

A G E N D A

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1542 | FAX 503 797 1793



METRO

Agenda

MEETING: METRO COUNCIL WORK SESSION MEETING
DATE: May 17, 2005
DAY: Tuesday
TIME: 2:00 PM
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

- | | | | |
|---------|----|--|----------------------|
| 2:00 PM | 1. | DISCUSSION OF AGENDA FOR COUNCIL
REGULAR MEETING, MAY 19, 2005/
ADMINISTRATIVE/CHIEF OPERATING OFFICER
AND CITIZEN COMMUNICATIONS | |
| 2:15 PM | 2. | HEALTH AND WELFARE BENEFITS | Scott |
| 2:45 PM | 3. | THE SUPERVISOR ACADEMY | Scott |
| 3:15 PM | 4. | BREAK | |
| 3:20 PM | 5. | TRANSIT ORIENTED DEVELOPMENT AND
CENTERS CRITERIA/MIXED USE AND
HIGHER DENSITY ISSUES | Whitmore/
Johnson |
| 4:20 PM | 6. | COUNCIL BRIEFINGS/COMMUNICATION | |

ADJOURN

Agenda Item Number 2.0

HEALTH AND WELFARE BENEFITS

Metro Council Work Session
Tuesday, May 17, 2005
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: May 17, 2005 Time: 2:15pm Length: 30 minutes

Presentation Title: Health & Welfare Benefits Update

Department: Human Resources

Presenters: Kerry Gilbreth & Kevin B. Dull

ISSUE & BACKGROUND

The Joint Labor Management Committee on Health & Welfare benefits has made a recommendation to the Chief Operating Officer regarding the provider and plan design of the FY 2005-06 health & welfare benefits. The purpose of this item is to inform Council regarding the specifics of the recommendation.

OPTIONS AVAILABLE

N/A

IMPLICATIONS AND SUGGESTIONS

N/A

QUESTION(S) PRESENTED FOR CONSIDERATION

N/A

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __ Yes **X** No
DRAFT IS ATTACHED __ Yes __ No

SCHEDULE FOR WORK SESSION

Department Director/Head Approval _____
Chief Operating Officer Approval _____

Agenda Item Number 3.0

THE SUPERVISOR ACADEMY

Metro Council Work Session
Tuesday, May 17, 2005
Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: May 17, 2005 Time: 2:45pm Length: 30 minutes

Presentation Title: Informational briefing on the Supervisor Academy

Department: Human Resources

Presenters: Lisa Colling & Kevin B. Dull

ISSUE & BACKGROUND

This is the first of several Informational Briefings Human Resources staff will be bringing to Council at Worksession.

This briefing will be delivered by Lisa Colling, Labor & Employee Relations Specialist and Kevin Dull, Labor & Employee Relations Manager. Lisa and Kevin will be sharing the specifics of the new Supervisor Academy with Council. The Supervisor Academy is a series of educational courses, developed and delivered by Human Resources, for the purpose of enhancing the skills of Metro supervisors.

OPTIONS AVAILABLE

N/A

IMPLICATIONS AND SUGGESTIONS

N/A

QUESTION(S) PRESENTED FOR CONSIDERATION

N/A

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __ Yes **X** No
DRAFT IS ATTACHED ___ Yes ___ No

SCHEDULE FOR WORK SESSION

Department Director/Head Approval _____

Chief Operating Officer Approval _____

***TRANSIT ORIENTED DEVELOPMENT AND CENTERS CRITERIA/MIXED USE AND HIGHER DENSITY
ISSUES***

Metro Council Work Session
Tuesday, May 17, 2005
Metro Council Chamber

A G E N D A

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1542 | FAX 503 797 1793



METRO

Agenda

MEETING: METRO COUNCIL REGULAR MEETING
DATE: May 19, 2005
DAY: Thursday
TIME: 2:00 PM
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

- 1. **INTRODUCTIONS**
- 2. **CITIZEN COMMUNICATIONS**
- 3. **OREGON ZOO VOLUNTEER PACKY AWARD WINNERS** Vecchio
- 4. **NATURE IN NEIGHBORHOODS – HABITAT FRIENDLY DESIGN SOLUTIONS** Deffebach
- 5. **WASTE REDUCTION EDUCATION UPDATE** Sherburne
- 6. **THIRD QUARTERLY REPORT** Stringer
- 7. **CONSENT AGENDA**
- 7.1 Consideration of Minutes for the May 12, 2005 Metro Council Regular Meeting.
- 8. **ORDINANCES – FIRST READING**
- 8.1 **Ordinance No. 05-1080**, For the Purpose of Amending Metro Code Chapter 5.02 To Establish Metro’s Solid Waste Disposal Charges and System Fees For Fiscal Year 2005-06.
- 8.2 **Ordinance No. 05-1081**, Amending Metro Code Chapter 5.05 to Include Cedar Grove Composting, Inc. on the List of Designated Facilities; and Declaring an Emergency.
- 8.3 **Ordinance No. 05-1083**, Amending Metro Code Chapter 5.05 to Include The Weyerhaeuser Regional Landfill on the List of Designated Facilities; And Declaring an Emergency.

9. ORDINANCES - SECOND READING

- 9.1 **Ordinance No. 05-1079**, For the Purpose of Amending the FY 2004-05 Budget and Appropriations Schedule Recognizing a Land Donation from the Wetlands Conservancy, Amending the FY 2004-05 through FY 2008-09 Capital Budget; and Declaring an Emergency. Burkholder
- 9.2 **Ordinance No. 05-1084**, Amending the FY 2004-05 Budget and Appropriations Schedule for the Purpose of Adopting a Supplemental Budget for the Metropolitan Exposition Recreation Commission for the Fiscal Year Beginning July 1, 2004 and Ending June 30, 2005; and Declaring an Emergency. Park

10. RESOLUTIONS

- 10.1 **Resolution No. 05-3563**, For the Purpose of Amending the Transit-Oriented Development (TOD) Program Work Plan to Apply Additional Selection Criteria to TOD Program Frequent Bus Line Projects. Liberty
- 10.2 **Resolution No. 05-3585**, For the purpose of Confirming the Appointment of Margaret Bax, Jesse Beason, Mark Coffey, Fr. Michael Maslowski, Martha McLennan and Mike Swanson to the Region Housing Choice Task Force. Liberty
- 10.3 **Resolution No. 05-3586**, For the Purpose of Endorsing the Formation Of the Oregon Metropolitan Planning Organization Consortium. Burkholder

11. OREGON LEGISLATIVE UPDATE

12. CHIEF OPERATING OFFICER COMMUNICATION

13. COUNCILOR COMMUNICATION

ADJOURN

Television schedule for May 19, 2005 Metro Council meeting

<p>Clackamas, Multnomah and Washington counties, and Vancouver, Wash. Channel 11 -- Community Access Network www.yourtv.org -- (503) 629-8534 2 p.m. Thursday, May 19 (live)</p>	<p>Washington County Channel 30 -- TTVV www.yourtv.org -- (503) 629-8534 11 p.m. Saturday, May 21 11 p.m. Sunday, May 22 6 a.m. Tuesday, May 24 4 p.m. Wednesday, May 25</p>
<p>Oregon City, Gladstone Channel 28 -- Willamette Falls Television www.wftvaccess.com -- (503) 650-0275 Call or visit website for program times.</p>	<p>West Linn Channel 30 -- Willamette Falls Television www.wftvaccess.com -- (503) 650-0275 Call or visit website for program times.</p>
<p>Portland Channel 30 (CityNet 30) -- Portland Community Media www.pcatv.org -- (503) 288-1515 8:30 p.m. Sunday, May 22 2 p.m. Monday, May 23</p>	

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times.

Agenda items may not be considered in the exact order. For questions about the agenda, call Clerk of the Council, Chris Billington, (503) 797-1542. Public Hearings are held on all ordinances second read and on resolutions upon request of the public. Documents for the record must be submitted to the Clerk of the Council to be considered included in the decision record. Documents can be submitted by e-mail, fax or mail or in person to the Clerk of the Council. For additional information about testifying before the Metro Council please go to the Metro website www.metro-region.org and click on public comment opportunities. For assistance per the American Disabilities Act (ADA), dial TDD 797-1804 or 797-1540 (Council Office).

**Metro
Comparison of Benefit Plans**

Kaiser Permanente (Direct)

Kaiser Permanente Option (Direct)

	Current Plan	Optional Plan
Composite Cost to Employee	\$15.64	\$54.95
<i>Plan Type</i>	HMO	HMO
<i>Network</i>	Kaiser	Kaiser
<i>Deductible (Ind/Fam)</i>	None	None
<i>Out of Pocket Maximum</i>	\$600 Individual/\$1,200 per family	\$600 Individual/\$1,200 per family
<i>Office Visits</i>	\$20 copay per visit	\$10 copay per visit
<i>Preventive Care</i>	100% covered for all ages	\$10 copay; 100% covered for up to age 2
<i>Injections</i>	100% covered	\$5 copay per injection
<i>Inpatient Services</i>	100% covered	100% covered
<i>Emergency Room</i>	\$25 ER Copayment	\$75 ER Copayment
<i>Surgery Inpatient</i>	100% covered	100% covered
<i>Surgery Outpatient</i>	\$20 copay per visit	\$10 copay per visit
<i>Mental/Nervous (IP)</i>	\$100 per day copay/\$500 max per stay 16 days max each 2 year period	\$100 per day copay/\$500 max per stay 16 days max each 2 year period
<i>Mental/Nervous (OP)</i>	\$15 copayment up to 40 visits in a 2 year period	\$15 copayment up to 40 visits each 2 years
<i>Home Health Care</i>	100% covered	100% covered
<i>Hospice Care</i>	Up to 6 months	Up to 6 months
<i>Skilled Nursing Facility</i>	100% covered up to 100 days/year	100% covered up to 100 days/year
<i>Chemical Dependency Inpatient</i>	20% copay state mandates apply	20% copay state mandates apply
<i>Chemical Dependency Outpatient</i>	\$20 copay up to 40 visits each 2 years	\$10 copay up to 40 visits each 2 years
<i>Smoking Cessation Benefit</i>	Reduced fees through Kaiser Health Education Programs	
<i>Infertility Treatment and Diagnosis</i>	Office visit copayments apply for treatment & diagnosis	50% copayment for treatment & diagnosis
<i>Ambulance Service</i>	\$75 copay	\$75 copay
<i>Alternative Care</i>	Not Covered	\$20 copay for chiropractic, acupuncture and naturopathy. \$25 copay for massage therapy up to 12 visits \$1,000 combined annual max.
<i>Durable Medical Equipment</i>	20% copayment if Medicare approved	20% copayment if Medicare approved
<i>Retail Prescriptions</i> <i>(generic/formulary/non-formulary)</i>	\$15 generic/\$30 brand name 30 day supply	\$10 copay per RX 30 day supply
<i>Mail Order Prescriptions</i> <i>(generic/formulary/non-formulary)</i>	\$30 generic/\$60 brand name 90 day supply	\$20 copay 90 day supply
<i>Maximum Lifetime Benefit</i>	Unlimited	Unlimited

05/1705c-02

Plan	Current ODS Medical, Dental & VSP	Current ODS Medical, Dental & VSP	Current Kaiser Medical, Dental, and Vision	Former Kaiser Medical, Dental, and Vision (\$10 Copay)
Composite Total Cost	\$848.50	\$861.50	\$708.14	\$747.45
Metro Cap	\$692.50	\$692.50	\$692.50	\$692.50
Monthly Composite EE Cost	\$156.00	\$169.00	\$15.64	\$54.95
Monthly Tiered Rate				
EE	\$70.76	\$77.09	\$0.00	\$26.85
EE & Spouse/DP / EE+1	\$119.62	\$130.26	\$22.75	\$48.33
EE & Children	\$149.81	\$163.23	\$25.28	\$53.70
EE & Family / EE+2	\$206.11	\$224.52	\$37.91	\$80.55
Actual tier costs depend on number of employees selecting through open enrollment.				

Employee Training (HR)

- Orientation
- Harassment
- Policies
- Performance evaluation
- Merit pay
- Classification review

Retirement (HR)

- PERS
- 401(k)
- OSGP

Wellness (HR)

- Brown bags
- Monday message
- Incentives

Self Enrichment (EE)

- Complete higher education pursuits

Program/Dept. based training (FAS, SWR, Parks, Planning, Zoo, HR, Legal, PAGR)

- CLE, CEU
- Conferences
- Seminars

Supervisor Academy (HR)

- FLSA, FMLA, OFLA, ADA, WC, Harassment/discrimination
- Coaching, counseling
- Contract administration
- Performance management
- Recruitment and selection
- Drug and alcohol
- Performance evaluations
- New supervisor orientation
- Total compensation - merit/benefits
- Classification structure process

Training

(Proposed)
Project Delivery Training

- Standardized process (Need Council direction)

(Proposed)
Leadership Development (HR)

- Developing partnerships (Federal, State, County, City)
- Intra department relations
- How Metro's budget works
- Legislative process
- Macro economic impact on Metro's budget
- Leading change and innovation
- Improving, negotiating, skills, and communication
- Effective delegation

(Proposed)
Career Development (HR)

- Online based career resources
- Self assessment of career goals and objectives

(Proposed)
Core Competencies (HR)

- Customer service
- Business writing
- Running a meeting
- Time management
- Conflict resolution
- Communication

Red – In process
 Black – Proposed
 Blue – Responsible party

05/7051-041

Supervisor Training Academy Curriculum

(8) Eight courses will be taught over the next two years, then revised and repeated on a two-year cycle.

1. FLSA (Fair Labor Standards Act) – Wage & Hour
2. Discrimination/Harassment/Whistleblowing
3. Performance Evaluation Process
4. Corrective Action
5. Leaves/ADA/Workers Compensation
6. Contract Administration
7. Recruitment and Selection
8. Drug/Alcohol Awareness

Transit Oriented Development Program

Project Criteria

1. the potential of the improvements to create or strengthen a physical or functional connection to the transit station;
2. the extent to which the improvements cause construction of higher density housing, mixed use projects and destination uses;
3. the extent to which the improvement develop building types with the lowest reasonable parking ratios and highest reasonable floor area ratios;
4. the extent to which the improvements increase the modal share of transit within station areas while decreasing reliance on personal automobiles; and
5. the potential of the improvements to focus and leverage other expenditures within a station area to support Metro's 2040 Growth Concept,
6. project location relative to Regional and Town Centers.

Mandatory Criteria for Frequent Bus Routes

1. Project is in an area that will help spur additional development and help create a node around the transit stop;
2. The project represents an attempt to build the base of developers that can be used in other centers;
3. There are not adequate local government funds available to close the financing gap;
4. The project will be within 800ft from a high frequency bus line; and
5. Demonstrates market concept applicable to high frequency bus line or the project will test the market for new product types for high frequency bus routes.

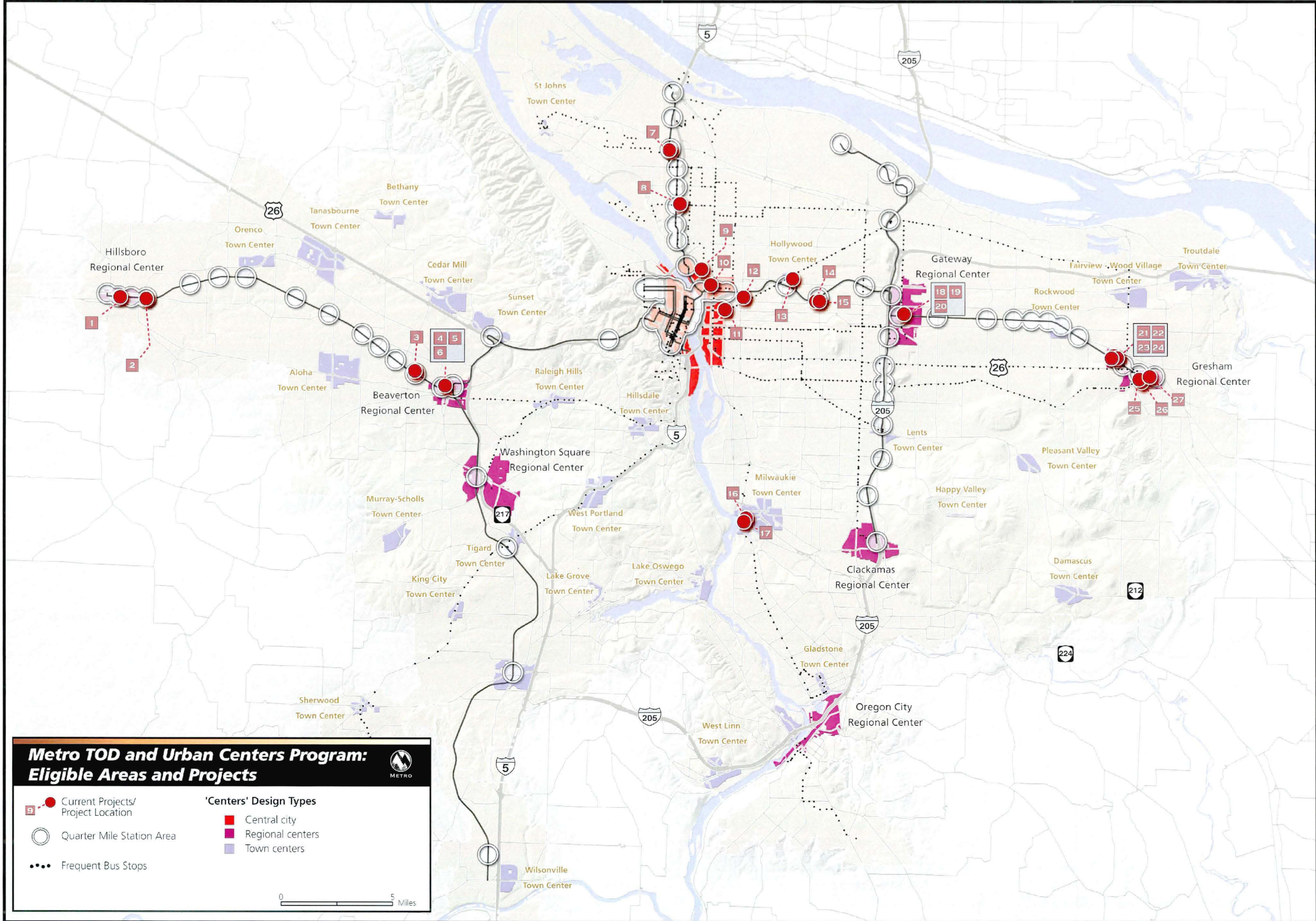
Additional Project Criteria for Frequent Bus

- The project uses new building materials or building systems that result in lower construction costs and/or tests new markets for a building type;
- The project will provide market rate and affordable housing, including rental or for sale, in a project that would otherwise be a single use building such as retail or office;
- The project will spur job creation;
- The project uses a high level of sustainable practices including building materials and energy conservation;
- The project is located in or near a center;
- The project has a favorable ratio of TOD dollars to total development costs;
- There are not similar projects in the area done without public funding; and
- Improve the quality of the environment for the transit patron.

050705c-07

Metro TOD and Urban Centers Program: Projects To Date, May 2005

Map Key #	Project, Address	2040 Location	Developer	Description	Affordable Housing Component	Best Examples	Size (acres)	Total Costs	TOD Funds (millions)
1	Hillsboro Central 350 E. Main St., Hillsboro	Hillsboro Regional Center	none	Possible mixed housing and retail	55 rental 20 condos		1.10	\$8M	\$0.500
2	Villa Capri West 12 th & Washington., Hillsboro	Hillsboro Regional Center	Tualatin Valley Housing Partners	fully accessible 20 unit apartment building; represents maximum density achievable with simple layout and low parking ratio: Purchased TOD Easement to offset elevator costs.	20 units @ < 60% mfi		0.49	\$2.4M	\$0.045
3	Metro Access Millikan Way & Schottky Rd., Beaverton	Beaverton Station Community	Bea Devlin	mixed-use building: 40,000 sq. ft. class A office; 20,000 sq. ft. service commercial; innovative three- story building system	no housing in project		2.80	\$7.6M	\$0.075
4,5,6	The Round Beaverton Central MAX station, Beaverton	Beaverton Regional Center	Dorn-Platz	TOD funding to support development of mixed use project spearheaded by the City of Beaverton, 64 condos, 100 apartments	100 apts @80% mfi		7.90	\$100M	\$0.600
7	Kenton N. Denver & N Interstate Ave., Portland	Portland Station Community	KemperCo.	multiple sites provide opportunities to bring mixed- use and economic revitalization to the historic neighborhood commercial district			0.83	\$12.5M	\$0.250
8	Killingsworth Station NE Interstate Ave. & NE Killingsworth	Portland Station Community	KemperCo.	Mixed use project with rental and for sale housing, ground floor retail.	Yes, controlled rents on 56 units @ 80% mfi plus 20 condos at 100%		TBD	TBD	\$0.250
9	N. Flint Infill 2124 N. Flint Ave.	Frequent Bus Corridor	Jerry Norquist	Mixed use: 5 housing units, 1,600 sq. ft. office and 1,236 sq. ft. warehouse. Project demonstrates opportunities and challenges facing the desire to construct housing over other uses. FAR nearly 1:1.	no		.11	\$0.82M	\$0.0300
10	The Merrick NE Multnomah & NE MLK Jr. Blvd.	Central City	Trammel Crow/C.E. John Co.	184 apartments, ground floor retail. Strategic joint venture between housing and retail developer. Lease up velocity good indicator that Lloyd district is an emerging residential submarket. Travel behavior survey indicates 18% mode share for transit.	no	Great joint venture model	0.9	\$24	\$0.200
11	Burnside Rocket NE 11 th & E. Burnside St, Portland	Central City	Cavanaugh & Cavanaugh	5 story mixed-use project, office and retail. Small infill project demonstrates a number of innovative building concepts including pre-cast concrete floor "planking" and in-ground heat pump.	N/A no housing in project		0.09	\$3M	\$0.100
12	Buckman Terrace NE 16 th & NE Sandy Blvd., Portland	Portland Frequent Bus Corridor	Prendergast & Associates	Mixed-use building: 122 apts.; 2,000 sq. ft. class A retail; structured parking; noteworthy pedestrian- scaled architectural details	no	Good pedestrian details, example of cost effective mixed use construction	0.83	\$ 7.2M	\$0.100
13	Trifecta NE 41 st and Sandy Blvd, Portland	Hollywood Town Center	Cavanaugh & Cavanaugh	Mixed-use project on a 9,300 square foot parcel adjacent to Hollywood Theater being undertaken by three developers working in close coordination. The project includes retail, office and rental housing elements and illustrates an innovative approach to infill.	no		.21	\$3M	\$0.200
14	Center Commons NE 60 th & NE Glisan, Portland	Portland Station community	Lennar Affordable Housing	mixed-use, mixed-income project: 172 senior apts., 60 affordable family apts., 56 market rate apts., 26 for-sale row houses; 1,500 sq. ft. class A retail, child care center; strong site plan mitigates freeway noise; will help revitalize neighborhood commercial district; best visited from Glisan St.	60 family apts @ < 60% mfi., senior housing @ 80% mfi	Generating excellent transit ridership, model partnership	3.78	\$30.4M	\$0.290
15	Center Row Houses NE 60 th & NE Glisan, Portland	Portland Station community	Lennar Affordable Housing	26 for-sale row houses included in the project above			1.10		
16	Milwaukie North Main N. Main St & SE Harrison St., Milwaukie	Milwaukie Town Center	KemperCo.	Mixed-use mixed income: 64 affordable apartments, ground-floor retail, 10 live work condos, four row-houses.	56 apts @ 60% m.f.i.	Model of FAR >1:1 without structured parking	1.9	\$14M	\$0.445
17	Milwaukie Main SE Harrison & McLaughlin Blvd.	Milwaukie Town Center	TBD	Acquisition of this gateway property (currently a Texaco station) represents opportunity to build momentum from North Main Village and to leverage abutting half block owned by City, planning for 60 condos	TBD		.05	TBD	\$0.775
18,19, 20	Russellville Commons SE 102nd & E. Burnside; Portland	Gateway Regional Center	Rembold Properties (I), Draper (II), Rembold (III)	mixed-use, mixed income project: 580 rental apts., 15,000 sq. ft commercial; childcare center; community center; first and second phase complete; site plan establishes strong pedestrian connection to transit station	283 affordable		10.10	\$60	\$0.500
21	Gresham Civic NW Civic Drive & MAX tracks, Gresham	Gresham Regional Center	TBD	currently vacant site; anticipate mixed-use development of multiplex cinema; housing, retail, public plaza and integration with MAX station	TBD		7.1	TBD	\$
22	Gresham Civic Station & Plaza Civic Drive & MAX, Gresham (conceptual design)	Gresham Regional Center	TBD	new station and plaza should be centerpiece unifying entire mixed use district.	n.a		TBD	\$6.4M	\$2.0
23	Gresham Civic SW Civic Drive & MAX tracks, Gresham	Gresham Regional Center	TBD	currently vacant site; anticipate mixed-use development of housing; retail and integration with MAX station	TBD		4.3	TBD	
24	The Crossings Civic Drive & MAX tracks, Gresham	Gresham Regional Center	Peak Development	mixed-use project: 81 market rate apartments; 20,000 sq. ft. class A retail; 77 structured parking spaces Phase II 18,000 - 24,000 sq. ft. office	14 @ 60% mfi 2 @ 55% mfi		1.49	\$13M	\$0.75
25	Central Point 302 NE Roberts St., Gresham	Gresham Regional Center	Peak Development	mixed-use building: 22 market rate apartments; 3,000 sq. ft. class A retail; tuck-under parking; innovative steel frame building system; nice exterior details; reinforces pedestrian corridor between downtown Gresham and MAX station	22 @80% mfi	Great example of high density infill	0.28	\$2.3M	\$0.065
26	Central Point II NE Roberts St., Gresham	Gresham Regional Center	Peak Development	Mixed use, continues development of historic downtown core area; adjacent to new performing arts center	TBD				
27	Salvation Army NE 5 th & NE Roberts Ave., Gresham	Gresham Regional Center	TBD	opportunity site to be used to strengthen mixed use link between Gresham Central MAX station and historic Downtown Gresham, anticipating 35 condos			TBD	TBD	TBD



TOD & Centers Funding by Location: May 2005

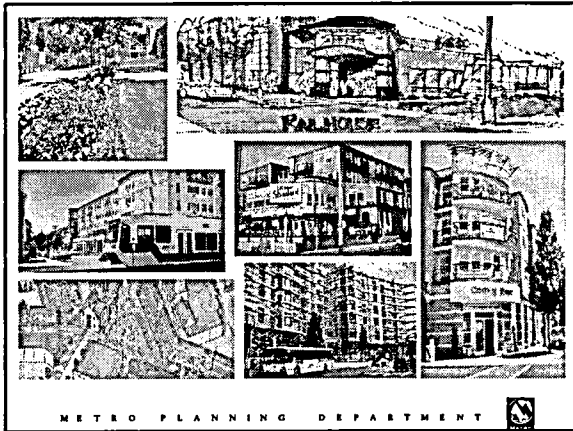
Location	TOD Funds (millions)	% percent
Beaverton Regional Center	0.600	5%
Central City	0.300	2%
Gateway Regional Center	0.500	4%
Gresham Downtown	0.860	7%
Gresham Civic	4.650	37%
Civic Station	2.000	16%
Hillsboro Regional Center	0.692	5%
Hollywood Town Center	0.200	2%
Milwaukie Town Center	1.220	10%
Portland Station Area	1.500	12%
Portland Transit Corridor	0.130	1%
Wash. Co. Station Area	0.075	1%
Total	12.727	100%

TOD/Centers Program Project Status to Date: May 2005

01-2502150

Map Key #	Project	Status	Housing Units	Affordable Units	Retail	Office	Size (acres)	Total Costs (millions)	TOD Funds (millions)	Daily Induced rides
2	Villa Capri West	completed or under construction	20	**	-	-	0.49	\$ 2.400	\$ 0.042	11
25	Central Point	completed or under construction	22	*	3,000	-	0.28	\$ 2.300	\$ 0.060	22
12	Buckman Terrace	completed or under construction	122		2,000	-	0.83	\$ 7.200	\$ 0.100	94
10	The Merrick	completed or under construction	185		15,000	-	0.90	\$ 24.000	\$ 0.200	125
14	Center Commons	completed or under construction	288	**232 *56	1,500	-	3.78	\$ 30.400	\$ 0.250	154
14	Center Commons Rowhouses	completed or under construction	26			-	1.10	\$ -	\$ -	
18-20	Russellville Commons I, II, III	completed or under construction	556	*253	15,000	-	10.10	\$ 60.000	\$ 0.500	245
4-6	The Round I, II & III	completed or under construction	164		127,000	336,000	7.90	\$ 100.000	\$ 0.600	710
24	The Crossings	completed or under construction	81	*	20,000	-	1.49	\$ 13.000	\$ 0.950	139
9	N. Flint Infill	completed or under construction	5		-	2,800	0.11	\$ 0.820	\$ 0.030	9
Completed or under construction subtotals:			1,469	664 @80% or less 252 @ 60%	183,500	338,800	26.98	\$ 240.120	\$ 2.732	1,509
11	Burnside Rocket	in design development	-		5,800	9,600	0.09	\$ 3.000	\$ 0.100	64
3	Metro Access	in design development	-		17,000	42,600	2.80	\$ 7.600	\$ 0.075	125
13	Trifecta	in design development	6		8,700	3,300	0.21	\$ 3.000	\$ 0.200	71
8	Killingsworth Station	in design development	91	*56	12,000	-	0.83	\$ 12.500	\$ 0.250	100
16	Milwaukie North Main	in design development	78		8,000	-	1.90	\$ 14.000	\$ 0.445	89
26	Central Point II	in design development	30		5,600		0.55	\$ 4.300	\$ 0.250	44
In design development subtotals:			205	56 @ 60%	57,100	55,500	6.38	\$ 44.400	\$ 1.32	493
1	Hillsboro Central	land bank	75	*56	10,000	-	1.10	\$ 13.000	\$ 0.650	54
21,23	Gresham Civic NW & SW	land bank	320		110,000	10,000	11.40	\$ 80.000	\$ 3.700	419
Land Bank subtotals:			395	56 @ 60%	120,000	10,000	13	\$ 93.000	\$ 4.35	473

Map Key #	Project	Status	Housing Units	Affordable Units	Retail	Office	Size (acres)	Total Costs (millions)	TOD Funds (millions)	Daily induced rides
7	Kenton	no completed action	80		10,000		1.10	\$ 15.000	\$ 1.000	100
17	Milwaukle Main	no completed action	80		10,000		0.50	\$ 15.000	\$ 0.775	113
27	Salvation Army	no completed action	40		5,000		0.67	\$ 7.500	\$ 0.550	48
22	Gresham Civic Station & Plaza	no completed action						\$ 6.400	\$ 2.000	
No completed action subtotals:			200		25,000	-	2	\$ 43.900	\$ 4.325	261
Total:			2,269	776 @ 80% or less 364 @ 60%	385,600* 250K is Gresham Civic & The Round	404,300* 336K is The Round	48.13* 16.37 acres in site control (35%)	\$ 421.42	# \$ 12.73	2,736



METRO PLANNING DEPARTMENT



Outline

- Program Results
- Evolution of Program
- Project Review Process
- Alternate Program Strategies

METRO PLANNING DEPARTMENT



Program Results

METRO PLANNING DEPARTMENT

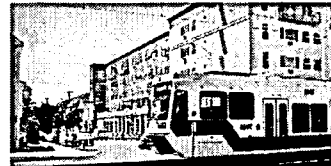


Program Results

1998-2005 Transit Ridership

Completed or under construction
1,509 daily transit trips

Approved projects
2,736 daily transit trips



METRO PLANNING DEPARTMENT



Program Results

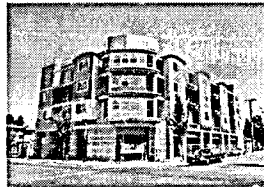
1998-2005 Housing

Completed or under construction
Housing units: 1,469

Affordable: 664 @ 80%
252 @ 60%

Approved projects
Housing units: 2,269

Affordable: 776 @ 80%
364 @ 60%



METRO PLANNING DEPARTMENT



Program Results

1998-2005 Retail and Office

Completed or under construction
Retail: 183,500 sf
Office: 336,800 sf

Approved projects
Retail: 385,600 s.f.
(250K Gresham Civic and The Round)
Office: 404,300 s.f.
(336K The Round)



METRO PLANNING DEPARTMENT



Program Results

1998 - 2005: Relieves Pressure on UGB

All TOD Projects = 48 acres

2,270 housing units

397K of Retail

336K office

If conventional development = 447 acres, 2,270 units @
6du/acre = 393 acres

397K Retail @ .25 FAR = 30 acres

394K Office @ .4FAR = 24 acres



METRO PLANNING DEPARTMENT

Program Results

TOD Developers: 1998 - 2005
13 developers on 21 projects

KemperCo(3)
Peak Development(3)
Dom Platz(3)
Rembold Properties(2)
Kevin Cavanaugh(2)
Lennar Affordable Housing(1)
Tualatin Valley Housing Partners(1)
Jerry Norquist(1)
Trammell Crow/CE John(1)
Prendergast(1)
Rembold/Draper (1)
Bea Devlin(1)
Innovative Housing(1)

• 5 projects are in land
bank status or no action.

• Gresham Civic Station and
Plaza



METRO PLANNING DEPARTMENT

Projects Illustrated

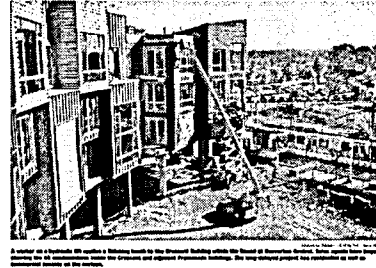
Villa Capri West, Hillsboro



METRO PLANNING DEPARTMENT

Projects Illustrated

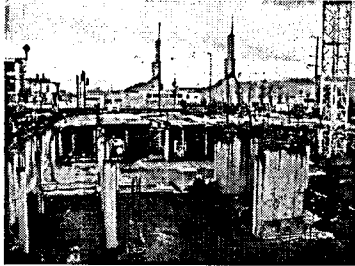
The Round Phase 1



METRO PLANNING DEPARTMENT

Projects Illustrated

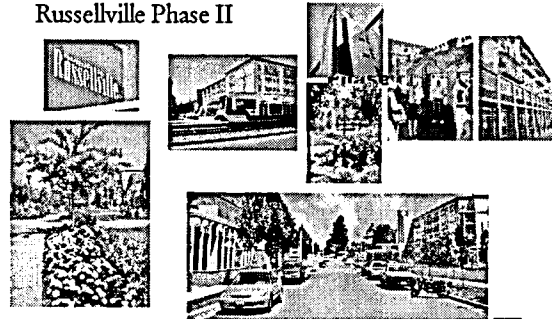
The Merrick, Lloyd District



METRO PLANNING DEPARTMENT

Projects Illustrated

Russellville Phase II



METRO PLANNING DEPARTMENT

Projects Illustrated

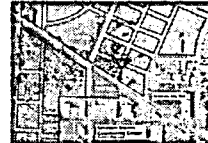
The Crossings, Gresham Civic



METRO PLANNING DEPARTMENT

Gresham Civic: Next Steps

Gresham Station/Plaza RFP 2005
Theater Site disposition 2005
SW Site disposition 2005



METRO PLANNING DEPARTMENT

Program Evolution

METRO PLANNING DEPARTMENT

Program Evolution

Joint Development Enabling Legislation



• Legislation Codified under Section 49 USC

5309 (a)(5) and (f); and 5309(a)(7).

FTA Joint Development Policy & Threshold Criteria Published in Federal Register, March 14, 1997.

A development project *IS* a transportation project if it is *physically or functionally connected* to transit and *enhances* the transportation system.

METRO PLANNING DEPARTMENT

Program Evolution

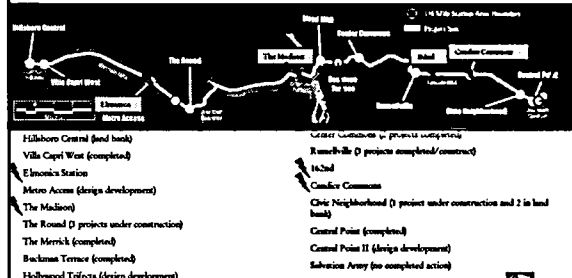
TOD Steering Committee

- 1994/5 CMAQ TOD Program at DEQ administered by PDC
 - CMAQ/TOD Steering Committee allocated \$3.48M to CMAQ projects (Belmont Dairy, Fairview Village, Gresham Central, 172nd E Burnside, Orenco, Steele Meadows)
- CMAQ TOD moved to Metro in 1998
 - IGA with State and PDC to move CMAQ TOD
 - Metrol CMAQ TOD Steering Committee to Metro
- TOD Program initiated at Metro in 1998
 - IGA with TriMet to move TOD in 1996
 - FTA requirements for 1st TOD grant approval - broader participation
 - CMAQ Steering Committee with askd Metro Councilor proposal - FTA accepted

METRO PLANNING DEPARTMENT

Program Evolution

Initial area of operation Eastside and Westside Max Station Communities-50



METRO PLANNING DEPARTMENT

Program Evolution

Initial area of operation: TODS in Centers

14 projects in Regional Centers
 Hillboro Central (Hillboro R/C)
 Villa Cayle West (Hillboro R/C)
 The Round (Greenham R/C)
 Kearsleyville (Greenham R/C)
 Chris Neighborhood (Greenham R/C)
 Central Point (Greenham R/C)
 Central Point II (Greenham R/C)
 Salvation Army (Greenham R/C)

1 project in Town Center
 Hollywood Triplex (Hollywood Town Center)

1 project in Central City
 The Merrick (Central City)

3 projects in Station Communities
 Metro Access
 Center Commons (2)

METRO PLANNING DEPARTMENT

Program Evolution:

TOD Project Selection Criteria

- 1) project will create or strengthen a physical or functional connection to the transit station;
- 2) project will cause construction of higher density housing, mixed use projects and destination uses;
- 3) project will develop building types with the lowest reasonable parking ratios and highest reasonable floor area ratios;
- 4) project will increase the modal share of transit within station areas while decreasing reliance on personal automobiles; and
- 5) project will focus and leverage other expenditures within a station area to support Metro's 2040 Growth Concept;
- 6) project location relative to Regional and Town Centers.

METRO PLANNING DEPARTMENT

Program Evolution

Expanded Areas: July 15, 2004

Interstate Max
 Airport
 Future Commuter Rail
 Future I-205 Max
 Streetcar
 Frequent Bus

METRO PLANNING DEPARTMENT

Program Evolution

Expansion area: Interstate Max

Interstate Max
 Killingsworth Station: Interstate Station Community

METRO PLANNING DEPARTMENT

Program Evolution

Expansion area: Frequent Bus

Selection Criteria (under discussion: Council Meeting May 19, 2005)

Mandatory Criteria for Frequent Bus Routes

1. Project is in an area that will help spur additional development and help create a node around the transit stop;
2. The project represents an attempt to build the base of developers that can be used in other centers;
3. There are not adequate local government funds available to close the financing gaps;
4. The project will be within 800ft from a high frequency bus line; and
5. Demonstrates market concept applicable to high frequency bus stop or the project will use the market for new product types for high frequency bus routes.

Additional Project Criteria for Frequent Bus

- The project uses new building materials or building systems that result in lower construction costs and/or sets new markets for a building type;
- The project will provide market rate and affordable housing, including rental or for sale, in a project that would otherwise be a single use building such as retail or office;
- The project will spur job creation;
- The project uses a high level of sustainable practices including building materials and energy conservation;
- The project is located in or near a center;
- The project has a favorable ratio of TOD dollars to total development cost;
- There are not similar projects in the area done without public funding; and
- Improve the quality of the environment for the transit patron.

METRO PLANNING DEPARTMENT

Program Evolution

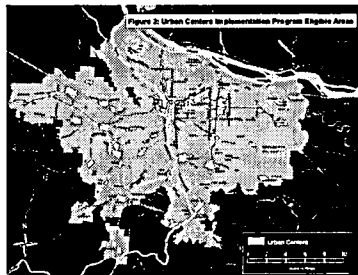
Expansion area: Frequent Bus projects illustrated

Burrside Rocket
 N Flint

METRO PLANNING DEPARTMENT

Program Evolution

Expansion area: Centers Implementation Program



REGIONAL & URBAN CENTERS IMPLEMENTATION PROGRAM
 \$140 million
 The program is designed to support the development of regional and urban centers that are accessible to public transit and provide a mix of uses and densities. The program includes funding for land acquisition, infrastructure, and other costs associated with the development of these centers.

METRO PLANNING DEPARTMENT

Program Evolution

Expansion area: Centers Implementation Program

Project Selection Criteria

- Provision for mixed-use and higher density development
- Project creates a sense of place in the Center
- Site control by public entity or willing and capable private developer
- Project participation by other public partners
- Potential reduction in regional VMT or of home to work trip length
- Increase in walk, bike and transit trips
- Floor area ratio of 1:1



METRO PLANNING DEPARTMENT

Program Evolution

Expansion area: Centers Implementation Program

Projects illustrated

Milwaukee North Main Village
\$455,000



Main Street Phase II
Opportunity Site



Milwaukee Phase II
\$775,000

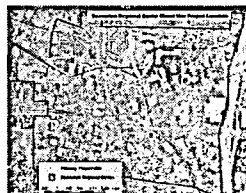
METRO PLANNING DEPARTMENT

Program Evolution

Expansion area: Centers Implementation Program

Projects illustrated: Beaverton Regional Center

Developers and consultants agree that Beaverton needs to focus on land assembly to facilitate project implementation.



Beaverton and Metro councils held a joint meeting to discuss opportunities and constraints in the Beaverton Regional Center.

METRO PLANNING DEPARTMENT

Program Evolution

Expansion area: Green Building Program

Business Energy Tax Credits: \$200,000/yr

Milwaukee Rainwater Garden: \$25,000



The Crossings Rainwater Garden: \$25,000

Burnside Rocket LEED Silver: \$25,000

METRO PLANNING DEPARTMENT

Program Evolution

Expansion area: Advocacy and Technical Assistance

2005 Event Series

February 3 Kickoff
Brewhouse Tower + Offices
5 - 9 pm

March 31 Gresham Regional Center
May 5/6 ODDA conference

June 2 Lake Oswego Town Center
July 26 Beaverton Regional Center
September 15 Vancouver Regional Center
October 27 Hollywood Town Center



METRO PLANNING DEPARTMENT

Project Review Process

METRO PLANNING DEPARTMENT

Process for TOD/Centers Projects

1. *Cost Premium Analysis (project must have cost premiums)*
2. *Capitalized Farebox Revenue (project must have delta)*
3. *TOD Steering Committee*
4. *7 day notice*
5. *Development Agreement*
 - *Preconstruction performance prior to transfer of deed or release of funds*
 - *Approval of preliminary plans*
 - *Approval of construction drawings*
 - *Proof of permit*
 - *Construction bid*
 - *Proof of equity capital and mortgage financing (you have a project)*

METRO PLANNING DEPARTMENT

Project Review Process Farebox Revenue Equation

1. Determine Base Case (eg. 1 story retail or 3 story apt with surface parking)
2. Determine TOD Case (eg. 5 story mixed use)
3. Transit Ridership Delta
4. Capitalize farebox revenue over 30 years
5. Equals amount of grant on federal projects

METRO PLANNING DEPARTMENT

Project Review Process Example 1: Base Case vs TOD Case

Cost premiums and ridership delta

METRO PLANNING DEPARTMENT

Project Review Process Example 2: Base Case vs TOD Case

VS

METRO PLANNING DEPARTMENT

Project Review Process Projects not funded (examples)

<i>Project Name</i>	<i>Reason for not funding</i>
<i>30th and Killingsworth</i>	<i>too small, did not generate enough transit ridership</i>
<i>Belmont Rowhouse</i>	<i>market already proven for condos, no need for public funding (base case is too high)</i>
<i>Irveslane Overlook Rowhouses</i>	<i>does not exceed the base case, no cost premiums</i>
<i>Canary Housing</i>	<i>no cost premiums</i>
<i>122nd Housing</i>	<i>not sufficiently above the base case, design issues</i>
<i>Triplex on Burnside</i>	<i>did not exceed the base case</i>
<i>Housing at Overlook transit station</i>	<i>would not exceed the base case</i>
<i>Villa Capri East</i>	<i>could not exceed 30du/acre by code</i>

METRO PLANNING DEPARTMENT

Closing the Gap: Essential Public Financing Elements

- Tax Increment Financing (if possible)
- Tax Abatement
- CIF & Other State Funds
- Metro TOD/Centers Funds
- 4% Tax Credits
- Local Funds (SDC reductions or pooling)

METRO PLANNING DEPARTMENT



Does Metro \$ matter? Milwaukee North Main Village

Layers of financing

1. Developer equity
2. Investor equity
3. Construction loan
4. Tax exempt bonds
5. Tax credit equity
6. State Community Incentive Fund Loan
7. Metro Centers Program funding
8. City land contribution (purchased with CIF loan)
9. State weatherization funding
10. City funding for certain improvements

**\$455,000 Centers Money
on a \$14.8M project**

if one piece goes awry the deal falls apart

METRO PLANNING DEPARTMENT



Ridership Estimates vs Reality

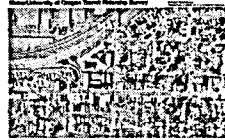
We check our numbers:

1. The Merrick survey

- 47% of the residents use transit or walk
- In our TOD case analysis estimated 38%

2. Center Commons survey

- 213 trips a day estimated
- Actual 260 trips a day



METRO PLANNING DEPARTMENT



TOD Staff Current Direction

Gresham RFPs 30-40% of 3.5 FTE

Hillside RFP

7 Development Agreements on projects already committed

Get Overlaid

Projects in the queue:

Tuskain Town Center
Baker Block (Case Hillside Station)
Hillside Senior Center
Cocoon Floor 2
North Madison
Hillside expansion
Tigard Town Center
Downman Coakum Courts (3)
Downman Berman senior housing
Lloyd District affordable housing
Lake Oswego affordable housing
Mississippi rising
Hollywood Capital Lumber site
Owens Town Center
162nd and Burnside affordable

METRO PLANNING DEPARTMENT



Answers to your Questions

METRO PLANNING DEPARTMENT



Why do developers like us?

1. We understand these kinds of projects (more valuable than our money)
2. Once we have a deal we try to solve the problems that come up (entrepreneurial)
3. Metro makes commitments quickly (nimble)
4. Metro processes payments quickly (nimble)
5. We keep our word
6. Don't escalate our requirements once we have a deal
7. We are a committed partner in for the long haul
8. We are a friend of the project, not the developer

METRO PLANNING DEPARTMENT



How a project can fail


1. Comes apart before it can get launched (4 projects)
2. Goes through predevelopment but can't be financed (none yet)
3. Blows up after construction begins - bankruptcy of contractor or developer (none of our projects)
4. Get's built but does not lease up (none of our projects)
5. Bankruptcy after completed (long lease up or low cash flow) (none of our projects)

METRO PLANNING DEPARTMENT 

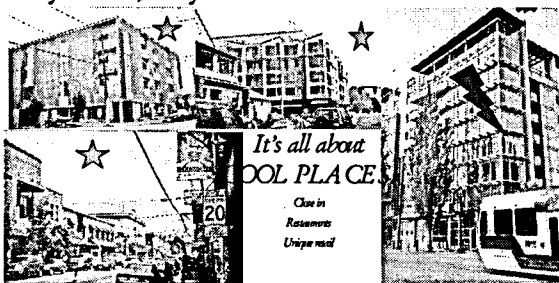
Other questions


1. Have developers been left on the hook for too long?
2. Do we have too many projects for the staff?
3. What about developer financial capability?

.....

METRO PLANNING DEPARTMENT 

4. Higher density projects are springing up everywhere, why not in our centers?




METRO PLANNING DEPARTMENT 

Alternate Program Strategies

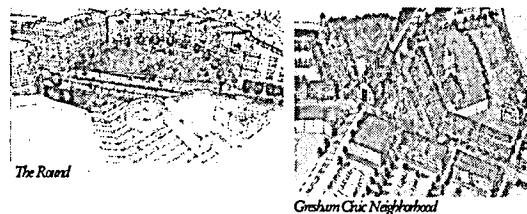
METRO PLANNING DEPARTMENT 

Strategy Illustrated: Single Building/Primary Use TODs



METRO PLANNING DEPARTMENT 

Strategy Illustrated Transit Villages

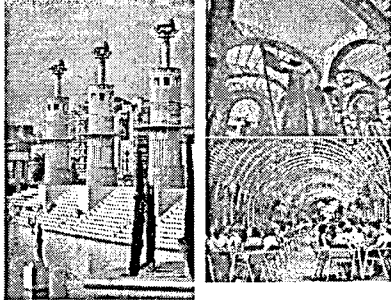


METRO PLANNING DEPARTMENT 

Strategy Illustrated

Barcelona: Department of Projects

140 projects in 10 years



METRO PLANNING DEPARTMENT



TOD Program Strategy Options

- Option 1: Continue to be Opportunistic while making Strategic Decisions to buy opportunity sites in Centers (ex. Hillsboro, Milwaukee, Gresham, Kenton)
- Option 2: Focus TOD Funding in Centers (on light rail or frequent bus in a center)
- Option 3: Don't fund any projects in Portland with Centers or TOD funding (EXCLUDES Gateway, St Johns, Hollywood, Central City, Lentz, Denver/Kenton and all other station communities)
- Option 4: Eliminate Frequent Bus or further restrict funding and eliminate Commuter Rail and Street Car
- Option 5: Fund many small projects or assign an amount of funding that is just for small (<\$10,000) projects (Department of Projects model)

METRO PLANNING DEPARTMENT



Centers Program Strategy Options

- Option 1: Focus \$1M on one center every two years
(if we buy Milwaukee gas station then we are focusing on two centers through 08-09 Milwaukee and Beaverton)
- Option 2: Expand Metro's implementation role in Centers through
 - a. increased MTPP funding (\$2.5M/two years)
 - b. federal tax credits
 - c. other sources determined by consultant study
action steps needed: determine realistic funding goal for some centers, raise money, allocate, implement)

METRO PLANNING DEPARTMENT



Metro niche

- Financial Resources
 - We can be at the table
- Expertise
 - Being requested by locals
 - Being requested by developers
- High level of interest from locals, bankers, developers and others
- Agility

METRO PLANNING DEPARTMENT

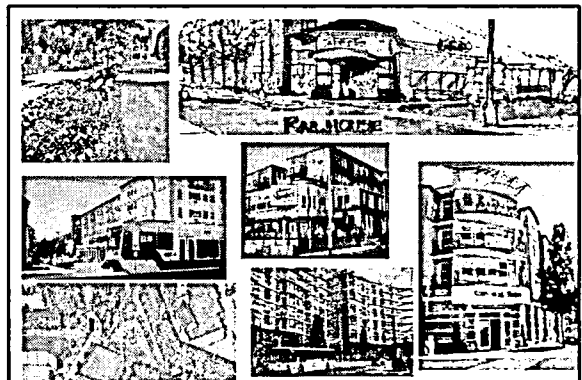


Storm Clouds

- Interest rate spike
- Construction costs increase with flat rents
- BOLI
- Insurance on condos



METRO PLANNING DEPARTMENT



METRO PLANNING DEPARTMENT



Educational Slides

METRO PLANNING DEPARTMENT

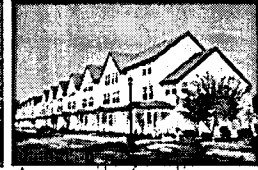


Centers Projects - No Public Financing

Projects with NO COST PREMIUMS



For Sale Rowhouses



Apartments with surface parking

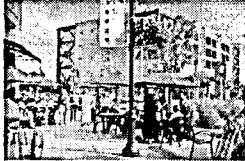
Urban form will contribute to center vitality. FARs will be lower than 1:1 on these projects, but they can be important elements of centers.

METRO PLANNING DEPARTMENT



Centers Projects - No Public Financing

Projects with NO COST PREMIUMS



Office with surface parking



1-2 story commercial including retail



Projects without parking

Urban forms will contribute to center vitality. FARs may be lower than 1:1 on these projects, but they can be important elements of centers.

METRO PLANNING DEPARTMENT



Centers Projects - Public Financing

Projects WITH COST PREMIUMS

- Higher density housing with structured parking
- All mixed use projects with firewal separation and structured parking
- All projects with high FAR (over 1:1 with parking)



METRO PLANNING DEPARTMENT



2040 Centers and the Framework Plan

Housing densities

Regional Centers

- 60 units/acre

realities: requires some form of structured parking

Town Centers

- 40 units/acre

realities: requires low parking ratio and/or tucked under parking

METRO PLANNING DEPARTMENT



Phase Two


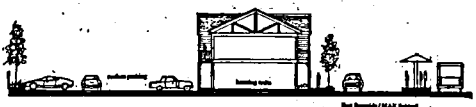
What does density look like?

METRO PLANNING DEPARTMENT



17-22 units/acre


3 stories surface parking
Phase Two


Type 1: Surface parking and wood framed units

METRO PLANNING DEPARTMENT

35 units/acre Gresham Central





3 stories reduced parking ratio



METRO PLANNING DEPARTMENT


50 units/acre Gateway

3 stories no parking





METRO PLANNING DEPARTMENT

60 units/acre 172nd and E Burnside





3 stories structured parking low parking ratio



METRO PLANNING DEPARTMENT

82 units/acre Central Point, Gresham



4 stories, tuck under parking, low parking ratio

METRO PLANNING DEPARTMENT

137 units/acre Buckman Terrace

5 stories, structured parking, low parking ratio

METRO PLANNING DEPARTMENT

198 units/acre Merrick, Lloyd District



6 stories structured parking, low parking ratio

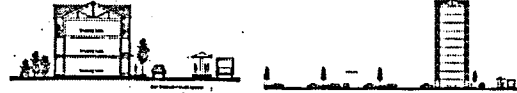


METRO PLANNING DEPARTMENT

Interesting....



Its all about reducing parking ratio and structuring it....most centers still have high parking ratios - all centers need to reduce to 1.0 and allow as low as 0.7



50 du/acre
3 stories
no parking

35-40du/acre
10 stories
2:1 parking ratio (surface)

METRO PLANNING DEPARTMENT

What are the added costs in TODs/Centers? "cost premiums"



...a closer look at two projects...

METRO PLANNING DEPARTMENT

The Crossings: Project Data

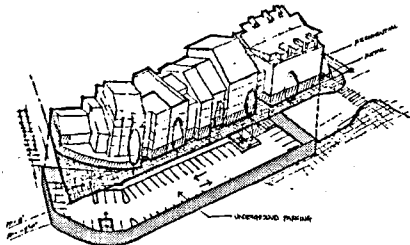
1.48 acres
81 housing units
20,000 s.f. retail
77 structured parking spaces
102 surface parking spaces
FAR 1.8



\$8.5M Hard Costs
\$12.9M Total Costs (\$110/sf)
\$77/s.f. Hard Costs
\$2.9M Total Cost Premiums

METRO PLANNING DEPARTMENT

Cost Premiums: structured parking

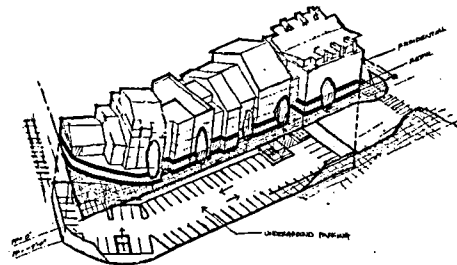


65' below grade
12 elevated slab

Total: 1.29M - \$360,000 (surface parking) = \$930,000

METRO PLANNING DEPARTMENT

Cost Premiums: firewall separations



METRO PLANNING DEPARTMENT

The Crossings: Additional Cost Premiums



METRO PLANNING DEPARTMENT

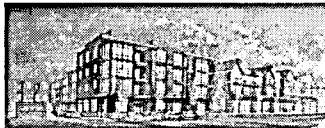
The Crossings Cost Premiums

Hard Cost Premiums		
Structured parking	1.29M (\$16,753/pace)	930,000
Less cost of surface parking	(460,000)	
Firewall Separation (garage to retail)		\$ 380,000
Firewall Separation (retail to housing)		285,000
Modern frame		100,000
Fire Stairs		100,000
Elevator		40,000
Footings		110,000
Added Plumbing		60,000
Fire sprinkler		60,000
Other		
General Conditions		200,000
Total Hard Costs		\$2,285M
Soft Cost Premiums		
Added ARE	\$ 75,000	
Additional Interest Carry		200,000
Site prep		200,000
Added Insurance		150,000
Total Soft Costs		\$625,000
Grand Total Cost Premiums		\$2,910M

METRO PLANNING DEPARTMENT

North Main Village: Project Data

1.9 acres
97 housing units
10,000 s.f. retail
100 parking spaces
FAR 1.32



Cost Premiums \$1.36M
Hard Costs \$74-90/s.f. depending on building
Total Development Costs \$14.8M (\$130/s.f.)

METRO PLANNING DEPARTMENT

Milwaukie North Main Village: Cost Premiums Firewall Separations



METRO PLANNING DEPARTMENT

North Main Village Cost Premiums:

Hard Cost Premiums		
Firewall Separation	\$ 173,000	
Elevator	60,000	
Modern frame	168,000	
Structured parking (tuck under)	72,000	
Footings	30,000	
Added Plumbing	50,000	
Fire sprinkler	30,000	
Fire Stairs	113,000	
Other	75,000	
General Conditions	135,000	
Total Hard Costs	\$ 806,000	
Soft Cost Premiums		
Added ARE	\$ 250,000	
Site prep	40,000	
Additional Interest Carry	110,000	
Added Insurance	150,000	
Total Soft Costs	\$ 550,000	
Grand Total Cost Premiums	\$1,356,000	

METRO PLANNING DEPARTMENT

CENTERS IMPLEMENTATION PROGRAM

Comparison Cost premiums

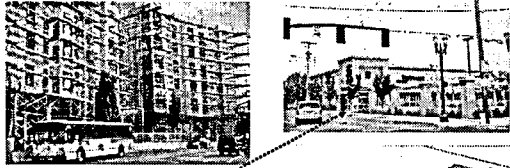
Crossings \$2.9 vs Milwaukie \$1.3

- Parking**
 - Crossings 65 more structured spaces
 - Crossings has 90 more spaces
 - Crossings had parking for retail (Milwaukie had none)
- FAR**
 - Crossings 1.8 vs Milwaukie 1.3
- Building Height**
 - The Crossings - 5 stories - \$100K for stairs
 - Milwaukie 4 stories - \$13,000 for stairs
- Firewall separation**
 - Crossings has 2 post tensioned slabs, Milwaukie has 1

Hard Cost are Similar but Total Costs are \$30/s.f. more for Milwaukie because of 4% tax credits and bond fees (soft cost fees)

METRO PLANNING DEPARTMENT

Example 3: Base Case vs TOD Case



The Merrick - 15,000 sf of retail and 185 units
 - qualified because the base case was either

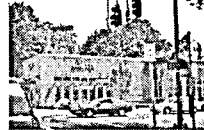
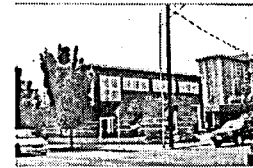
- *1 story commercial
- OR
- *4 story apartment with no retail



METRO PLANNING DEPARTMENT

Base case selected:

1 story commercial because CE John owned the Merrick site



METRO PLANNING DEPARTMENT

Example 4: Proven Market for Product



Belmont area row houses did not qualify
 because of Randy Rappaport's project



Does not qualify

METRO PLANNING DEPARTMENT

Example 5



Gateway three story condo Did Not
 Qualify because no cost premiums



172nd Did Qualify because structured
 parking and firewall separation AND
 added ridership

METRO PLANNING DEPARTMENT

David...
She has positive
things to say.



METRO

Request to Testify at Public Hearing

(Please print legibly)

Date: _____

Name: ISSA SIMPSON

Affiliation: APSCME

Address: _____ Email Address and/or Fax No: _____

City/State/Zip: _____ Phone No: _____

Resolution or ordinance number: _____

Agenda item title or topic of testimony: ** SCMC Health Insurance

Are you in favor or opposed to the res/ord/report: In favor Opposed to

Would you like to be placed on the council/committee meeting notice list: Yes No

**Would you like to be placed on this topic notice list: Yes No

PLEASE READ INSTRUCTIONS FOR TESTIFYING ON REVERSE OF CARD

INSTRUCTIONS FOR TESTIFYING BEFORE COUNCIL OR COUNCIL COMMITTEE

Be prepared -- Most public testimony is limited to three minutes. Be prepared to summarize your remarks to fit within the time allowed. If you plan to distribute supporting documentation or visual aids, be prepared to provide enough copies to distribute to the council or committee PLUS ONE REQUIRED COPY for the public record.

Sign up to testify -- Completely fill out a testimony card, which is found on the reverse of these instructions. At the beginning of the meeting or as soon as possible thereafter, turn your testimony card in to the clerk of the council or council staff member sitting at the dais where the computer is located.

Presenting oral testimony -- When called to testify, first submit to the clerk of the council or council staff member stationed by the computer, copies of any supporting documentation you wish to be entered into the record. Do not give documentation directly to councilors because it must first be marked into the record.

Then, move to a testimony table and begin your testimony by stating, *"For the record, my name is _____ and my address is _____."* As you make your remarks, address the full Council as *"Council President and members of the council."* If you are at a committee meeting, address the Council committee members by stating *"Chair (enter last name) and members of the committee."* Be sure to speak clearly and directly into the microphone.

Written testimony -- If you are submitting your testimony in writing and you do not plan to make oral comments in addition to what is in writing, do not read your testimony word for word at the hearing. Rather, follow the instructions for submitting written testimony, which are available at the back of the chamber. (Comment cards are available)

Group testimony -- Often times, there are many people who share your feelings. Organizing a few main speakers and asking a group to stand who share similar sentiments can make a big statement. Select several people to cover different topics to avoid excessive repetition. Repetitive testimony is generally not as effective as a well planned and coordinated presentation.

Special needs -- If you require special accommodation (either ADA assistance or audio visual equipment) in order to testify, please contact council staff (telephone numbers are listed at the bottom of each agenda) at least 24 hours before the meeting with your request.