation	Funding Condition* Yes / No
Portland #3	82 <sup>nd</sup> Ave Study Understanding Barriers to Development	\$362,500	\$200,000	Yes
	<b>TOTAL</b>		<b>\$200,000</b>	

\*See [Attachment B](#) for detail on funding conditions.

### Projects Recommended for No Funding (Inside the UGB)

City/County	Project Name	Amount Requested
Beaverton	Beaverton Hillsdale / Western Employment Area	\$150,040
Portland #5	Improving the Design Review System	\$145,000
Multnomah Co. #2	Age-Friendly Housing	\$373,829
	TOTAL	\$668,869

### Summary Recommendation

- 15 projects for full funding = \$4,542,016
- One project for partial funding = \$200,000
- Total Funding = \$4,742,016
  
- Estimated CET revenue = \$5,000,000
- Excess = \$257,984

August 28, 2015

**TABLE OF PROJECTS**

**Project Recommended for Full Funding Outside the UGB**

Clackamas County Stafford Area Preliminary Infrastructure Feasibility..... 1

**Project Recommended for Full Funding Inside UGB**

City of Cornelius / Cornelius Economic Opportunity Analysis ..... 5

City of Fairview / Halsey Corridor Economic Development Study ..... 7

City of Gladstone / Gladstone Downtown Revitalization Plan ..... 9

City of Hillsboro / Jackson Areas School Employment Subarea ..... 11

City of Oregon City / Willamette Falls Legacy Project ..... 13

City of Portland #1 / Improving Multi-Dwelling Development ..... 15

Portland #2 and Gresham / Building Healthy Connected Communities Along the Powell-Division Corridor ..... 17

City of Portland #4/ N/NE Community Development – Pathway 1000 Initiative ..... 21

City of Tigard #1 / Downtown Tigard Urban Lofts Development Project ..... 25

City of Tigard #2 / Tigard Triangle Walkable Suburban Development ..... 27

City of Wilsonville / Wilsonville Town Center Master Plan..... 29

Clackamas County / North Milwaukie Industrial Redevelopment Plan..... 31

Multnomah County #1 / Moving to Permanent Housing ..... 32

Multnomah County #2 / Age-Friendly Housing ..... 34

Washington County / Aloha Town Center / TV Highway TOD Plan ..... 36

**Project Recommended for Partial Funding (Inside UGB)**

City of Portland #5/ Improving the Design Review System ..... 23

**Project Recommended for No Funding (Inside UGB)**

Beaverton Hillsdale /Western Employment Area..... 3

City of Portland #5/ Improving the Design Review System ..... 23

Multnomah County #2 / Age-Friendly Housing ..... 34

**ATTACHMENT B (COO Recommendation to Metro Council )**

**August 28, 2015**

**PROJECT RECOMMENDED FOR FULL FUNDING OUTSIDE THE UGB**

<b>Applicant/Project</b> Clackamas County Stafford Area Preliminary Infrastructure Feasibility		<b>Recommendation</b>	<b>\$170,000</b>
<b>Requested Grant</b>	\$170,000		
<b>Total Project Cost</b>	\$190,000	<b>Financial Match: \$0</b> <b>In-kind Match: \$20,000</b>	
<b>Category of Eligible Project and Outcome</b>	Vision; <i>Pre-Concept Analysis to inform subsequent Concept Planning, including recommendation for the most appropriate future jurisdictional governance</i>		
<b>Project Description</b>	The Stafford Area Preliminary Feasibility Assessment (SAPIFA) will build a common understanding of the potential demands urban growth will have on the sewer, water, storm water and transportation infrastructure in the area and how those demands impact the neighboring cities. Appropriate future jurisdictional responsibility within the Stafford will be recommended.		
<b>Project Location</b>	Northwest unincorporated Clackamas County --- bounded by north of 1-205, east of Tualatin, south of Lake Oswego, and west of West Linn.		
<b>Scale</b>	Approximately 4500 acres		

**Proposed Conditions for Funding**

- Funding is contingent on Clackamas County and Metro adopting ordinances addressing the remand from LCDC regarding urban and rural reserves; award to be withdrawn if no final action by the end of 2017.
- Describe how the county will coordinate with cities and special districts regarding the proposed work and funding.
- One of the deliverables should be a description of how the pre-concept analysis can be used to produce an implementation plan and financing strategy that are based on market trends and public/private resources.
- Include a public engagement strategy and specific tasks for its implementation.
- Identify specific performance measures appropriate for evaluating success of the project.
- County and three cities to take appropriate final action regarding the assessment once work is completed.

**ATTACHMENT B (COO Recommendation to Metro Council )**

**August 28, 2015**

**PROJECT RECOMMENDED FOR FULL FUNDING INSIDE THE UGB**

<b>Applicant/Project</b> City of Cornelius / Cornelius Economic Opportunity Analysis		<b>Recommendation</b> <b>\$40,000</b>
<b>Requested Grant</b>	\$40,000	
<b>Total Project Cost</b>	\$45,117	<b>Financial Match: \$4,717</b> <b>In-kind Match: 0</b>
<b>Category of Eligible Project and Outcome</b>	Strategy for policy development; <i>Economic Opportunity Analysis and Residential Land Needs Analysis</i>	
<b>Project Description</b>	The City requests assistance with development of an Economic Opportunity Analysis (EOA) to identify appropriate employers for our vacant and available industrial and commercial lands. The EOA will also assist the City with management of all the land within the Urban Growth Boundary.	
<b>Project Location</b>	Downtown area/Town Center and industrial area south of Highway 8	
<b>Scale</b>	All of commercial and industrial zoned land within the city	

**Proposed Conditions for Funding**

- Consider adding to the scope strategies for creating incentives, such as availability of low interest loans for businesses and residential development, to support implementation of the city's vision for industrial land.
- Include a public engagement strategy and specific tasks for its implementation.
- Identify specific performance measures appropriate for evaluating success of the project.
- Adoption of the final product of this project by the City Council.

**ATTACHMENT B (COO Recommendation to Metro Council )**

**August 28, 2015**

**PROJECT RECOMMENDED FOR FULL FUNDING INSIDE THE UGB**

<b>Applicant/Project</b> City of Fairview / Halsey Corridor Economic Development Study		<b>Recommendation</b> <b>\$100,000</b>
<b>Requested Grant</b>	\$100,000	
<b>Total Project Cost</b>	\$130,000	<b>Financial Match:</b> <b>In-kind Match:</b> →Proposed 30-39% (by partners)
<b>Category of Eligible Project and Outcome</b>	Vision / Strategy for Policy Development; <i>Halsey Corridor Plan</i>	
<b>Project Description</b>	The three local jurisdictions (Fairview, Wood Village and Troutdale), together with Multnomah County, are proposing an economic development analysis of the NE Halsey Street corridor to complement and update the existing NE Halsey Street Conceptual Design Project and to build upon the East Metro Connections Plan.	
<b>Project Location</b>	NE Halsey corridor -- from 207 <sup>th</sup> Avenue to 257 <sup>th</sup> Avenue	
<b>Scale</b>	2.8 mile portion of the corridor -- passes through the Cities of Fairview, Wood Village and Troutdale	

**Proposed Conditions for Funding**

- Work with Metro to develop the scope of work associated with project management, which will be funded through a \$12,000 increase in the grant by Metro.
- Include a public engagement strategy and specific tasks for its implementation.
- Expand stakeholder participation to seek input from the Oregon Department of Transportation, Portland Bureau of Transportation, Port of Portland, and other potentially interested stakeholders.
- Identify specific performance measures appropriate for evaluating success of the project.

**ATTACHMENT B (COO Recommendation to Metro Council )**

**August 28, 2015**

**PROJECT RECOMMENDED FOR FULL FUNDING INSIDE THE UGB**

<b>Applicant/Project</b> City of Gladstone / Gladstone Downtown Revitalization Plan		<b>Recommendation</b> <b>\$150,700</b>
<b>Requested Grant</b>	\$150,700	
<b>Total Project Cost</b>	\$167,700	<b>Financial Match: 0</b> <b>In-kind Match: \$17,000</b>
<b>Category of Eligible Project and Outcome</b>	Strategy for Policy Development; <i>Downtown Revitalization Plan</i>	
<b>Project Description</b>	Create a master plan and implementation strategy that identifies economic and developmental challenges and opportunities facing the City. The plan will utilize community input to develop supported strategies for implementation of the identified opportunities.	
<b>Project Location</b>	Downtown core --- Portland Avenue from the Clackamas River to the south and Gladstone High School to the north	
<b>Scale</b>	Downtown core	

**Proposed Conditions for Funding**

- Work with Metro to develop the scope of work associated with project management, which will be funded through a \$12,000 increase in the grant by Metro.
- Include a public engagement strategy and specific tasks for its implementation.
- Identify specific performance measures appropriate for evaluating success of the project.
- Adoption of the final product of this project by the City Council.

**ATTACHMENT B (COO Recommendation to Metro Council )**

**August 28, 2015**

**PROJECT RECOMMENDED FOR FULL FUNDING INSIDE THE UGB**

<b>Applicant/Project</b> City of Hillsboro / Jackson Areas School Employment Subarea	<b>Recommendation</b>	<b>\$195,000</b>
<b>Requested Grant</b>	\$195,000	
<b>Total Project Cost</b>	\$310,000	<b>Financial Match: \$15,000</b> <b>In-kind Match: \$100,000</b>
<b>Category of Eligible Project and Outcome</b>	Vision; <i>Concept Plan</i>	
<b>Project Description</b>	Increase the Jackson School Employment Subarea’s development-readiness by completing an Economic, Social, Environmental, and Energy Analysis for Area 8A and Evergreen Area’s western portion, developing Title 11 Comprehensive Planning for Area 8A, a Master Plan for rural-residential properties in Area 8A and the Evergreen Area, and an Implementation Action Plan.	
<b>Project Location</b>	Adjacent to North Hillsboro’s existing and planned industrial and employment areas (bounded by Evergreen road to the south, Jackson School Road and Waibel and Story road to the west, Sunset Highway to the north, and Sewell Road to the east)	
<b>Scale</b>	545 acres	

**Proposed Conditions for Funding**

- Plan must address impact to and opportunities for adjacent housing.
- Include strategies regarding infrastructure and land acquisition.
- Concept planning should consider mixed-use development options.
- Include a public engagement strategy and specific tasks for its implementation.
- Identify specific performance measures appropriate for evaluating success of the project.
- Adoption of the final product of this project by the City Council.

**ATTACHMENT B (COO Recommendation to Metro Council )**

**August 28, 2015**

**PROJECT RECOMMENDED FOR FULL FUNDING INSIDE THE UGB**

<b>Applicant/Project</b> City of Oregon City / Willamette Falls Legacy Project	<b>Recommendation</b>	<b>\$550,000</b>
<b>Requested Grant</b>	\$550,000	
<b>Total Project Cost</b>	\$1,050,000	<b>Financial Match: \$500,000</b> <b>In-kind Match: \$89,123</b>
<b>Category of Eligible Project and Outcome</b>	Redevelopment; <i>Development Opportunity Study and Refined Master Plan</i>	
<b>Project Description</b>	As part of the next necessary step to spur development at Willamette Falls, Falls Legacy LLC, Oregon City and Clackamas County are partnering to pursue a joint development opportunity study and refined master plan for the former Blue Heron Paper Mill.	
<b>Project Location</b>	Former Blue Heron Paper Mill	
<b>Scale</b>	22 acres	

**Proposed Conditions for Funding**

- Include opportunities for other entities to participate in infrastructure investments related to implementation of the master plan, such as ODOT, the county, Metro, and special districts.
- Investigate potential of bonding packages and private investment.
- Include a public engagement strategy and specific tasks for its implementation.
- Identify specific performance measures appropriate for evaluating success of the project.
- Adoption of the final product of this project by the City Council.



**ATTACHMENT B (COO Recommendation to Metro Council )**

**August 28, 2015**

**PROJECT RECOMMENDED FOR FULL FUNDING INSIDE THE UGB**

<b>Applicant/Project</b> City of Portland #1 / Improving Multi-Dwelling Development		<b>Recommendation</b> <b>\$310,500</b>
<b>Requested Grant</b>	\$310,500	
<b>Total Project Cost</b>	\$499,240	<b>Financial Match:</b> (Later – at least 10%) <b>In-kind Match:</b> \$188,750
<b>Category of Eligible Project and Outcome</b>	Strategy for short-term action; <i>New Multi-dwelling Development Code</i>	
<b>Project Description</b>	Reduce barriers to achieving better quality multi-dwelling development and healthy neighborhoods through improved regulations that lead to site and building designs that promote livability and healthy neighborhoods, result in more efficient and predictable permitting, and aid in the acceptance of new development.	
<b>Project Location</b>	Multi-dwelling zones in the East Portland area – all areas east of 1-205, including Cully and Brentwood-Darlington, and multi-dwelling zones in Centers and Corridors.	
<b>Scale</b>	City-wide	

**Proposed Conditions for Funding**

- Provide a more detailed scope of work with clear deliverables.
- Identify the proportion of local match to total project cost, and if the match is a direct financial contribution or in-kind contribution.
- Include a public engagement strategy and specific tasks for its implementation.
- Expand stakeholder participation to seek input from developers.
- Identify specific performance measures appropriate for evaluating success of the project.
- Adoption of the final product of this project by the City Council.

**ATTACHMENT B (COO Recommendation to Metro Council )**

August 28, 2015

**PROJECT RECOMMENDED FOR FULL FUNDING INSIDE THE UGB**

<b>Applicant/Project</b> Cities of Portland #2 and Gresham / Building Healthy Connected Communities Along the Powell-Division Corridor		<b>Recommendation</b>	<b>\$1,485,556</b>
<b>Requested Grant</b>	Gresham: \$946,556 Portland: \$539,000		
<b>Total Project Cost</b>	Gresham: \$1,146,556 Portland: \$711,850	<b>Financial Match:</b> (Later – at least 10%) <b>In-kind Match:</b> \$121,000	
<b>Category of Eligible Project and Outcome</b>	Strategy for short term action / Strategy for policy development; <i>Station Area Design and Engineering, Plans for Access Enhancement, Multi-dwelling Preservation Program, Specific Business Districts Development Plans, Code Amendments, and Catalyze Development</i>		
<b>Project Description</b>	A collaborative effort of Portland, Gresham, Metro and TriMet, this project seeks to maximize the impact of the Powell-Division bus rapid transit by realizing local community visions, promoting district design, activating business districts, and jumpstarting catalytic developments that can take advantage of the transit investment.		
<b>Project Location</b>	Downtown Portland to Mt. Hood Community College via inner Powell Blvd and outer Division Street surrounding areas		
<b>Scale</b>	13 miles		

<p><b>Proposed Conditions for Funding</b></p> <ul style="list-style-type: none"> <li>• Leverage opportunities for Transit Oriented Development (TOD) and stakeholder funding options that may be presented by this planning project.</li> <li>• Include education funding and TOD development options.</li> <li>• Identify an incremental, programmatic strategy (with identified responsibilities) for implementation of the recommendations of the project.</li> <li>• Identify the proportion of local match to total project cost, and if the match is a direct financial contribution or in-kind contribution.</li> <li>• Prior to execution of the IGA, describe the capacity and qualifications of planning staff who will work on this project.</li> <li>• Include a public engagement strategy and specific tasks for its implementation.</li> <li>• Identify specific performance measures appropriate for evaluating success of the project.</li> <li>• Adoption of the final product of this project by the City Councils of Portland and Gresham.</li> </ul>
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**ATTACHMENT B (COO Recommendation to Metro Council )**

**August 28, 2015**

**PROJECT RECOMMENDED FOR FULL FUNDING INSIDE THE UGB**

<b>Applicant/Project</b> City of Portland #4/ N/NE Community Development – Pathway 1000 Initiative		<b>Recommendation</b> <b>\$250,000</b>
<b>Requested Grant</b>	\$250,000	
<b>Total Project Cost</b>	\$283,000	<b>Financial Match: 0</b> <b>In-kind Match: \$33,000</b>
<b>Category of Eligible Project and Outcome</b>	Strategy for short term action; <i>Strategic Action Plan – for creating at least 1000 new affordable homes in the next ten years –both for sale and rent -- and affordable commercial space</i>	
<b>Project Description</b>	A plan to create at least 1,000 new affordable homes in the next ten years – both for sale and for rent – and affordable commercial space in order to mitigate, prevent and reverse the residential and small business displacement that has occurred over the last ten years in North and Northeast Portland.	
<b>Project Location</b>	N/NE Portland – bounded by Lombard St. to the north, 1-84 to the south, Woolsey Avenue to the west and NE 33 <sup>rd</sup> to the east.	
<b>Scale</b>	All properties in the project location area	

**Proposed Conditions for Funding**

- More clearly describe how this planning work is related to the City’s \$20 million N/NE Investment Strategy.
- Clarify the scope of this project and identify specific roles of partners.
- Prior to execution of the IGA, describe the capacity and qualifications of planning staff who will work on this project.
- More clearly describe how the City will deliver on its commitment to assure production of the 1,000 units in 10 years, and how the city will work collaboratively with non-profits to achieve that goal.
- Include conversion of existing market-rate housing to regulated affordable housing, instead of placing all emphasis on identifying sites for new construction.
- Identify the proportion of local match to total project cost, and if the match is a direct financial contribution or in-kind contribution.
- Work in partnership with PCRI to develop scopes and manage consulting contracts.
- Clarify that the Portland City Council is the governing body for this project and will provide fiscal oversight and take action on the final product.
- Include a public engagement strategy and specific tasks for its implementation.
- Identify specific performance measures appropriate for evaluating success of the project.
- Adoption of the final product of this project by the City Council.

**ATTACHMENT B (COO Recommendation to Metro Council )**

**August 28, 2015**

**PROJECT RECOMMENDED FOR FULL FUNDING INSIDE THE UGB**

<b>Applicant/Project</b> City of Tigard #1 / Downtown Tigard Urban Lofts Development Project	<b>Recommendation</b>	<b>\$100,000</b>
<b>Requested Grant</b>	\$100,000	
<b>Total Project Cost</b>	\$207,559	<b>Financial Match: \$10,000</b> <b>In-kind Match: \$97,559</b>
<b>Category of Eligible Project and Outcome</b>	Strategy for short term action; <i>Concept plan for mixed use TOD, including conceptual site plans, pro-forma, selection of developer, and financial strategy</i>	
<b>Project Description</b>	The Downtown Tigard Urban Lofts Development project will result in a concept plan and pre-development feasibility work for a mixed-use transit oriented urban loft development on a 1.26 acre site that includes the Tigard Transit Center and a plan for the reconfiguration of the transit center.	
<b>Project Location</b>	Downtown Tigard -- Corner of Main Street and Commercial Street	
<b>Scale</b>	1.26 acres	

**Proposed Conditions for Funding**

- Include in project scope the consideration of utilizing partnerships to leverage private funds.
- Include a public engagement strategy and specific tasks for its implementation.
- Identify specific performance measures appropriate for evaluating success of the project.
- Adoption of the final product of this project by the City Council.

**ATTACHMENT B (COO Recommendation to Metro Council )**

**August 28, 2015**

**PROJECT RECOMMENDED FOR FULL FUNDING INSIDE THE UGB**

<b>Applicant/Project</b> City of Tigard #2 / Tigard Triangle Walkable Suburban Development	<b>Recommendation</b>	<b>\$145,205</b>
<b>Requested Grant</b>	\$145,205	
<b>Total Project Cost</b>	\$303,340	<b>Financial Match: \$67,500</b> <b>In-kind Match: \$90,500</b>
<b>Category of Eligible Project and Outcome</b>	Strategy for policy development; <i>Urban Renewal Plan and rebranding strategies</i>	
<b>Project Description</b>	This application is offered as an investigation of walkable mixed use development feasibility within the Tigard Triangle that leads to identification of optimal sites, partnerships, and development tools to facilitate such development and transforms the Triangle image from as suburban /commuter area to a mixed use/pedestrian-oriented district that supports regional housing.	
<b>Project Location</b>	Tigard Triangle is bounded by I-5 to the east, Hwy 217 to the west, and Hwy 99W to the south.	
<b>Scale</b>	450 acres	

**Proposed Conditions for Funding**

- Include stakeholder and landowner participation in the investment strategy.
- Provide an estimate of the cost of public investment and likely economic return.
- Include a public engagement strategy and specific tasks for its implementation.
- Identify specific performance measures appropriate for evaluating success of the project.
- Adoption of the final product of this project by the City Council.

**ATTACHMENT B (COO Recommendation to Metro Council )**

**August 28, 2015**

**PROJECT RECOMMENDED FOR FULL FUNDING INSIDE THE UGB**

<b>Applicant/Project</b> City of Wilsonville / Wilsonville Town Center Master Plan		<b>Recommendation</b> <b>\$320,000</b>
<b>Requested Grant</b>	\$320,000	
<b>Total Project Cost</b>	\$420,000	<b>Financial Match: \$100,140</b> <b>In-kind Match: 0</b>
<b>Category of Eligible Project and Outcome</b>	Strategy for policy development and future investment; <i>Wilsonville Town Center Master Plan</i>	
<b>Project Description</b>	The Wilsonville Town Center Master Plan will establish a specific strategy for policy development and future investment in the district. The Master Plan will include an implementation strategy with specific actions to reduce barriers to redevelopment, improve access and connectivity, enhance the urban environment, support local commerce, and increase the level of activity in the town center.	
<b>Project Location</b>	Wilsonville Town Center	
<b>Scale</b>	100 acres	

**Proposed Conditions for Funding**

- Strategy should consider possibilities for public/private partnerships.
- Develop a strategy for future implementation of this project once completed.
- Include a public engagement strategy and specific tasks for its implementation.
- Identify specific performance measures appropriate for evaluating success of the project.
- Adoption of the final product of this project by the City Council.

**ATTACHMENT B (COO Recommendation to Metro Council )**

**August 28, 2015**

**PROJECT RECOMMENDED FOR FULL FUNDING INSIDE THE UGB**

<b>Applicant/Project</b> Clackamas County / North Milwaukie Industrial Redevelopment Plan	<b>Recommendation</b>	<b>\$250,000</b>
<b>Requested Grant</b>	\$250,000	
<b>Total Project Cost</b>	\$446,465	<b>Financial Match: \$85,000</b> <b>In-kind Match: \$111,465</b>
<b>Category of Eligible Project and Outcome</b>	Strategy for policy development and future investment; <i>Redevelopment framework plan and implementation strategy</i>	
<b>Project Description</b>	The North Milwaukie Industrial Area Redevelopment Strategy project is to develop and implement creative redevelopment-based strategies to enhance economic opportunities; increase job creation and investment; build a stronger more competitive region; and ensure a dynamic framework for quality growth and development.	
<b>Project Location</b>	North Milwaukie industrial area in the City of Milwaukie	
<b>Scale</b>	200 acres	

**Proposed Conditions for Funding**

- Plan should address impacts to and opportunities for residential areas outside the study area.
- Include a public engagement strategy and specific tasks for its implementation.
- Identify specific performance measures appropriate for evaluating success of the project.
- Adoption of the final product of this project by the County Commission.

**ATTACHMENT B (COO Recommendation to Metro Council )**

**August 28, 2015**

**PROJECT RECOMMENDED FOR FULL FUNDING INSIDE THE UGB**

<b>Applicant/Project</b> Multnomah County #1 / Moving to Permanent Housing		<b>Recommendation</b> <b>\$75,000</b>
<b>Requested Grant</b>	\$75,000	
<b>Total Project Cost</b>	\$114,400	<b>Financial Match: \$29,000</b> <b>In-kind Match: \$10,000</b>
<b>Category of Eligible Project and Outcome</b>	Strategy for policy development; <i>Homeless shelter plan and facility design</i>	
<b>Project Description</b>	To overcome the effects of homelessness on local families, planning is needed to site a local shelter, preferably in a building where service agencies are already providing assistance. Plans will also include: (a) the development of affordable housing so that families can leave shelter as quickly as possible; and (b) the development of living wage jobs.	
<b>Project Location</b>	East Multnomah County and outer East Portland	
<b>Scale</b>	Site specific facility for homeless shelter	

**Conditions for Funding**

- Clarify that Multnomah County is the governing body for this project and will provide fiscal oversight.
- Explain how the scope of this planning work is matched to identified funding sources (such as Human Solutions, agencies in the Homeless Families System of Care, pro bono attorneys) and other funding sources that may be identified in the future.
- Include a public engagement strategy and specific tasks for its implementation.
- Identify specific performance measures appropriate for evaluating success of the project.
- County to identify proposed changes to city codes that would be necessary for siting proposed new facility.
- Adoption of the final product of this project by the County Commission.



**ATTACHMENT B (COO Recommendation to Metro Council )**

**August 28, 2015**

**PROJECT RECOMMENDED FOR FULL FUNDING INSIDE THE UGB**

<b>Applicant/Project</b> Washington County / Aloha Town Center / TV Highway TOD Plan	<b>Recommendation</b>	<b>\$400,000</b>
<b>Requested Grant</b>	\$400,000	
<b>Total Project Cost</b>	\$445,000	<b>Financial Match: 0</b> <b>In-kind Match: \$45,000</b>
<b>Category of Eligible Project and Outcome</b>	Refinement plan; <i>Refine Aloha Town Center land use concept focused on the intersection of TV Highway and 185<sup>th</sup> Avenue and provide detailed understanding of future High Capacity Transit and supporting transportation improvements</i>	
<b>Project Description</b>	The proposed project would develop a refined land use and transportation concept plan to provide additional certainty and reduce barriers for development and redevelopment, foster urban form that is supportive of planned high capacity transit, and encourage the preservation and development of affordable housing and commercial spaces.	
<b>Project Location</b>	Aloha Town Center, adjacent TV highway, adjacent 185 <sup>th</sup> Avenue, Aloha-Reedville portion of TV highway	
<b>Scale</b>	Three-mile portion of TV highway corridor	

**Proposed Conditions for Funding**

- Include consideration of the approach proposed and practices utilized by the City of Portland in its similar project on 82<sup>nd</sup> Avenue.
- Develop a strategy for future implementation of the project once completed.
- Include a public engagement strategy and specific tasks for its implementation, including participation by ODOT, the cities of Beaverton and Hillsboro, and other stakeholders including landowners.
- Identify specific performance measures appropriate for evaluating success of the project.
- Adoption of the final product of this project by the County Commission.

**ATTACHMENT B (COO Recommendation to Metro Council )**

August 28, 2015

**PROJECT RECOMMENDED FOR PARTIAL FUNDING INSIDE THE UGB**

<b>Applicant/Project</b> City of Portland #3 / 82 <sup>nd</sup> Avenue Study – Understanding Barriers to Development and Design		<b>Recommendation</b> <b>\$200,000</b>
<b>Requested Grant</b>	\$362,500	
<b>Total Project Cost</b>	\$483,500	<b>Financial Match:</b> (Later – at least 10%) <b>In-kind Match:</b> \$121,000
<b>Category of Eligible Project and Outcome</b>	Strategy for short-term action; <i>Recommended amendments to the zoning code and transportation development review regulations, and voluntary design guidelines</i>	
<b>Project Description</b>	Enhance employment and mixed-use development readiness on 82 <sup>nd</sup> Avenue in five key areas on 82 <sup>nd</sup> Avenue Corridor; Roseway Neighborhood Center, Montavilla Neighborhood Center, Lents Town Center and south of Bybee Boulevard.	
<b>Project Location</b>	Commercial and employment zoned parcels on 82 <sup>nd</sup> Avenue – north of Fremont Street to the Portland’s south boundary	
<b>Scale</b>	Five focus areas: 1) Fremont and 82 <sup>nd</sup> Avenue; 2) Stark St/Washington St and 82 <sup>nd</sup> Avenue; 3) Division St and Powell blvd on 82 <sup>nd</sup> Avenue; 4) Foster and 82 <sup>nd</sup> Avenue; 5) 82 <sup>nd</sup> Avenue south of Bybee Blvd.	

**Proposed Conditions for Funding**

- Combine this project with the City’s portion of the Powell-Division project (Portland #2).
- Refine scope of work to combine the two projects and include clarification of:
  - Mechanism for public investment in infrastructure funding to facilitate private investment
  - Final outcome(s) of this project
  - How the Light Industrial Council would become self-sustaining
  - Opportunity for creative development districts
  - Better coordination with ODOT
  - How much funding is intended to be allocated to each of the tasks
- Identify the proportion of local match to total project cost, and if the match is a direct financial contribution or in-kind contribution.
- Prior to execution of the IGA, describe the capacity and qualifications of planning staff who will work on this project, including the project coordinator.
- Include a public engagement strategy and specific tasks for its implementation.
- Identify specific performance measures appropriate for evaluating success of the project.
- Adoption of the final product of this project by the City Council.

August 28, 2015

## **Project Recommended for No Funding (Inside UGB)**

<b>Applicant/Project</b> Beaverton Hillsdale /Western Employment Area	<b>Recommendation</b>	<b>\$0.00</b>
<b>Requested Grant</b>	\$150,000	
<b>Total Project Cost</b>	\$268,605	<b>Financial Match: \$25,000</b> <b>In-kind Match: \$150,000</b>
<b>Category of Eligible Project and Outcome</b>	Strategy for policy development; <i>Redevelopment / Master Plan</i>	
<b>Project Description</b>	The Beaverton Hillsdale Corridor & Western Avenue Employment Area Master Plan will provide strategies to encourage housing and job growth along the under-performing Beaverton-Hillsdale corridor and promote intensity of industrial uses in one of Beaverton's key employment areas. The plan will provide a vision for these two adjoining areas and strategies to spur redevelopment.	
<b>Project Location</b>	Bounded by east of Highway 217, west of Laurelwood Avenue, flanking both sides of Hillsdale Highway to the north, and Fanno Creek to the south.	
<b>Scale</b>	600 acres	

**Refer to Attachment B to the Grant Screening Committee recommendations for additional information**

**ATTACHMENT B (COO Recommendation to Metro Council )**

August 28, 2015

**Project Recommended for No Funding (Inside UGB)**

<b>Applicant/Project</b> City of Portland #5/ Improving the Design Review System	<b>Recommendation</b>	<b>\$0.00</b>
<b>Requested Grant</b>	\$145,000	
<b>Total Project Cost</b>	\$174,000	<b>Financial Match:</b> (Later – at least 10%) <b>In-kind Match:</b> \$29,000
<b>Category of Eligible Project and Outcome</b>	Strategy for policy development; <i>Recommendations for improvement of Design Review System, and work plan for administrative rule changes</i>	
<b>Project Description</b>	Analyze how the design review process affects the quality of development, and how those outcomes vary by location, type of project and review process. Identify and evaluate options for amending the process to improve outcomes and increase efficiency.	
<b>Project Location</b>	Selected areas subject to current design review, and comparison areas that are not currently subject to design review	
<b>Scale</b>	Central City and Regional Centers	

**Refer to Attachment B to the Grant Screening Committee recommendations for additional information**

August 28, 2015

## **Project Recommended for No Funding (Inside UGB)**

<b>Applicant/Project</b> Multnomah County #2 / Age-Friendly Housing	<b>Recommendation</b>	<b>\$0.00</b>
<b>Requested Grant</b>	\$373,829	
<b>Total Project Cost</b>	\$486,852	<b>Financial Match: 0</b> <b>In-kind Match: \$113,023</b>
<b>Category of Eligible Project and Outcome</b>	Strategy for policy development; Demo projects for age-friendly concepts	
<b>Project Description</b>	This project proposes to: 1) develop recommendations for culturally appropriate age-friendly housing features for Asian families; 2) develop recommendations to inform regulatory and non-regulatory opportunities to catalyze age-friendly housing; 3) complete age-friendly renovation demonstration projects for up to four low-income multi-family housing units and two Asian head-of-household single-family; and 4) develop recommendations for providing price valuation for age-friendly housing features.	
<b>Project Location</b>	Six renovation sites to be determined	
<b>Scale</b>	Six renovation sites	

**Refer to Attachment B to the Grant Screening Committee recommendations for additional information**



## Metro | Memo

Date: August 28, 2015  
To: Martha Bennett, Chief Operating Officer  
From: Elissa Gertler, Planning and Development Director  
Cc: Gerry Uba, Principal Regional Planner  
Roger Alfred, Office of Metro Attorney  
Subject: Potential Allocation of Community Planning and Development Grant (CPDG) Funds to Address Targeted Development Barriers

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As you are aware, the Screening Committee for the Community Planning and Development Grants has completed their review of the current cycle of applications and submitted a recommendation to you regarding the proposed grant funding allocation. As it stands now, it appears that should we fully fund the successful applications as recommended, we will have a remainder of approximately \$230,000 of unallocated funds.

This remainder allows an opportunity to focus investments on addressing specific development barriers that have been identified through the CPDG process, our growth management discussions, and other planning and development activities that are occurring around the region. Through our Equitable Housing Initiative, we are working to develop a program that helps local jurisdictions remove barriers to providing a range of housing types and choices for community residents. Our next phase of work on the Brownfields program is also focusing on removing specific barriers to development of environmentally challenged property that can be used for employment, both large and small scale.

The Metro Council could consider utilizing the remaining CPDG funds to create additional opportunities for investing in local communities who are working to address housing and employment development. Below are two proposed approaches for further consideration and discussion by Council.

**Option 1: Equitable Housing Local Demonstration Projects**

Deliver 4-8 small grants (\$20-50,000) to help local jurisdictions eliminate barriers to equitable housing development. Examples could include:

- Land Inventory to identify developable sites for target housing types
- Analysis of incentive tools (e.g. fee waiver, density bonus, tax exemption, etc.)
- Analysis of relationship between SDC's and affordability in different locations
- Expedited permitting program

**Option 2: Brownfield Predevelopment Grant Pilot Program**

Deliver 2-3 mid-sized grants (\$50-75,000) to local jurisdictions working to redevelop known or potential brownfield sites. Examples could include:

- Level I assessment assistance
- Economic and redevelopment feasibility analysis
- Code and regulatory improvement

Both options would be consistent with existing rules and intent of the current CPDG program.

Both programs are under development now. The Equitable Housing Initiative is partway through a process of researching best practices, engaging stakeholders and experts, and developing a regional framework for advancing equitable housing development and preservation. Similarly, our work with the Brownfields Coalition is transitioning to a next phase after the successful work in the 2015 legislative session. If Council chose to direct funds toward these efforts, both programs would need time to further develop a more specific approach to allocating these funds consistent with the program goals and stakeholder interests. Since the intent is to build upon the current CPDG program and guidelines, we expect a grant cycle for either option could commence by June 2016.

The opportunity to continue to leverage Metro's investments in local community development efforts is timely and important. We have heard about the many challenges communities face in making land ready for the kind of development they want to see. Lack of resources is always a fundamental barrier. While this may be a small amount of financial resources, it is a significant way that Metro can contribute to helping good policy ideas become reality in communities across the region.

Planning and Development staff are happy to provide more information on any of these issues as you or the Council request. We look forward to further discussion.

ATTACHMENT D TO COO RECOMMENDATIONS  
TO METRO COUNCIL

600 NE Grand Ave.  
Portland, OR 97232-2736

www.oregonmetro.gov



Date: August 4, 2015  
To: Martha Bennett, Chief Operating Officer  
From: Tim Breedlove, Chair, Metro Community Planning & Development Grant Screening Committee  
Subject: 2015 Community Planning & Development Grant Award Recommendations

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As chair of the Community Planning and Development Grant Screening Committee, I am pleased to present our recommendations for the Cycle 4 grant awards.

Before explaining the recommendations, it is important to give you an overview of the committee's work. You appointed our committee in March 2015. Our discussions were guided by an overarching direction in the Administrative Rules for the Construction Excise Tax Funding for Community Planning and Development Grants (CPDG). Additional directions for the committee were provided in the CPDG Application Handbook. Those directions included:

- the program's goal to fund projects that will remove barriers to development
- planning activities supported by the grant
- projected construction excise tax revenue
- criteria for evaluating the applications
- supplemental factors to consider during the evaluation.

We met four times from April through July. We first reviewed and provided comments on 20 Letters of Intent submitted by prospective applicants and local governments before they submitted their full applications. We then reviewed 19 full applications submitted by 13 local governments. The applications were submitted by jurisdictions across the region, and included projects proposed by some small to medium size cities, as well as large cities and the counties. Eight of the 19 proposed projects are located in Centers and Corridors as identified in the 2040 Growth Concept.

Some of the proposed projects will support planning activities leading to short-term strategies for formal development commitments and development agreements. Others will allow for policy development and strategic planning that will eventually lead to development. A handful of proposals will support visioning activities for communities. The projects included a pre-concept analysis of an urban reserve area, a concept plan for a new urban area, a master plan for redevelopment and code amendments, an affordable housing action plan and an industrial area redevelopment strategy.

The diverse backgrounds of the committee members led to very lively and thorough discussions debating the strengths and weaknesses of each of the applications. Ultimately, we were impressed with most of the proposed projects. Most reflected a strong sense of commitment to making significant improvements across the region. These applications addressed the goal of the grant program and both of the two sets of criteria established in the administrative rules for projects proposed in urban reserves outside the urban growth boundary (UGB) and communities inside the UGB.



Only one application requested funding for a project outside the UGB, for \$170,000. The total request for the 18 projects inside the UGB was \$5,573,285. However, the total estimated construction excise tax revenue available for Cycle 4 grant awards is \$5,000,000.

As a result, the committee was forced to make some tough decisions. We started our evaluation with the one project outside the UGB because its request was a small fraction of 25 to 30 percent of the estimated construction excise tax revenue allocated for projects outside the UGB. We recommended funding this project in full. Our recommended funding level for all projects was \$4,742,016 leaving a balance of \$257,984 in the CPDG account.

Attachment A contains the lists of the projects recommended for full funding, partial funding or no funding, organized into three respective sections. Attachment B contains summary information for each project and our comment summary, concerns and funding conditions. In addition, Appendix B contains information reflecting the strengths and weaknesses of each project and our suggestions of how applicants should adjust their scope of work in order to realize the intended outcomes of their projects.

A summary of our recommendations is presented below:

**Projects recommended for full funding (Total: \$4,542,016)**

These projects addressed most of the evaluation criteria very effectively. The only project outside the UGB reflects the intent of neighboring jurisdictions to work together on viable future urban development. The projects inside the UGB reflect broad geographic distribution, locations in 2040 Centers and Corridors and a mix of industrial and mixed-use development. These projects also demonstrate potential to have visible results in the short-term and make large impacts on the community. Most of them include business endorsements and partnerships and public involvement in the planning process. Several of these projects proposed innovative approaches that could be transferable to other locations and many would advance the region's equity goals.

We recommend funding the following applications in full. The amount for each project is in Attachment A.

*Outside the UGB:*

Clackamas County: Stafford Area Preliminary Infrastructure Feasibility

*Inside the UGB:*

Cornelius: Cornelius Economic Opportunity Analysis

Fairview: Halsey Corridor Economic Development Study

Gladstone: Gladstone Downtown Revitalization Plan

Hillsboro: Jackson Areas School Employment Subarea

Oregon City: Willamette Falls Legacy Project

Portland (City Rank #1): Improving Multi-Dwelling Development

Portland (City Rank #2) and Gresham: Building Healthy Connected Communities along the Powell-Division Corridor

Portland (City Rank #4): North/Northeast Community Development – Pathway 1000 Initiative

Tigard (City Rank #1): Downtown Tigard Urban Lofts Development Project

Tigard (City Rank #2): Tigard Triangle Walkable Suburban Development

Wilsonville: Wilsonville Town Center Master Plan

Clackamas County: North Milwaukie Industrial Redevelopment Plan

Multnomah County: Moving to Permanent Housing

Washington County: Aloha Town Center / TV Highway TOD Plan

**Project recommended for partial funding (Total: \$200,000)**

Only one project was recommended for partial funding. The Portland 82<sup>nd</sup> Avenue project presented the challenge of overlapping proposals with the Portland Powell-Division project. This project also presented the challenge of building upon work by other entities in the project location. Our committee strongly recommends that Metro encourage the project applicant to work with Metro to implement the funding conditions that we recommended for achieving the goals of this project.

We recommend providing partial funding in the amount of \$200,000 for the following application:

- Portland (City Rank #3): 82<sup>nd</sup> Avenue Study: Understanding Barriers to Development

**Projects recommended for no funding**

Projects recommended for no funding were not rated highly for a variety of reasons including the following:

- the proposal did not address most of the criteria very effectively
- the proposal was not persuasive and was unclear as to how to leverage past efforts or existing development in the proposed project area, including previous CPDG funded projects
- the proposed tasks and deliverables were unclear
- the proposal did not adequately state who would benefit from the project or define need,
- the proposal lacked buy-in of property owners
- no planning activity was associated with the proposed project.

Our committee strongly recommends that Metro encourage applicants of those projects to improve their applications with comments in Exhibit B and resubmit them in the next grant cycle.

We recommend not funding the following applications:

- Beaverton: Beaverton-Hillsdale / Western Employment Area
- Portland (City Rank #5): Improving the Design Review System
- Multnomah County: Age-Friendly Housing

**Total funding recommended**

As presented above, our Committee recommended a total of **\$4,742,016**, which is less than the \$5 million estimated in construction excise tax revenue for Cycle 4 grants. If our recommendations are accepted and implemented, an excess of \$257,984 will be available for you and the Metro Council to utilize as you see fit to enhance the CPDG program.

**Other Recommendations:**

Our Committee also recommends the following actions for Metro to consider:

- Strongly suggest that all applicants secure the commitment of 50 percent of land owners in the proposed project area before signing an intergovernmental agreement or before completing the planning project. This condition should also be applied to future grant cycles.

2015 Community Planning & Development Grant Award Recommendations

August 4, 2015

Page 4

- Use the Clackamas County North Milwaukie Industrial Redevelopment Plan application to create an effective template of a successful application to share with potential applicants in the Application Handbook. Applications must respond to ALL of the evaluation criteria in order for the application to be eligible for consideration.
- Work closely with cities to coordinate and connect with neighboring jurisdictions embarking on similar community planning and development projects.
- Consider modification of the equity criteria (“The benefits and burdens of growth and change are distributed equitably”) because of its importance to the Metro Council and the region, but it is currently treated as sub-criteria of the “regional significance” criteria. It is very difficult to weight the criteria as currently framed in the Administrative Rules and Application Handbook.
- Refine the “Best Practices” criteria to provide reference to previous “Best Practices” that all proposed work should look to for guidance/motivation.
- Use a future revision and update to the Administrative Rules for the Construction Excise Tax Funding for Community Planning and Development Grants and the Application Handbook to address the above recommendations.

If you so desire, I will be happy to join you in presenting the committee’s recommendations to the Metro Council in September.

On behalf of the members of our CPDG Screening Committee, I want to thank you for giving us the opportunity to participate in this process and assist Metro in funding community planning and development projects that support the 2040 Growth Concept and the vision of local communities around the region.

**Attachment A (Chair Breedlove memo to COO)**

August 4, 2015

**CPDG Screening Committee Recommendations for Full, Partial, and No Funding**

**Projects Recommended for Full Funding Outside UGB**

City/County	Project Name	Amount Requested and Funding recommendation	Funding Condition* Yes / No
Clackamas County	Stafford Area Preliminary Infrastructure Feasibility	\$170,000	Yes
	<b>TOTAL</b>	<b>\$170,000</b>	

**Projects Recommended for Full Funding Inside UGB**

City/County	Project Name	Amount Requested & Funding Recommendation	Funding Condition Yes / No
Cornelius	Cornelius Economic Opportunity Analysis	\$40,000	Yes
Fairview	Halsey Corridor Economic Development Study	\$100,000	Yes
Gladstone	Gladstone Downtown Revitalization Plan	\$150,700	Yes
Hillsboro	Jackson Areas School Employment Subarea	\$195,000	Yes
Oregon City	Willamette Falls Legacy Project	\$550,000	Yes
Portland #1	Improving Multi-Dwelling Development	\$310,500	Yes
Portland #2	Building Healthy Connected Communities		Yes
Gresham #1	Along the Powell-Division Corridor	\$1,485,566	
Portland #4	N/NE Community Development – Pathway 1000 Initiative	\$250,000	Yes
Tigard #1	Downtown Tigard Urban Lofts Development Project	\$100,000	Yes
Tigard #2	Tigard Triangle Walkable Suburban Development	\$145,250	Yes
Wilsonville	Wilsonville Town Center Master Plan	\$320,000	Yes
Clackamas County	North Milwaukie Industrial Redevelopment Plan	\$250,000	No
Multnomah Co. #1	Moving to Permanent Housing	\$75,000	Yes
Washington Co.	Aloha Town Center / TV Highway TOD Plan	\$400,000	Yes
	<b>TOTAL</b>	<b>\$4,542,016</b>	

## Attachment A (continued)

### Projects Recommended for Partial Funding Inside UGB

City/County	Project Name	Amount Requested	Funding Recommendation	Funding Condition* Yes / No
Portland #3	82 <sup>nd</sup> Ave Study Understanding Barriers to Development	\$362,500	\$200,000	Yes
	<b>TOTAL</b>		<b>\$200,000</b>	

\*See Attachment B for detail on funding conditions.

### Projects Recommended for No Funding (Inside the UGB)

City/County	Project Name	Amount Requested
Beaverton	Beaverton Hillsdale / Western Employment Area	\$150,040
Portland #5	Improving the Design Review System	\$145,000
Multnomah Co. #2	Age-Friendly Housing	\$373,829
	<b>TOTAL</b>	<b>\$668,869</b>

#### Summary Recommendation

- 15 projects for full funding = \$4,542,016
- One project for partial funding = \$200,000
- Total Funding = \$4,742,016
  
- Estimated CET revenue = \$5,000,000
- Excess = \$257,984

ATTACHMENT B (Chair Breedlove memo to COO)

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

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**COMMUNITY PLANNING AND GRANT APPLICATIONS, CYCLE 4**

**TABLE OF PROJECTS**

**PROJECTS OUTSIDE THE UGB**

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**PROJECTS INSIDE THE UGB**

Beaverton Hillsdale /Western Employment Area ..... 3

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City of Fairview / Halsey Corridor Economic Development Study ..... 7

City of Gladstone / Gladstone Downtown Revitalization Plan ..... 9

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**COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS**

August 4, 2015

**PROJECT OUTSIDE THE UGB**

<b>Applicant/Project</b> Clackamas County Stafford Area Preliminary Infrastructure Feasibility		<b>Recommendation</b>	<b>\$170,000</b>
<b>Requested Grant</b>	\$170,000		
<b>Total Project Cost</b>	\$190,000	<b>Financial Match: \$0</b> <b>In-kind Match: \$20,000</b>	
<b>Category of Eligible Project and Outcome</b>	Vision; <i>Pre-Concept Analysis to inform subsequent Concept Planning, including recommendation for the most appropriate future jurisdictional governance</i>		
<b>Project Description</b>	The Stafford Area Preliminary Feasibility Assessment (SAPIFA) will build a common understanding of the potential demands urban growth will have on the sewer, water, storm water and transportation infrastructure in the area and how those demands impact the neighboring cities. Appropriate future jurisdictional responsibility within the Stafford will be recommended.		
<b>Project Location</b>	Northwest unincorporated Clackamas County --- bounded by north of 1-205, east of Tualatin, south of Lake Oswego, and west of West Linn.		
<b>Scale</b>	Approximately 4500 acres		

**Comment Summary**

- Sets phased investment in infrastructure over a large area recognizing impact on several jurisdictions
- What is the impact of this development on Inner Portland, aging urban areas
- Plan needs to include stakeholder agreements
  
- Liked that planning effort can be modeled after Basalt Creek Concept Plan.
- Liked the use of the stakeholder workshop.
- Agency staff and skill set are very general and provide little detail.
- Strong potential employment area
- Important project for future growth needs.
- This proposal makes sense, and will help establish sideboards for future concept planning and jurisdictional "assignment"

**COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS**

August 4, 2015

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**Concerns**

- What is the impact on the entire metro region? Will jobs, transit options be created for diverse population, i.e., jobs for all
- Lukewarm letters of support from the surrounding cities – they state that they really aren't excited about having to provide services to the area but are offering support anyway.
- Match barely meets threshold (and all in-kind) – seems like the County and the three cities could contribute a bit more
- No indication of formal agreement between the jurisdictions arising from this planning effort. This could be resolved by a commitment to work toward a framework plan which would be considered and "approved" by Clackamas County, with a resolution of approval from the partner jurisdictions.

**Conditions for Funding**

- Metro should negotiate intergovernmental agreement (IGA) after the mediated conversations between the Cities, County and Metro takes place during the summer of 2015, as the outcome could change the scale of this project.
- Inclusion of all multiple communities impacted within funding parameters, including special districts
- An implementation plan and financing strategy based on market trends and public/private resources should be a product of this project
- A formal agreement between the jurisdictions arising from this planning effort should be a product of this project. This could be resolved by a commitment to work toward a framework plan which would be considered and "approved" by Clackamas County, with a resolution of approval from the partner jurisdictions.



**COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS**

August 4, 2015

**PROJECTS INSIDE THE UGB**

<b>Applicant/Project</b> Beaverton Hillsdale /Western Employment Area		<b>Recommendation</b>	<b>\$0.00</b>
<b>Requested Grant</b>	\$150,000		
<b>Total Project Cost</b>	\$268,605	<b>Financial Match:</b> \$25,000 <b>In-kind Match:</b> \$150,000	
<b>Category of Eligible Project and Outcome</b>	Strategy for policy development; <i>Redevelopment / Master Plan</i>		
<b>Project Description</b>	The Beaverton Hillsdale Corridor & Western Avenue Employment Area Master Plan will provide strategies to encourage housing and job growth along the under-performing Beaverton-Hillsdale corridor and promote intensity of industrial uses in one of Beaverton's key employment areas. The plan will provide a vision for these two adjoining areas and strategies to spur redevelopment.		
<b>Project Location</b>	Bounded by east of Highway 217, west of Laurelwood Avenue, flanking both sides of Hillsdale Highway to the north, and Fanno Creek to the south.		
<b>Scale</b>	600 acres		

**Comment Summary**

- Unclear explanation of prior work in the proposed project area, such as the Urban Renewal Plan, and how to leverage the Urban Renewal Plan
- What the City want to accomplish is unclear
- What they are trying to accomplish does not match what they say they want to achieve
- It is unclear if they have the capacity to do the proposed work. City staff skill set was not included in the "capacity of applicant" criteria
- No employment property owner has been engaged
- The area has the opportunity to create jobs. The area has been ripe for job creation for over 15 years.
- Great location, good access, never understood why development didn't take off.
- It seems the area did not take off because developers saw it as prime commercial land but it's zoned as employment so it never matched up.
- Beaverton should have sharpened the scope more
- Concerned about giving them more money to create another plan.
- Very little discussion about transportation improvement
- It is a fairly good project that could be salvaged
- It seems like the City included housing to meet equity evaluation criteria, and housing is not meaningfully incorporated into the project.

ATTACHMENT B (Chair Breedlove memo to COO)

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

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**Concerns**

- 100 year flood conditions – not addressed
- Need acquisition plan and marketing study as part of the scope of work
- Participation of other agencies is needed related to water management and transit options
- Costs related to redevelopment vs. land costs and assembly as part of the implementation strategy
- DMS: Consultant hourly rates are far too low and will impact budget once raised to reflect reality.
- 600 hours allocated for a junior planner to coordinate public involvement and more is questionable

**Conditions for Funding**

- If this project gets funded there needs to be a higher level of work and oversight from staff and/or a consultant.
- Seek grants and other funding resources related to water management
- Look at impact on low income families in relation to new job potential including access, education, housing and transportation
- Include existing residents as part of public involvement
- Increase bike/ped/transit focus and planning.

**COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS**

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**PROJECTS INSIDE THE UGB**

<b>Applicant/Project</b> City of Cornelius / Cornelius Economic Opportunity Analysis		<b>Recommendation</b>	<b>\$40,000</b>
<b>Requested Grant</b>	\$40,000		
<b>Total Project Cost</b>	\$45,117	<b>Financial Match:</b> \$4,717	<b>In-kind Match:</b> 0
<b>Category of Eligible Project and Outcome</b>	Strategy for policy development; <i>Economic Opportunity Analysis and Residential Land Needs Analysis</i>		
<b>Project Description</b>	The City requests assistance with development of an Economic Opportunity Analysis (EOA) to identify appropriate employers for our vacant and available industrial and commercial lands. The EOA will also assist the City with management of all the land within the Urban Growth Boundary.		
<b>Project Location</b>	Downtown area/Town Center and industrial area south of Highway 8		
<b>Scale</b>	All of commercial and industrial zoned land within the city		

<p><b>Comment Summary</b></p> <ul style="list-style-type: none"> <li>• Need to evaluate existing zoning and residential impact on future development plans</li> <li>• Plan needs to consider market impact and growth along the entire Route 8 corridor not just the city</li> <li>• Couplet design, housing needs, available industrial land/ownership all influence possible investment</li> <li>• Need development strategy for education, transit, housing</li> <li>• This project meets the criterion of focusing on areas with concentration of underserved or underrepresented groups.</li> <li>• Directly tied to goals of the City Council.</li> <li>• Calls for legally binding agreements</li> <li>• Promoting “shovel ready” development land. Good perspective in focusing on shovel-readiness and preparation of a marketing tool for outreach.</li> <li>• Good project</li> <li>• This is a well thought-out proposal for a project seeking to position the City better as a prospective employer.</li> <li>• Liked the coupling of the EOA and the residential needs analysis.</li> <li>• Looks like clear commitment to move forward with the results, with the Economic Development Committee as champion.</li> </ul>
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ATTACHMENT B (Chair Breedlove memo to COO)

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

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**Key Concerns**

- Is the requested funding adequate for the scope of work?
- Budget may not be sufficient to achieve what's being proposed.
- Couplet on Route 8 and its terminus at Route 47 – difficult and impacting future development success
- Market isolation and competition from larger planned projects
- Link to Route 26 obscure and distant – industrial dependency on Route 26 needs to be considered
- 

**Conditions for Funding**

- Need strategy around incentives
- Incorporate Cornelius plans into neighbors' plans to make the city plan stronger, more viable
- Availability of low interest loans for businesses and residential development

**COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS**

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**PROJECTS INSIDE THE UGB**

<b>Applicant/Project</b> City of Fairview / Halsey Corridor Economic Development Study		<b>Recommendation</b>	<b>\$100,000</b>
<b>Requested Grant</b>	\$100,000		
<b>Total Project Cost</b>	\$130,000	<b>Financial Match:</b> <b>In-kind Match:</b> →Proposed 30-39% (by partners)	
<b>Category of Eligible Project and Outcome</b>	Vision / Strategy for Policy Development; <i>Halsey Corridor Plan</i>		
<b>Project Description</b>	The three local jurisdictions (Fairview, Wood Village and Troutdale), together with Multnomah County, are proposing an economic development analysis of the NE Halsey Street corridor to complement and update the existing NE Halsey Street Conceptual Design Project and to build upon the East Metro Connections Plan.		
<b>Project Location</b>	NE Halsey corridor --- from 207 <sup>th</sup> Avenue to 257 <sup>th</sup> Avenue		
<b>Scale</b>	2.8 mile portion of the corridor -- passes through the Cities of Fairview, Wood Village and Troutdale		

<b>Comment Summary</b>	
<ul style="list-style-type: none"> <li>• Strength: 3-city, county cooperative effort</li> <li>• Need: land configurations, land availability, parcel size, rezone strategy and I-84 adjacency study</li> <li>• Need conversion of existing obsolete parcels into demand locations suitable for modern needs</li> <li>• Good track record of previously implemented plan, Halsey Street Conceptual Plan.</li> <li>• Focused on east county, a place with underserved, underrepresented people</li> <li>• Helpful that City of Fairview Transportation System Plan is being developed, allowing for coordination, and leveraging the work of the two projects.</li> <li>• Good opportunity for coordinated planning among four jurisdictions to achieve common vision and objectives for the Halsey Corridor, rather than piecemeal planning addressing individual needs of each community.</li> </ul>	

ATTACHMENT B (Chair Breedlove memo to COO)

**COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS**

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**Key Concerns**

- 2.8 mile economic development challenge in existing market will be difficult
- Needs to link education and employment needs to new and existing economic development through employer incentives
- Application was very general
- Defining the corridor as pedestrian friendly seems like a stretch
- Project area is a long one, and may be difficult to land on a coordinated vision with agreement on sub-area concepts and roles.
- Would like to see a task identifying an incremental, programmatic strategy (with identified responsibilities) for carrying out the recommendations of the study.

**Conditions for Funding**

- Increase stakeholder participation
- Expand agency participation including, Oregon Department of Transportation (ODOT), Portland Bureau of Transportation (PBOT), airport, other land owners, and possibly the East Metro Economic Alliance made up of business owners, elected officials from the four east county communities
- Better definition of public involvement scope.
- Accept the funding of consulting management of this project if Metro decides to offer this assistance to the city.

**COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS**

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**PROJECTS INSIDE THE UGB**

<b>Applicant/Project</b> City of Gladstone / Gladstone Downtown Revitalization Plan		<b>Recommendation</b>	<b>\$150,700</b>
<b>Requested Grant</b>	\$150,700		
<b>Total Project Cost</b>	\$167,700	<b>Financial Match: 0</b>	<b>In-kind Match: \$17,000</b>
<b>Category of Eligible Project and Outcome</b>	Strategy for Policy Development; <i>Downtown Revitalization Plan</i>		
<b>Project Description</b>	Create a master plan and implementation strategy that identifies economic and developmental challenges and opportunities facing the City. The plan will utilize community input to develop supported strategies for implementation of the identified opportunities.		
<b>Project Location</b>	Downtown core --- Portland Avenue from the Clackamas River to the south and Gladstone High School to the north		
<b>Scale</b>	Downtown core		

**Comment Summary**

- Seeks to develop new public infrastructure with ideas around alternate transit options
- Has regional impact around linking bike/ped to river and public services and school
- Has good understanding of changing market conditions, needs more attention to future market needs
- Comprehensive infrastructure plan needs to be developed including parking, rezoning, land use
- Very detailed implementation plan
- Expects on the ground development within 3-5 years
- Barely 10% match.
- Liked this project a lot.
- Does not fully address zoning regulations related to possible mixed-use development in scope.
- Proposal to plan for revitalization of an underperforming town center is a good one.
- Leveraging a proposed/funded library and a likely "live" proposal for a mixed-use development...these could be catalytic in terms of jumpstarting other envisioned development upon plan completion.

ATTACHMENT B (Chair Breedlove memo to COO)

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

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**Key Concerns**

- Need stronger partnership involvement
- Needs stronger revitalization plan including rezoning strategy, use of existing parcel sizes, etc.
- Plan strategy needs to be more detailed in order to effect change
- Commercial impact on immediately adjacent residential needs to be addressed
- Equity piece looks like boilerplate. Define better?
- Would like to see a task identifying an incremental, programmatic strategy (with identified responsibilities) for carrying out the recommendations of the study.

**Conditions for Funding**

- Accept the funding of consulting management of this project if Metro decides to offer this assistance to the city.



**COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS**

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**PROJECTS INSIDE THE UGB**

<b>Applicant/Project</b> City of Hillsboro / Jackson Areas School Employment Subarea		<b>Recommendation</b>	<b>\$195,000</b>
<b>Requested Grant</b>	\$195,000		
<b>Total Project Cost</b>	\$310,000	<b>Financial Match:</b> \$15,000 <b>In-kind Match:</b> \$100,000	
<b>Category of Eligible Project and Outcome</b>	Vision; <i>Concept Plan</i>		
<b>Project Description</b>	Increase the Jackson School Employment Subarea's development-readiness by completing an Economic, Social, Environmental, and Energy Analysis for Area 8A and Evergreen Area's western portion, developing Title 11 Comprehensive Planning for Area 8A, a Master Plan for rural-residential properties in Area 8A and the Evergreen Area, and an Implementation Action Plan.		
<b>Project Location</b>	Adjacent to North Hillsboro's existing and planned industrial and employment areas (bounded by Evergreen road to the south, Jackson School Road and Waibel and Story road to the west, Sunset Highway to the north, and Sewell Road to the east)		
<b>Scale</b>	545 acres		

<p><b>Comment Summary</b></p> <ul style="list-style-type: none"> <li>• Does the idea around this submittal match current/future market demand?</li> <li>• Has this plan addressed those issues that make the proposed development feasible for private investment?</li> <li>• Leveraging of land, stakeholders, residential, and market needs to be strengthened in order to implement</li> <li>• Good project.</li> <li>• Thorough proposal.</li> <li>• Very good proposal with good potential for realizing objectives.</li> <li>• Makes sense to plan for the area "in-between" that has lain dormant for so long.</li> <li>• Proposal could benefit from a strategic, phased implementation strategy for carrying out the plan and its direction.</li> </ul>
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ATTACHMENT B (Chair Breedlove memo to COO)

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

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**Key Concerns**

- Needs expanded infrastructure/transit and traffic analysis as part of the process
- Needs expanded land acquisition strategy
- Does not seem to remove barriers to private investment
- Could address the possibility of looking into potential for property aggregation to form larger sites (if appropriate).
- Could the project be slightly compressed to take less than two years to complete?
- Staff's earlier comments about the need to identify realistic employment and development scenarios for the highly-parcelized rural residential areas are still pertinent.

**Conditions for Funding**

- Plan must address impact/opportunities around adjacent housing
- Must expand scope to include infrastructure and land acquisition strategies
- Must include mixed use planning to support large development concept

**COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS**

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**PROJECTS INSIDE THE UGB**

<b>Applicant/Project</b> City of Oregon City / Willamette Falls Legacy Project		<b>Recommendation</b>	<b>\$550,000</b>
<b>Requested Grant</b>	\$550,000		
<b>Total Project Cost</b>	\$1,050,000	<b>Financial Match: \$500,000</b> <b>In-kind Match: \$89,123</b>	
<b>Category of Eligible Project and Outcome</b>	Redevelopment; <i>Development Opportunity Study and Refined Master Plan</i>		
<b>Project Description</b>	As part of the next necessary step to spur development at Willamette Falls, Falls Legacy LLC, Oregon City and Clackamas County are partnering to pursue a joint development opportunity study and refined master plan for the former Blue Heron Paper Mill.		
<b>Project Location</b>	Former Blue Heron Paper Mill		
<b>Scale</b>	22 acres		

**Comment Summary**

- Uses River as an asset to development – respects the history
- Has well planned approach based on past planning and implementation work
- Seems to have a clear understanding of the local market and the need to draw much wider market share
- Strong river connections – how will that be optimized – will it play a role in funding?
- Past planning efforts and site potential lend a lot of momentum to this project
- Potential for significant regional impact
- Environmental reclamation / restoration
- Strong public/private partnership
- Full steam ahead!
- Big match – nice to see.
- Excellent partnership between many agencies and the developer, and excellent timing in order to coordinate with the upcoming Riverwalk project. Once-in-a-lifetime opportunity to do it right.

ATTACHMENT B (Chair Breedlove memo to COO)

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

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**Key Concerns**

- Large funding amounts need to complete this project
- Infrastructure planning needs to include accommodating tourists and wider market access
- Are future employees and their transit needs planned for as part of the strategy?
- Would like to see a task identifying an incremental, programmatic strategy (with identified responsibilities) for carrying out the recommendations of the DOS and site master plan.

**Conditions for Funding**

- Strong stakeholder participation
- Inclusion of infrastructure investment participants
- Interest in bonding packages and private investment

**COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS**

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**PROJECTS INSIDE THE UGB**

<b>Applicant/Project</b> City of Portland #1 / Improving Multi-Dwelling Development		<b>Recommendation</b>	<b>\$310,500</b>
<b>Requested Grant</b>	\$310,500		
<b>Total Project Cost</b>	\$499,240	<b>Financial Match:</b> (Later – at least 10%) <b>In-kind Match:</b> \$188,750	
<b>Category of Eligible Project and Outcome</b>	Strategy for short-term action; <i>New Multi-dwelling Development Code</i>		
<b>Project Description</b>	Reduce barriers to achieving better quality multi-dwelling development and healthy neighborhoods through improved regulations that lead to site and building designs that promote livability and healthy; result in more efficient and predictable permitting; and aid in the acceptance of new development.		
<b>Project Location</b>	Multi-dwelling zones in the East Portland area – all areas east of 1-205, including Cully and Brentwood-Darlington, and multi-dwelling zones in Centers and Corridors.		
<b>Scale</b>	City-wide		

**Comment Summary**

- Good project; needs to be done.
- Is this the location in which to set standards for low income housing throughout the city?
- Plan needs participation of PBOT, Parks, and Bureau of Environmental Services (BES) in order to be a complete and effective plan
- Consider tenant management oversight in new development
- Does not seem to be well thought out and misses opportunities
- Big ask for poorly defined outcomes
- Project would focus on underserved, underrepresented communities by providing lower-cost housing
- Regionally significant given Metro forecast for multi-family
- Good regional project but poorly written application
- Statement about “Non-traditional approach” to public involvement: What does that mean?
- Is this a housekeeping issue?
- Work seems redundant to other applications
- Liked staff’s earlier comment suggesting that the real estate analyses and economic assessments specifically consider the impacts of design standards to the costs and affordability of development.

ATTACHMENT B (Chair Breedlove memo to COO)

**COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS**

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**Key Concerns**

- Should this area have been included in the City of Portland Mixed Use Zoning Project?
- Seems to be suggesting a separate code for East Portland, is that wise?
- Application is thin. It could be more thorough.
- Project description very general
- Expected outcomes not clear
- Seems like a lot of money with relatively little fully defined outcomes.
- Scope of work could be tightened up.
- Milestones could be provided (didn't see them)
- Budget seems high for the work proposed; hard to tell with current scope and milestones.

**Conditions for Funding**

- Create more detailed scope of work
- Local match should be clarified
- City involvement in government funding resources
- Private developer input and participation
- Better definition of public involvement

**COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS**

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**PROJECTS INSIDE THE UGB**

<b>Applicant/Project</b> Cities of Portland #2 and Gresham / Building Healthy Connected Communities Along the Powell-Division Corridor		<b>Recommendation</b>	<b>\$1,485,556</b>
<b>Requested Grant</b>	Gresham: \$946,556 Portland: \$539,000		
<b>Total Project Cost</b>	Gresham: \$1,146,556 Portland: \$711,850	<b>Financial Match:</b> (Later – at least 10%) <b>In-kind Match:</b> \$121,000	
<b>Category of Eligible Project and Outcome</b>	Strategy for short term action / Strategy for policy development; <i>Station Area Design and Engineering, Plans for Access Enhancement, Multi-dwelling Preservation Program, Specific Business Districts Development Plans, Code Amendments, and Catalyze Development</i>		
<b>Project Description</b>	A collaborative effort of Portland, Gresham, Metro and TriMet, this project seeks to maximize the impact of the Powell-Division bus rapid transit by realizing local community visions, promoting district design, activating business districts, and jumpstarting catalytic developments that can take advantage of the transit investment.		
<b>Project Location</b>	Downtown Portland to Mt. Hood Community College via inner Powell Blvd and outer Division Street surrounding areas		
<b>Scale</b>	13 miles		

<p><b>Comment Summary</b></p> <ul style="list-style-type: none"> <li>• Good project.</li> <li>• Promotes jobs and business development</li> <li>• Has potential to develop strong, lasting partnerships</li> <li>• Can create many opportunities for jobs and new investment in older areas of the city</li> <li>• Builds on public infrastructure investment</li> <li>• A great deal of diversity exists within this area, including underserved, underrepresented communities</li> <li>• Prior and existing planning efforts have allowed government partners to develop good relationships within the community which can be leveraged for input</li> <li>• High priority regional project</li> <li>• The “minimize risk of displacement” part is good</li> <li>• Good to be leveraging current work and potential/likely future funding</li> <li>• Project tees things up well for the NEPA phase.</li> </ul>
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**COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS**

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**Key Concerns**

- Needs a strong strategic financing plan for long term development needs
- Will the city really optimize opportunities possible around TOD development and density planning
- This is a large market development area, does the plan address opportunities and constraints?
- Expected outcomes are ambitious, but vague
- Not a real concern, but the application could have provided more focus on the public engagement aspects of the project.
- Per Letter of Intent review, still curious as to why housing strategy only addresses maintenance and preservation and not the provision of new housing as well (assuming that the planning will result in the desire/need for such).
- Budget seems high for the project...staff time seems excessive.
- Would like to see a task identifying an incremental, programmatic strategy (with identified responsibilities) for carrying out the recommendations of the project.

**Conditions for Funding**

- Local match should be clarified
- Creative use of Transit Oriented Development (TOD) and stakeholder funding options
- Include education funding and TOD development options
- Need to verify planning staff capacity.



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**PROJECTS INSIDE THE UGB**

<b>Applicant/Project</b> City of Portland #3 / 82 <sup>nd</sup> Avenue Study – Understanding Barriers to Development and Design		<b>Recommendation</b>	<b>\$200,000</b>
<b>Requested Grant</b>	\$362,500		
<b>Total Project Cost</b>	\$483,500	<b>Financial Match:</b> (Later – at least 10%) <b>In-kind Match:</b> \$121,000	
<b>Category of Eligible Project and Outcome</b>	Strategy for short-term action; <i>Recommended amendments to the zoning code and transportation development review regulations, and voluntary design guidelines</i>		
<b>Project Description</b>	Enhance employment and mixed-use development readiness on 82 <sup>nd</sup> Avenue in five key areas on 82 <sup>nd</sup> Avenue Corridor; Roseway Neighborhood Center, Montavilla Neighborhood Center, Lents Town Center and south of Bybee Boulevard.		
<b>Project Location</b>	Commercial and employment zoned parcels on 82 <sup>nd</sup> Avenue – north of Fremont Street to the Portland’s south boundary		
<b>Scale</b>	Five focus areas: 1) Fremont and 82 <sup>nd</sup> Avenue; 2) Stark St/Washington St and 82 <sup>nd</sup> Avenue; 3) Division St and Powell blvd on 82 <sup>nd</sup> Avenue; 4) Foster and 82 <sup>nd</sup> Avenue; 5) 82 <sup>nd</sup> Avenue south of Bybee Blvd.		

<p><b>Comment Summary</b></p> <ul style="list-style-type: none"> <li>• 82<sup>nd</sup> is an important N/S corridor with airport access</li> <li>• Corridor offers opportunity for city to create new, innovative redevelopment strategies</li> <li>• Redevelopment of the corridor will need to include all landowners and tenants</li> <li>• Seems to overlap Portland #1 and Portland #2 proposed projects a lot.</li> <li>• Application could have been better written</li> <li>• Unclear explanation of the ODOT interface or overlap</li> <li>• Per Letter of Intent review, how does this project relate to the about-to-be-launched, ODOT-funded project looking at development opportunity and improvement of transportation facilities in this same area along 82nd Avenue?</li> <li>• This project has been addressed as being the next phase of the 82nd Avenue effort, yet there's very little mention of this and how/if it builds upon the ODOT-funded work...and how/if it builds upon or will be coordinated with the robust Powell-Division effort for which CDPG funding is being requested</li> <li>• Several statements in the application seem to be a reach</li> </ul>
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ATTACHMENT B (Chair Breedlove memo to COO)

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

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**Key Concerns**

- Outcome of this project is unclear
- Plan strength does not seem to match the vast redevelopment opportunities along the corridor
- Regional market impact needs to be included in the plan
- Does the plan appreciate the diversity and market impact this corridor has – need stronger plan
- Does this double-up w/ ODOT work? How can we know?
- Social equity criterion was not clearly addressed

**Conditions for Funding**

- Combine this project with the City's portion of the Powell-Division project (Portland #2)
- Local match should be clarified
- Clarify the final outcome/s of this project
- Opportunity for creative development districts
- Infrastructure funding to facilitate private investment
- Program coordinator unnamed – need to know who to understand capacity.

**COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS**

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**PROJECTS INSIDE THE UGB**

<b>Applicant/Project</b> City of Portland #4/ N/NE Community Development – Pathway 1000 Initiative		<b>Recommendation</b>	<b>\$250,000</b>
<b>Requested Grant</b>	\$250,000		
<b>Total Project Cost</b>	\$283,000	<b>Financial Match: 0</b>	<b>In-kind Match: \$33,000</b>
<b>Category of Eligible Project and Outcome</b>	Strategy for short term action; <i>Strategic Action Plan – for creating at least 1000 new affordable homes in the next ten years –both for sale and rent -- and affordable commercial space</i>		
<b>Project Description</b>	A plan to create at least 1,000 new affordable homes in the next ten years – both for sale and for rent – and affordable commercial space in order to mitigate, prevent and reverse the residential and small business displacement that has occurred over the last ten years in North and Northeast Portland.		
<b>Project Location</b>	N/NE Portland – bounded by Lombard St. to the north, 1-84 to the south, Woolsey Avenue to the west and NE 33 <sup>rd</sup> to the east.		
<b>Scale</b>	All properties in the project location area		

<p><b>Comment Summary</b></p> <ul style="list-style-type: none"> <li>• Likes it more as a framework project; too specific right now.</li> <li>• Most of the proposal is a Framework.</li> <li>• This project seems very ambitious.</li> <li>• Success of this project is subject to other funding sources</li> <li>• Is the Action Plan realistic?</li> <li>• The focus is heavy on choosing sites</li> <li>• It is unclear who will be responsible to implement the plan. The non-profit cannot be answerable to Metro.</li> <li>• The job creation piece seemed tacked on. The addition of minority/small businesses was confusing. How does that help with housing?</li> <li>• The five year action plan is problematic: “Develop a strategic plan for unit production over the 10-year period.”</li> <li>• Could be funded with caveats?</li> <li>• How could caveats be enforced?</li> <li>• It’s really hard to support. City should be informed to address the issues and come back again.</li> <li>• A capacity criterion was not addressed. Skill set of the City staff and non-profit staff, or proposed consultant was not addressed.</li> <li>• Why is Portland Community Reinvestment Initiatives (PCRI) getting money and not a consultant?</li> </ul>
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ATTACHMENT B (Chair Breedlove memo to COO)

**COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS**

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- What oversight will the City have on this project?
- The City of Portland is acting as a pass-through for PCRI to do this work.
- The planning strategy is flawed also.
- The elements should be fleshed out more and focus on clarity of purpose and achievable deliverables.
- We should not recommend funding now because 1) It should be scaled back; 2) Needs more concrete deliverables.
- We agree this is an important issue/project, but it is not fully cooked. Refine it further and come back.

**Key Concerns**

- Not market driven
- No mention of expected City Council action on the five year plan
- City role not clearly defined related to implementation
- Expected outcomes not clearly defined
- Will have regional impact on market conditions within several neighborhoods but not discussed
- Partner support not included
- In page 5: "City of Portland will implement this project through a variety of tools that have yet to be determined" – this statement is a major concern
- Project should focus on development.

**Conditions for Funding**

- Address any link to City's \$20 million N/NE Investment Strategy
- Provide more definition of scope and clarify partner roles
- City's commitment on the 1,000 units in 10 years
- Local match should be clarified
- City of Portland's City Council should clarify that it is the governing body for this project and will take action on the final planning product and provide fiscal oversight.

**COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS**

August 4, 2015

**PROJECTS INSIDE THE UGB**

<b>Applicant/Project</b> City of Portland #5/ Improving the Design Review System		<b>Recommendation</b>	<b>\$0.00</b>
<b>Requested Grant</b>	\$145,000		
<b>Total Project Cost</b>	\$174,000	<b>Financial Match:</b> (Later – at least 10%)	<b>In-kind Match:</b> \$29,000
<b>Category of Eligible Project and Outcome</b>	Strategy for policy development; <i>Recommendations for improvement of Design Review System, and work plan for administrative rule changes</i>		
<b>Project Description</b>	Analyze how the design review process affects the quality of development, and how those outcomes vary by location, type of project and review process. Identify and evaluate options for amending the process to improve outcomes and increase efficiency.		
<b>Project Location</b>	Selected areas subject to current design review, and comparison areas that are not currently subject to design review		
<b>Scale</b>	Central City and Regional Centers		

<p><b>Comment Summary</b></p> <ul style="list-style-type: none"> <li>• Project scored last on the quantitative evaluation</li> <li>• Portland did not address how their design review system will be improved</li> <li>• CPDG is not appropriate for this type of project. There is no planning in the proposed project</li> <li>• Improving design review system seems like a managerial or administrative task</li> <li>• The Committee unanimously said no to this application</li> <li>• Do not fund.</li> </ul>
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<p><b>Key Concerns</b></p> <ul style="list-style-type: none"> <li>• Although the city may need Design Review System improvements, it is not a planning fund task</li> <li>• Calling for study without a specific end goal</li> <li>• No clear planning activities associated with the project</li> <li>• Action of the City’s governing body is unclear</li> </ul>
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ATTACHMENT B (Chair Breedlove memo to COO)

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

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Conditions for Funding

**COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS**

August 4, 2015

**PROJECTS INSIDE THE UGB**

<b>Applicant/Project</b> City of Tigard #1 / Downtown Tigard Urban Lofts Development Project		<b>Recommendation</b>	<b>\$100,000</b>
<b>Requested Grant</b>	\$100,000		
<b>Total Project Cost</b>	\$207,559	<b>Financial Match:</b> \$10,000 <b>In-kind Match:</b> \$97,559	
<b>Category of Eligible Project and Outcome</b>	Strategy for short term action; <i>Concept plan for mixed use TOD, including conceptual site plans, pro-forma, selection of developer, and financial strategy</i>		
<b>Project Description</b>	The Downtown Tigard Urban Lofts Development project will result in a concept plan and pre-development feasibility work for a mixed-use transit oriented urban loft development on a 1.26 acre site that includes the Tigard Transit Center and a plan for the reconfiguration of the transit center.		
<b>Project Location</b>	Downtown Tigard -- Corner of Main Street and Commercial Street		
<b>Scale</b>	1.26 acres		

<p><b>Comment Summary</b></p> <ul style="list-style-type: none"> <li>• TOD planning critical to regional success</li> <li>• Seeks to improve existing development sites within a low density urban location</li> <li>• Seeks to develop public and private partnerships</li> <li>• Seeks stakeholder participation</li> <li>• Specific results targeted within 18-24 months</li> <li>• Leverages other initiatives</li> <li>• Good development plan and pre-development feasibility for a targeted site.</li> <li>• Excellent leveraging with Tri-Met and transit station improvement objectives.</li> </ul>
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<p><b>Key Concerns</b></p> <ul style="list-style-type: none"> <li>• Needs market related input strengthened</li> <li>• Off-site improvements not discussed in detail</li> <li>• Narrow scope, but could provide good template for other projects</li> </ul>
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ATTACHMENT B (Chair Breedlove memo to COO)

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

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**Conditions for Funding**

- Partnership relationships to include leveraging private funds



**COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS**

August 4, 2015

**PROJECTS INSIDE THE UGB**

<b>Applicant/Project</b> City of Tigard #2 / Tigard Triangle Walkable Suburban Development		<b>Recommendation</b>	<b>\$145,205</b>
<b>Requested Grant</b>	\$145,205		
<b>Total Project Cost</b>	\$303,340	<b>Financial Match:</b> \$67,500 <b>In-kind Match:</b> \$90,500	
<b>Category of Eligible Project and Outcome</b>	Strategy for policy development; <i>Urban Renewal Plan and rebranding strategies</i>		
<b>Project Description</b>	This application is offered as an investigation of walkable mixed use development feasibility within the Tigard Triangle that leads to identification of optimal sites, partnerships, and development tools to facilitate such development and transforms the Triangle image from as suburban /commuter area to a mixed use/pedestrian-oriented district that supports regional housing.		
<b>Project Location</b>	Tigard Triangle is bounded by I-5 to the east, Hwy 217 to the west, and Hwy 99W to the south.		
<b>Scale</b>	450 acres		

**Comment Summary**

- Attempts to address economic development enhancement within a mixed density study area
- Plan includes environmental investigations and discusses site selection preferences
- Identifies infrastructure investment as a way to remove some investment obstacles
- Multiple step, detailed goals
- Lean code & quest for a catalytic project can provide good best practices
- Large area with significant vacant land available for development
- Good proposal for “retrofitting suburbia” on a difficult site.

**Key Concerns**

- Needs more land ownership analysis
- Needs stronger finance strategy
- Needs more emphasis on public engagement
- Includes ambitious goals – walkable, residential, etc within an area that is primarily office and retail
- Liked an earlier comment offered during the Letter of Intent phase suggesting one of the deliverables be a developer RFI/RFP for a demonstration catalyst project

ATTACHMENT B (Chair Breedlove memo to COO)

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

- Would like to see a task identifying an incremental, programmatic strategy (with identified responsibilities) for carrying out the recommendations of the project.

**Conditions for Funding**

- Stakeholder and land ownership participation in finance structure
- Evaluate the cost of public investment to economic return on the public investment

**COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS**

August 4, 2015

**PROJECTS INSIDE THE UGB**

<b>Applicant/Project</b> City of Wilsonville / Wilsonville Town Center Master Plan		<b>Recommendation</b>	<b>\$320,000</b>
<b>Requested Grant</b>	\$320,000		
<b>Total Project Cost</b>	\$420,000	<b>Financial Match:</b> \$100,140 <b>In-kind Match:</b> 0	
<b>Category of Eligible Project and Outcome</b>	Strategy for policy development and future investment; <i>Wilsonville Town Center Master Plan</i>		
<b>Project Description</b>	The Wilsonville Town Center Master Plan will establish a specific strategy for policy development and future investment in the district. The Master Plan will include an implementation strategy with specific actions to reduce barriers to redevelopment, improve access and connectivity, enhance the urban environment, support local commerce, and increase the level of activity in the town center.		
<b>Project Location</b>	Wilsonville Town Center		
<b>Scale</b>	100 acres		

**Comment Summary**

- Plan optimizes land uses and attempt to stabilize existing investments
- Implementation will have regional impact
- Strategy around commercial/retail investment good
- Optimizes adjacency to I-5 Freeway and major secondary corridors
- Wilsonville's Town Center has long been in need of a plan and strategy for reinvention and intensification of uses.
- Good project.

**Key Concerns**

- Needs to strengthen landownership conditions
- Greater consideration given to housing adjacent to subject site
- Very general, not clear how various goals will be accomplished
- Would suggest consideration of a specific action strategy for carrying out this plan, once completed, such as future investment strategy.

ATTACHMENT B (Chair Breedlove memo to COO)

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

**Conditions for Funding**

- Public/private partnerships
- Involvement of commercial land owners

**COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS**

August 4, 2015

**PROJECTS INSIDE THE UGB**

<b>Applicant/Project</b> Clackamas County / North Milwaukie Industrial Redevelopment Plan		<b>Recommendation</b>	<b>\$250,000</b>
<b>Requested Grant</b>	\$250,000		
<b>Total Project Cost</b>	\$446,465	<b>Financial Match:</b> \$85,000 <b>In-kind Match:</b> \$111,465	
<b>Category of Eligible Project and Outcome</b>	Strategy for policy development and future investment; <i>Redevelopment framework plan and implementation strategy</i>		
<b>Project Description</b>	The North Milwaukie Industrial Area Redevelopment Strategy project is to develop and implement creative redevelopment-based strategies to enhance economic opportunities; increase job creation and investment; build a stronger more competitive region; and ensure a dynamic framework for quality growth and development.		
<b>Project Location</b>	North Milwaukie industrial area in the City of Milwaukie		
<b>Scale</b>	200 acres		

<p><b>Comment Summary</b></p> <ul style="list-style-type: none"> <li>• Strong, market driven concept</li> <li>• Seeks to preserve, enhance existing investment</li> <li>• Has regional significant and market enhancement – growth of new businesses</li> <li>• Strong public involvement approach</li> <li>• Highly detailed plan with specific steps to achieve outcomes</li> <li>• Good joint County-City effort.</li> <li>• Project might also benefit from an aggressive implementation strategy providing a roadmap for action</li> <li>• Well thought-out proposal</li> </ul>
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<p><b>Key Concerns</b></p> <ul style="list-style-type: none"> <li>• Needs to strengthen relationship of development sites to existing residential areas outside study area</li> <li>• How feasible are the goals. Tie in to stations to the north and south</li> <li>• Not a limiting concern, but as the area redevelops from industrial to mixed-use (employment, residential, commercial), what happens to the current jobs provided by existing uses...are these uses/employers integrated into the new scheme, or phased out with redevelopment?</li> </ul>
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ATTACHMENT B (Chair Breedlove memo to COO)

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

**PROJECTS INSIDE THE UGB**

<b>Applicant/Project</b> Multnomah County #1 / Moving to Permanent Housing		<b>Recommendation</b>	<b>\$75,000</b>
<b>Requested Grant</b>	\$75,000		
<b>Total Project Cost</b>	\$114,400	<b>Financial Match:</b> \$29,000 <b>In-kind Match:</b> \$10,000	
<b>Category of Eligible Project and Outcome</b>	Strategy for policy development; <i>Homeless shelter plan and facility design</i>		
<b>Project Description</b>	To overcome the effects of homelessness on local families, planning is needed to site a local shelter, preferably in a building where service agencies are already providing assistance. Plans will also include: (a) the development of affordable housing so that families can leave shelter as quickly as possible; and (b) the development of living wage jobs.		
<b>Project Location</b>	East Multnomah County and outer East Portland		
<b>Scale</b>	Site specific facility for homeless shelter		

**Comment Summary**

- This project is really needed. Difficult to find dedicated sources of money to fund this type of project.
- Overcoming planning and development barriers associated with the siting of local shelter
- Services in East County/Gresham has been sorely lacking for years.
- If transitional housing and job training are added, that helps people move forward. They need those beginning places.
- Does Metro want to set a precedent of funding social service planning that will attract social service agencies to apply for the Metro CPDG?
- Many areas in the city are being gentrified and people are falling through the cracks. Gentrification is good but people are getting displaced. In a moral sense connected to what we are doing.
- Under CPDG rules, Multnomah County must be the governing body. The County must demonstrate that they are the governing body not the non-profit.
- Once the facility was sited, the County would help fund services.
- Is this a regional problem? Is this siting issue going to be across the board. Is it going to be just Multnomah County's problem?
- This could be one of the first demo projects.
- Housing is a regional issue. Per the housing work Metro has done since the late 90s, Multnomah County tends to be the recipient of most homeless issues across the board because they come to Multnomah County

**COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS**

**August 4, 2015**

for services, such as transit access, homeless shelter.

- Other states point out our state to their homeless population.
- Think they just overstated their scope.
- It does say “Will be implemented through a variety of tools that have yet to be determined.”
- Should staff be asked to draft some findings showing how the application and project activities are tied to CPDG criteria?

**Key Concerns**

- The governing body for this project must be the Multnomah County Board of Commissioners
- Does not address need for services such as day care, jobs and education programs
- Public Involvement needs to include key stakeholders, employers, and social formatting

**Conditions for Funding**

- Multnomah County’s Board of commissioners should clarify that it is the governing body for this project.
- Clear definition of urgent needs matched to specific funding sources
- Future funding should be tied to past successes – needs definition

ATTACHMENT B (Chair Breedlove memo to COO)

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

**PROJECTS INSIDE THE UGB**

<b>Applicant/Project</b> Multnomah County #2 / Age-Friendly Housing		<b>Recommendation</b>	<b>\$0.00</b>
<b>Requested Grant</b>	\$373,829		
<b>Total Project Cost</b>	\$486,852	<b>Financial Match: 0</b>	<b>In-kind Match: \$113,023</b>
<b>Category of Eligible Project and Outcome</b>	Strategy for policy development; Demo projects for age-friendly concepts		
<b>Project Description</b>	This project proposes to: 1) develop recommendations for culturally appropriate age-friendly housing features for Asian families; 2) develop recommendations to inform regulatory and non-regulatory opportunities to catalyze age-friendly housing; 3) complete age-friendly renovation demonstration projects for up to four low-income multi-family housing units and two Asian head-of-household single-family; and 4) develop recommendations for providing price valuation for age-friendly housing features.		
<b>Project Location</b>	Six renovation sites to be determined		
<b>Scale</b>	Six renovation sites		

**Comment Summary**

- Not sure what the real need is.
- Seems duplicative of services provided by other entities, including the private sector. What new is being done here that is needed.
- Is it right to say, that this request is for funding a pilot project?
- Collaboration and partnerships were good, the rest was sloppy.
- It's unclear how the proposed project will become a best practice?
- Does Metro want to set a precedent and start to establish demonstration projects.
- There are a lot of resources out there about aging in place.
- Should the demonstration project portion be decoupled?
- Intentional focus on Asian community; Is this a Fair Housing concern

**Key Concerns**

- Purpose needs to be clearly defined
- Demographic information needed and defined as relates to this request
- Project seems to be biased toward one particular demographic area – not diverse



ATTACHMENT B (Chair Breedlove memo to COO)

**COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS**

**August 4, 2015**

- Seems to lack input related to incorporation of the development into a broader economic area
- Private investment resources lacking
- Multnomah County's Board of Commissioners role as the governing body for this project.

**Conditions for Funding**

**COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS**

August 4, 2015

**PROJECTS INSIDE THE UGB**

<b>Applicant/Project</b> Washington County / Aloha Town Center / TV Highway TOD Plan		<b>Recommendation</b>	<b>\$400,000</b>
<b>Requested Grant</b>	\$400,000		
<b>Total Project Cost</b>	\$445,000	<b>Financial Match: 0</b>	<b>In-kind Match: \$45,000</b>
<b>Category of Eligible Project and Outcome</b>	Refinement plan; <i>Refine Aloha Town Center land use concept focused on the intersection of TV Highway and 185<sup>th</sup> Avenue and provide detailed understanding of future High Capacity Transit and supporting transportation improvements</i>		
<b>Project Description</b>	The proposed project would develop a refined land use and transportation concept plan to provide additional certainty and reduce barriers for development and redevelopment, foster urban form that is supportive of planned high capacity transit, and encourage the preservation and development of affordable housing and commercial spaces.		
<b>Project Location</b>	Aloha Town Center, adjacent TV highway, adjacent 185 <sup>th</sup> Avenue, Aloha-Reedville portion of TV highway		
<b>Scale</b>	Three-mile portion of TV highway corridor		

**Comment Summary**

- Seems to seek implementation based on transportation elements
- Expectations include enhancement of mixed use nodes; housing, jobs and goods and services
- Could have regional impact given location, market trends, and capacity to provide development investment
- Transportation alternatives are needed in this area, and would focus on underserved modes, which are most used by underrepresented populations
- Concise and comprehensive project description
- Zoning in place
- Strong public involvement
- TV Highway Corridor Plan focused on transportation solutions, and this project provides an opportunity to take the progress made therein to the next level, providing land use planning supportive of potential future high capacity transit.
- The application's narrative could have provided more focus on the need/objectives for a Town Center plan for the designated, yet under-planned Aloha Town Center, and the scope of work should require a programmatic strategy for plan implementation.

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

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**Key Concerns**

- Area studied before in 2014 with no implementation occurring
- Lacks finance strategy
- Needs strong stakeholder and public involvement input
- Not really a concern, but an earlier comment suggested a greater role on the part of Beaverton and Hillsboro (the two cities abutting this area and who might have future jurisdiction over all or part of this area) makes sense.

**Conditions for Funding**

- Stakeholder, landowner participation
- Possible tie in to best practices / approach to similar projects like 82<sup>nd</sup> Avenue
- Financing strategy is needed

Materials following this page were distributed at the meeting.

MAKING A  
GREAT  
PLACE



# SummerWorks Interns 2015

Opportunity provided by WorkSystems,  
Inc. and Immigrant and Refugee  
Community Organization (IRCO)

August 2015

Report provided by Anna Velikoretskikh,  
Senior SummerWorks Intern Coordinator,  
Metro Diversity Equity and Inclusion Program

## About SummerWorks program at IRCO

**Immigrant and refugee community organization (IRCO)** is an organization that provides support services to those who emigrated from other countries with language barriers but that is only one of many services provided. One of the wonderful services that IRCO provides is that it gives summer internship opportunities to teens and young adults who are interested in gaining experience on job sites.

**SummerWorks** is a program provided for youth and young adults to gain experience through a summer internship. Interns go through a process of signing up for the program, then being selected for one week training, completing the training and several applications. When that process is completed they are placed by their area of interest. Each intern is assigned to a SummerWorks specialist who keeps track of hours, completion, answers questions and provides any help that might be needed.

This summer, SummerWorks had over 900 applicants and only half of the applicants received a summer internship. Although that is a large number of youth who *will* have a summer job, there is a need for many more. Metro is one of the great supporters of the SummerWorks program.



Q: How does your internship relate to things you want to study or places you want to work at in the future?

A: "Someday I want to put on my own production! And it will help with my youth guidance counseling through the arts plans." – **Chris Williams**, intern, Portland's theaters

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## SUMMERWORKS INTERNS 2015

### Different Metro Facilities

This summer there were a total of nine interns throughout Metro facilities. For the past nine weeks, Metro's weekly email message to staff featured interns under the DEI section. It included a short biography and a photo of each intern. For most of the interns, this was their first real job experience where they discovered how the real world works and built relationships with their supervisors as a future professional connection.



- Cemetery Program- Jonathan Christian
- Communications/Parks and Nature- Sayora Saadat
- Diversity, Equity and Inclusion Program- Anna Velikoretskikh
- MetroPaint - Robert McDermid
- Oregon Convention Center- Ethipoia Ephrem
- Portland Expo Center- Dinesh Ghimirey
- Portland'5 Centers for the Arts - Chris Williams
- Resource Conservation and Recycling- Yessenia Villalobos
- St. John's Landfill - Alondre Augustus

### Life Changing Opportunities for Interns

Each intern had to work 180 hours to successfully complete their internship through SummerWorks regardless of where they were placed. Throughout the summer, when all interns were present, they went on several different tours to different Metro facilities to find out about job opportunities provided by Metro, build a community, find out about other interns' job responsibilities and have fun together as a group. For some interns, learning about Metro and that it exists was completely new.



Metro Paint tour with Andrew Staab



Group photo at Oregon Zoo

### TOURING METRO FACILITIES

- METRO REGIONAL CENTER
- METRO PAINT
- ST. JOHN'S LANDFILL
- PORTLAND'S
- OREGON ZOO

"First Job and I loved it!" –  
**Alondre Augustus**, intern,  
 St. John's Landfill





Tour group at St. John's Landfill



Behind-the-scenes tour at Oregon Zoo



Feeding giraffes at Oregon Zoo

Q: What is the most interesting part about your internship?

A: "The views I get from my work site and riding an ATV." –**Alondre Augustus**, intern at St. John's Landfill

Q: What is something you would have liked to do or have seen during your internship, but didn't get the chance to?"

A: "Nothing! I've gotten to do and see more than I expected. We got to tour the Metro Paint facility, St. John's landfill, Portland's theaters and Oregon Zoo! And I also got to try the new E-bikes." –**Yessenia Villalobos**, intern, Metro Regional Center with RCR school program





Portland's Schnitzer Concert Hall



Metro Paint- process of recycled paint becoming new paint

**Everyone agreed SummerWorks is a great program!**

### **Feedback from Interns**

Even though each intern had a completely different experience at their work site, it was an overall good experience for everyone. As interns were finishing up their 180 hours, they were asked to fill out a feedback form where they all rated their internship experience as a 10 on the scale of 1 to 10 (10 being the greatest) and said that they would definitely do this again next summer if they have the chance to in order to gain more experience and expand their network.

Selected interns are students from the Portland area. Once the school year begins they are going on to continue higher education at colleges and universities around the country.

"I got to experience the worst time for some families and got to see how Metro eases their transition."- **Jonathan Christian**, intern, Metro Regional Center with the cemetery program









September 4, 2015

Tom Hughes, Metro Council President  
Metro Council  
Metro  
600 NW Grand Avenue  
Portland, OR 97232

**RE: Beaverton Hillsdale Corridor & Western Avenue Employment Area Master Plan  
Cycle 4 Community Planning Development Grant Funding Recommendations**

Dear President Hughes and Metro Council:

I am writing this letter to stress how important the Beaverton Hillsdale Corridor and Western Avenue Employment Area Master Plan is to the future of Beaverton. It recently came to my attention that the Steering Committee for the Cycle 4 Community Planning Development Grant (CDPG) program recommended against funding this project, despite having an estimated excess of \$257,984 in the fund generated through the Construction Excise Tax (CET).

I respectfully ask the Metro Council to reconsider Beaverton's grant request for \$150,000 to support creation and implementation of a vision for housing and job growth to promote and guide future investment and development in the 600-acre project area located along Beaverton Hillsdale Highway east of Highway 217.

According to Metro's 2035 Employment Forecast, Beaverton is expected to accommodate over 20,000 jobs in the next 20 years. Due to the limited amount of vacant and buildable land, absorbing this growth requires that the city develop strategies to increase job density through redevelopment of existing employment areas.

The Beaverton Hillsdale Corridor & Western Avenue Employment Area Master Plan will identify barriers to redevelopment along with strategies to intensify employment, promote housing and mixed use development along Beaverton Hillsdale Highway, and preserve industrial land within the project area.

The following narrative highlights the reasons and critical need for this project that will help secure the city's long-term vitality and economic health:

1. The city's recent Economic Opportunities Analysis (completed in July 2015), forecasts depletion of Beaverton's supply of industrial land within five years. Additionally, capacity for commercial development is inadequate to meet long-term needs. Due to the lack of vacant land within city boundaries, Beaverton must rely increasingly on redevelopment and intensification of uses to improve employment opportunities and meet housing needs in our community.
2. Scarce industrial land is at risk of being converted to non-industrial uses. The Beaverton Hillsdale Corridor & Western Avenue Employment Area Master Plan presents an opportunity to preserve existing industrial land and to work with property owners and the business community to limit conflicting uses that may discourage targeted investment within industrial areas.
3. According to August 2015 state economic indicators, Beaverton experienced negative job growth during the economic recovery. Between 2009 and 2013, job growth declined by two percent in Beaverton, among the lowest rates in the region. It is critical that the city take action to reverse this trend.
4. The age and quality of construction, coupled with transportation and infrastructure needs within the plan area, place the city's employment area building inventory at a competitive disadvantage.
5. The City of Beaverton has an outstanding track record and strong commitment to plan development that is focused on implementation. The South Cooper Mountain Concept and Community Plans funded through the CDPG program were completed and adopted in under two years. Plan implementation is well underway with a new high school under construction and the first development application for 600 housing units currently under review by the city, helping to meet identified local and regional needs.
6. The city recently hired a new economic development manager who brings significant industrial experience, adding to the staff capacity needed to successfully carry out the master plan project. Additionally, planning staff now includes a manager with extensive project management experience who will provide daily oversight for the project.

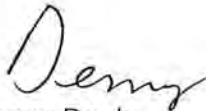
Mr. Tom Hughes  
September 4, 2015  
Page Three

Without grant assistance, this project will be substantially scaled back and the timeline extended, putting Beaverton at a further disadvantage as we strive to bolster local job growth and secure the city's economic future.

I am confident that should the Metro Council decide to fund this project, the proposed master plan will help both the city and region achieve their goals and strengthen the partnership that makes this region such a great place to live, work and play.

Thank you for your thoughtful consideration of this project and equitable distribution of CET funds.

Sincerely,

A handwritten signature in cursive script that reads "Denny".

Denny Doyle  
Mayor