

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING FISCAL) RESOLUTION NO. 15-4640
YEAR 2015-2016 FUNDING FOR COMMUNITY)
PLANNING AND DEVELOPMENT GRANTS) Introduced by Chief Operating Officer Martha
FUNDED WITH CONSTRUCTION EXCISE TAX) Bennett in concurrence with Council
) President Tom Hughes

WHEREAS, in 2006, Metro adopted Ordinance No. 06-1115, establishing a construction excise tax (CET) to generate revenue for providing provide 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 No. 09-1220, extending the CET for an additional five year period, with a sunset date of September 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 No. 14-1328, extending the 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, on March 19, 2015 the Metro Council adopted Resolution No. 15-4595, which approved the Metro COO’s proposed amendments to the Administrative Rules; and

WHEREAS, Metro received 19 applications from 13 local governments seeking grant funding for projects in the fiscal year 2015-2016 CPDG cycle, with 18 of those applications seeking funding for projects inside the UGB; and

WHEREAS, the Metro COO established a CET grant applications screening committee (“Grant Screening Committee”) consisting of stakeholders with broad expertise to provide the COO an assessment of the strength of each grant application in accordance with the criteria set forth in Metro Code Chapter 7.04 and the Administrative Rules; and

WHEREAS, on August 4, 2015 the Grant Screening Committee submitted its recommendations to the COO identifying the projects they selected for grant funding; and

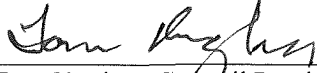
WHEREAS, in accordance with Metro Code Chapter 7.04 and the Administrative Rules, the COO reviewed the recommendations of the Grant Screening Committee, and presented to the Metro Council the COO's recommendations for grant funding, attached to this Resolution as Exhibit A; and

WHEREAS, the Metro Council has reviewed the recommendations of the COO, the work done by the Grant Screening Committee, the grant applications, the grant evaluation criteria, and the public testimony of grant applicants and other interested members of the public;

NOW THEREFORE, BE IT RESOLVED as follows:

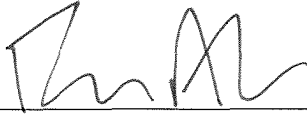
- (1) The Metro Council makes the grant awards for the fiscal year 2015-2016 grant cycle totaling approximately \$4.74 million, as set forth in Exhibit A, attached hereto and incorporated herein, to those grant recipients and for those projects and in the amounts listed in Exhibit A, Addendum No. 1 and Addendum No. 2; and
- (2) The Metro Council accepts the COO's recommendation to increase the funding amounts for the City of Gladstone and City of Fairview Grants by \$12,000 each, thereby increasing the total amount of grant awards to approximately \$4.76 million; and
- (3) The Metro Council hereby authorizes and directs the Metro COO and staff, and the Office of Metro Attorney, to negotiate Intergovernmental Agreements with the grant recipients, which shall set forth milestones and funding allocation dates that comply with the Metro Code Construction Excise Tax Chapter 7.04, the CET Administrative Rules, this Resolution No. 15-4640 and Exhibit A attached hereto, including compliance with the conditions of approval attached to each grant award; and
- (4) The Metro Council directs the Metro COO and her staff to return to the Council for consideration of possible uses of CET revenue that is not allocated by this resolution; and
- (5) The Metro Council directs the Metro COO and her staff to develop a program for monitoring success of the investments over time.

ADOPTED by the Metro Council this 24th day of September 2015




Tom Hughes, Council President

Approved as to Form:



For Alison R. Kean, Metro Attorney

 Metro | Memo

Date: September 11, 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 16 projects be fully or partially funded for a total of \$4,742,016.

Their recommendations are outlined in Addendum 1. I have recommended a few modifications to their list of awards. You will consider my recommendations in Resolution No. 15-4640.

All of the 16 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.

Addendum 2 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 and Brownfield Predevelopment Pilot Program by creating a micro CPDG project to provide competitive micro Housing Development Grants and small Brownfield Grants to projects that remove development barriers and meet the requirements of the construction excise tax code. I am submitting the two options in Addendum 3 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 Addendum 4. 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

**ADDENDUM No. 1 to COO Recommendations to Metro Council
2015 Community Planning and Development Grants**

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
	TOTAL	\$170,000	

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 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	Yes
Multnomah Co. #1	Moving to Permanent Housing	\$75,000	Yes
Washington Co.	Aloha Town Center / TV Highway TOD Plan	\$400,000	Yes
	TOTAL	\$4,542,016	

*See Addendum No. 2 for detail on funding conditions.

Addendum No. 1 (continued)

Projects Recommended for Partial Funding Inside UGB

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

*See Addendum No. 2 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

COMMUNITY PLANNING AND GRANT APPLICATIONS, CYCLE 4

September 10, 2015

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Addendum No. 2 to COO Recommendations to Metro Council

September 10, 2015

PROJECT RECOMMENDED FOR FULL FUNDING OUTSIDE THE UGB

Applicant/Project Clackamas County Stafford Area Preliminary Infrastructure Feasibility		Recommendation	\$170,000
Requested Grant	\$170,000		
Total Project Cost	\$190,000	Financial Match: \$0 In-kind Match: \$20,000	
Category of Eligible Project and Outcome	Vision; <i>Pre-Concept Analysis to inform subsequent Concept Planning, including recommendation for the most appropriate future jurisdictional governance</i>		
Project Description	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.		
Project Location	Northwest unincorporated Clackamas County --- bounded by north of 1-205, east of Tualatin, south of Lake Oswego, and west of West Linn.		
Scale	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.
- Consider how future concept planning can be coordinated with Area 4D as stated in the IGA Between Metro and Clackamas County to Adopt Urban and Rural Reserves, Exhibit B.
- 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.

Addendum No. 2 to COO Recommendations to Metro Council

September 10, 2015

PROJECT RECOMMENDED FOR FULL FUNDING INSIDE THE UGB

Applicant/Project City of Cornelius / Cornelius Economic Opportunity Analysis		Recommendation	\$40,000
Requested Grant	\$40,000		
Total Project Cost	\$45,117	Financial Match: \$4,717 In-kind Match: 0	
Category of Eligible Project and Outcome	Strategy for policy development; <i>Economic Opportunity Analysis and Residential Land Needs Analysis</i>		
Project Description	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.		
Project Location	Downtown area/Town Center and industrial area south of Highway 8		
Scale	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.
- Include a description of the city's existing and future efforts toward updating its Town Center Plan consistent with its designation by Metro as a Town Center in 2010.
- Adoption of the final product of this project by the City Council.

PROJECT RECOMMENDED FOR FULL FUNDING INSIDE THE UGB

Applicant/Project City of Fairview / Halsey Corridor Economic Development Study		Recommendation	\$100,000
Requested Grant	\$100,000		
Total Project Cost	\$130,000	Financial Match: In-kind Match: →Proposed 30-39% (by partners)	
Category of Eligible Project and Outcome	Vision / Strategy for Policy Development; <i>Halsey Corridor Plan</i>		
Project Description	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.		
Project Location	NE Halsey corridor -- from 207 th Avenue to 257 th Avenue		
Scale	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.

PROJECT RECOMMENDED FOR FULL FUNDING INSIDE THE UGB

Applicant/Project City of Gladstone / Gladstone Downtown Revitalization Plan		Recommendation	\$150,700
Requested Grant	\$150,700		
Total Project Cost	\$167,700	Financial Match: 0	In-kind Match: \$17,000
Category of Eligible Project and Outcome	Strategy for Policy Development; <i>Downtown Revitalization Plan</i>		
Project Description	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.		
Project Location	Downtown core --- Portland Avenue from the Clackamas River to the south and Gladstone High School to the north		
Scale	Downtown core		

<p>Proposed Conditions for Funding</p> <ul style="list-style-type: none"> • 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.
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PROJECT RECOMMENDED FOR FULL FUNDING INSIDE THE UGB

Applicant/Project City of Hillsboro / Jackson Areas School Employment Subarea		Recommendation	\$195,000
Requested Grant	\$195,000		
Total Project Cost	\$310,000	Financial Match: \$15,000 In-kind Match: \$100,000	
Category of Eligible Project and Outcome	Vision; <i>Concept Plan</i>		
Project Description	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.		
Project Location	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)		
Scale	545 acres		

<p>Proposed Conditions for Funding</p> <ul style="list-style-type: none"> • 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.

Addendum No. 2 to COO Recommendations to Metro Council

September 10, 2015

PROJECT RECOMMENDED FOR FULL FUNDING INSIDE THE UGB

Applicant/Project City of Oregon City / Willamette Falls Legacy Project		Recommendation	\$550,000
Requested Grant	\$550,000		
Total Project Cost	\$1,050,000	Financial Match: \$500,000 In-kind Match: \$89,123	
Category of Eligible Project and Outcome	Redevelopment; <i>Development Opportunity Study and Refined Master Plan</i>		
Project Description	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.		
Project Location	Former Blue Heron Paper Mill		
Scale	22 acres		

Proposed Conditions for Funding	
<ul style="list-style-type: none"> • 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. 	

PROJECT RECOMMENDED FOR FULL FUNDING INSIDE THE UGB

Applicant/Project City of Portland #1 / Improving Multi-Dwelling Development		Recommendation	\$310,500
Requested Grant	\$310,500		
Total Project Cost	\$499,240	Financial Match: (Later – at least 10%) In-kind Match: \$188,750	
Category of Eligible Project and Outcome	Strategy for short-term action; <i>New Multi-dwelling Development Code</i>		
Project Description	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.		
Project Location	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.		
Scale	City-wide		

Proposed Conditions for Funding	
<ul style="list-style-type: none"> • 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. 	

PROJECT RECOMMENDED FOR FULL FUNDING INSIDE THE UGB

Applicant/Project Cities of Portland #2 and Gresham / Building Healthy Connected Communities Along the Powell-Division Corridor		Recommendation	\$1,485,556
Requested Grant	Gresham: \$946,556 Portland: \$539,000		
Total Project Cost	Gresham: \$1,146,556 Portland: \$711,850	Financial Match: (Later – at least 10%) In-kind Match: \$121,000	
Category of Eligible Project and Outcome	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>		
Project Description	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.		
Project Location	Downtown Portland to Mt. Hood Community College via inner Powell Blvd and outer Division Street surrounding areas		
Scale	13 miles		

- Proposed Conditions for Funding**
- Leverage opportunities for Transit Oriented Development (TOD) and stakeholder funding options that may be presented by this planning project.
 - Include education funding and TOD development options.
 - Identify an incremental, programmatic strategy (with identified responsibilities) for implementation of the recommendations of the project.
 - 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.
 - 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 Councils of Portland and Gresham.

Addendum No. 2 to COO Recommendations to Metro Council

September 10, 2015

PROJECT RECOMMENDED FOR FULL FUNDING INSIDE THE UGB

Applicant/Project City of Portland #4/ N/NE Community Development – Pathway 1000 Initiative		Recommendation	\$250,000
Requested Grant	\$250,000		
Total Project Cost	\$283,000	Financial Match: 0	In-kind Match: \$33,000
Category of Eligible Project and Outcome	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>		
Project Description	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.		
Project Location	N/NE Portland – bounded by Lombard St. to the north, 1-84 to the south, Woolsey Avenue to the west and NE 33 rd to the east.		
Scale	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.

PROJECT RECOMMENDED FOR FULL FUNDING INSIDE THE UGB

Applicant/Project City of Tigard #1 / Downtown Tigard Urban Lofts Development Project		Recommendation	\$100,000
Requested Grant	\$100,000		
Total Project Cost	\$207,559	Financial Match: \$10,000 In-kind Match: \$97,559	
Category of Eligible Project and Outcome	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>		
Project Description	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.		
Project Location	Downtown Tigard -- Corner of Main Street and Commercial Street		
Scale	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.

PROJECT RECOMMENDED FOR FULL FUNDING INSIDE THE UGB

Applicant/Project City of Tigard #2 / Tigard Triangle Walkable Suburban Development		Recommendation	\$145,205
Requested Grant	\$145,205		
Total Project Cost	\$303,340	Financial Match: \$67,500 In-kind Match: \$90,500	
Category of Eligible Project and Outcome	Strategy for policy development; <i>Urban Renewal Plan and rebranding strategies</i>		
Project Description	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.		
Project Location	Tigard Triangle is bounded by I-5 to the east, Hwy 217 to the west, and Hwy 99W to the south.		
Scale	450 acres		

<p>Proposed Conditions for Funding</p> <ul style="list-style-type: none"> • 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.

PROJECT RECOMMENDED FOR FULL FUNDING INSIDE THE UGB

Applicant/Project City of Wilsonville / Wilsonville Town Center Master Plan		Recommendation	\$320,000
Requested Grant	\$320,000		
Total Project Cost	\$420,000	Financial Match: \$100,140	In-kind Match: 0
Category of Eligible Project and Outcome	Strategy for policy development and future investment; <i>Wilsonville Town Center Master Plan</i>		
Project Description	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.		
Project Location	Wilsonville Town Center		
Scale	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.

PROJECT RECOMMENDED FOR FULL FUNDING INSIDE THE UGB

Applicant/Project Clackamas County / North Milwaukie Industrial Redevelopment Plan		Recommendation	\$250,000
Requested Grant	\$250,000		
Total Project Cost	\$446,465	Financial Match: \$85,000	In-kind Match: \$111,465
Category of Eligible Project and Outcome	Strategy for policy development and future investment; <i>Redevelopment framework plan and implementation strategy</i>		
Project Description	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.		
Project Location	North Milwaukie industrial area in the City of Milwaukie		
Scale	200 acres		

<p>Proposed Conditions for Funding</p> <ul style="list-style-type: none"> • 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.

Addendum No. 2 to COO Recommendations to Metro Council

September 10, 2015

PROJECT RECOMMENDED FOR FULL FUNDING INSIDE THE UGB

Applicant/Project Multnomah County #1 / Moving to Permanent Housing	Recommendation	\$75,000
Requested Grant	\$75,000	
Total Project Cost	\$114,400	Financial Match: \$29,000 In-kind Match: \$10,000
Category of Eligible Project and Outcome	Strategy for policy development; <i>Homeless shelter plan and facility design</i>	
Project Description	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.	
Project Location	East Multnomah County and outer East Portland	
Scale	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.

PROJECT RECOMMENDED FOR FULL FUNDING INSIDE THE UGB

Applicant/Project Washington County / Aloha Town Center / TV Highway TOD Plan		Recommendation	\$400,000
Requested Grant	\$400,000		
Total Project Cost	\$445,000	Financial Match: 0 In-kind Match: \$45,000	
Category of Eligible Project and Outcome	Refinement plan; <i>Refine Aloha Town Center land use concept focused on the intersection of TV Highway and 185th Avenue and provide detailed understanding of future High Capacity Transit and supporting transportation improvements</i>		
Project Description	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.		
Project Location	Aloha Town Center, adjacent TV highway, adjacent 185 th Avenue, Aloha-Reedville portion of TV highway		
Scale	Three-mile portion of TV highway corridor		

<p>Proposed Conditions for Funding</p> <ul style="list-style-type: none"> • Include consideration of the approach proposed and practices utilized by the City of Portland in its similar project on 82nd 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.
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PROJECT RECOMMENDED FOR PARTIAL FUNDING INSIDE THE UGB

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

Project Recommended for No Funding (Inside UGB)

Applicant/Project Beaverton Hillsdale /Western Employment Area		Recommendation	\$0.00
Requested Grant	\$150,000		
Total Project Cost	\$268,605	Financial Match: \$25,000 In-kind Match: \$150,000	
Category of Eligible Project and Outcome	Strategy for policy development; <i>Redevelopment / Master Plan</i>		
Project Description	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.		
Project Location	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.		
Scale	600 acres		

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

Project Recommended for No Funding (Inside UGB)


Applicant/Project City of Portland #5/ Improving the Design Review System		Recommendation	\$0.00
Requested Grant	\$145,000		
Total Project Cost	\$174,000	Financial Match: (Later – at least 10%) In-kind Match: \$29,000	
Category of Eligible Project and Outcome	Strategy for policy development; <i>Recommendations for improvement of Design Review System, and work plan for administrative rule changes</i>		
Project Description	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.		
Project Location	Selected areas subject to current design review, and comparison areas that are not currently subject to design review		
Scale	Central City and Regional Centers		

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

Project Recommended for No Funding (Inside UGB)

Applicant/Project Multnomah County #2 / Age-Friendly Housing		Recommendation	\$0.00
Requested Grant	\$373,829		
Total Project Cost	\$486,852	Financial Match: 0 In-kind Match: \$113,023	
Category of Eligible Project and Outcome	Strategy for policy development; Demo projects for age-friendly concepts		
Project Description	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.		
Project Location	Six renovation sites to be determined		
Scale	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

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.

ADDENDUM NO. 4 TO COO RECOMMENDATIONS
TO METRO COUNCIL

600 NE Grand Ave.
Portland, OR 97232-2736

www.oregonmetro.gov



Metro | Memo

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

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 82nd 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): 82nd 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.

- 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 to Addendum No. 4 (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
	TOTAL	\$170,000	

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 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
	TOTAL	\$4,542,016	

Attachment A to Addendum No. 1 (continued)

Projects Recommended for Partial Funding Inside UGB

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

*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

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

COMMUNITY PLANNING AND GRANT APPLICATIONS, CYCLE 4

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COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

PROJECT OUTSIDE THE UGB

Applicant/Project Clackamas County Stafford Area Preliminary Infrastructure Feasibility		Recommendation	\$170,000
Requested Grant	\$170,000		
Total Project Cost	\$190,000	Financial Match: \$0 In-kind Match: \$20,000	
Category of Eligible Project and Outcome	Vision; <i>Pre-Concept Analysis to inform subsequent Concept Planning, including recommendation for the most appropriate future jurisdictional governance</i>		
Project Description	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.		
Project Location	Northwest unincorporated Clackamas County --- bounded by north of 1-205, east of Tualatin, south of Lake Oswego, and west of West Linn.		
Scale	Approximately 4500 acres		

Comment Summary	
<ul style="list-style-type: none"> • 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

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

Applicant/Project Beaverton Hillsdale /Western Employment Area		Recommendation	\$0.00
Requested Grant	\$150,000		
Total Project Cost	\$268,605	Financial Match: \$25,000 In-kind Match: \$150,000	
Category of Eligible Project and Outcome	Strategy for policy development; <i>Redevelopment / Master Plan</i>		
Project Description	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.		
Project Location	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.		
Scale	600 acres		

<p>Comment Summary</p> <ul style="list-style-type: none"> • 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.
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COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

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

August 4, 2015

PROJECTS INSIDE THE UGB

Applicant/Project City of Cornelius / Cornelius Economic Opportunity Analysis		Recommendation	\$40,000
Requested Grant	\$40,000		
Total Project Cost	\$45,117	Financial Match: \$4,717	In-kind Match: 0
Category of Eligible Project and Outcome	Strategy for policy development; <i>Economic Opportunity Analysis and Residential Land Needs Analysis</i>		
Project Description	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.		
Project Location	Downtown area/Town Center and industrial area south of Highway 8		
Scale	All of commercial and industrial zoned land within the city		

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

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

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

August 4, 2015

PROJECTS INSIDE THE UGB

Applicant/Project City of Fairview / Halsey Corridor Economic Development Study		Recommendation	\$100,000
Requested Grant	\$100,000		
Total Project Cost	\$130,000	Financial Match: In-kind Match: →Proposed 30-39% (by partners)	
Category of Eligible Project and Outcome	Vision / Strategy for Policy Development; <i>Halsey Corridor Plan</i>		
Project Description	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.		
Project Location	NE Halsey corridor --- from 207 th Avenue to 257 th Avenue		
Scale	2.8 mile portion of the corridor -- passes through the Cities of Fairview, Wood Village and Troutdale		

Comment Summary
<ul style="list-style-type: none"> • Strength: 3-city, county cooperative effort • Need: land configurations, land availability, parcel size, rezone strategy and I-84 adjacency study • Need conversion of existing obsolete parcels into demand locations suitable for modern needs • Good track record of previously implemented plan, Halsey Street Conceptual Plan. • Focused on east county, a place with underserved, underrepresented people • Helpful that City of Fairview Transportation System Plan is being developed, allowing for coordination, and leveraging the work of the two projects. • 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.

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

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

August 4, 2015

PROJECTS INSIDE THE UGB

Applicant/Project City of Gladstone / Gladstone Downtown Revitalization Plan		Recommendation	\$150,700
Requested Grant	\$150,700		
Total Project Cost	\$167,700	Financial Match: 0	In-kind Match: \$17,000
Category of Eligible Project and Outcome	Strategy for Policy Development; <i>Downtown Revitalization Plan</i>		
Project Description	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.		
Project Location	Downtown core --- Portland Avenue from the Clackamas River to the south and Gladstone High School to the north		
Scale	Downtown core		

Comment Summary
<ul style="list-style-type: none"> • 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 • <u>Barely 10%</u> 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.

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

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

August 4, 2015

PROJECTS INSIDE THE UGB

Applicant/Project City of Hillsboro / Jackson Areas School Employment Subarea		Recommendation	\$195,000
Requested Grant	\$195,000		
Total Project Cost	\$310,000	Financial Match: \$15,000 In-kind Match: \$100,000	
Category of Eligible Project and Outcome	Vision; <i>Concept Plan</i>		
Project Description	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.		
Project Location	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)		
Scale	545 acres		

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

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

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

August 4, 2015

PROJECTS INSIDE THE UGB

Applicant/Project City of Oregon City / Willamette Falls Legacy Project		Recommendation	\$550,000
Requested Grant	\$550,000		
Total Project Cost	\$1,050,000	Financial Match: \$500,000	In-kind Match: \$89,123
Category of Eligible Project and Outcome	Redevelopment; <i>Development Opportunity Study and Refined Master Plan</i>		
Project Description	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.		
Project Location	Former Blue Heron Paper Mill		
Scale	22 acres		

<p>Comment Summary</p> <ul style="list-style-type: none"> • 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.
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COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

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

August 4, 2015

PROJECTS INSIDE THE UGB

Applicant/Project City of Portland #1 / Improving Multi-Dwelling Development		Recommendation	\$310,500
Requested Grant	\$310,500		
Total Project Cost	\$499,240	Financial Match: (Later – at least 10%) In-kind Match: \$188,750	
Category of Eligible Project and Outcome	Strategy for short-term action; <i>New Multi-dwelling Development Code</i>		
Project Description	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.		
Project Location	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.		
Scale	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.

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

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

August 4, 2015

PROJECTS INSIDE THE UGB

Applicant/Project Cities of Portland #2 and Gresham / Building Healthy Connected Communities Along the Powell-Division Corridor		Recommendation	\$1,485,556
Requested Grant	Gresham: \$946,556 Portland: \$539,000		
Total Project Cost	Gresham: \$1,146,556 Portland: \$711,850	Financial Match: (Later – at least 10%) In-kind Match: \$121,000	
Category of Eligible Project and Outcome	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>		
Project Description	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.		
Project Location	Downtown Portland to Mt. Hood Community College via inner Powell Blvd and outer Division Street surrounding areas		
Scale	13 miles		

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

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

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.

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

PROJECTS INSIDE THE UGB

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

<p>Comment Summary</p> <ul style="list-style-type: none"> • 82nd is an important N/S corridor with airport access • Corridor offers opportunity for city to create new, innovative redevelopment strategies • Redevelopment of the corridor will need to include all landowners and tenants • Seems to overlap Portland #1 and Portland #2 proposed projects a lot. • Application could have been better written • Unclear explanation of the ODOT interface or overlap • 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? • 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 • Several statements in the application seem to be a reach

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

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

August 4, 2015

PROJECTS INSIDE THE UGB

Applicant/Project City of Portland #4/ N/NE Community Development – Pathway 1000 Initiative		Recommendation	\$250,000
Requested Grant	\$250,000		
Total Project Cost	\$283,000	Financial Match: 0	In-kind Match: \$33,000
Category of Eligible Project and Outcome	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>		
Project Description	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.		
Project Location	N/NE Portland – bounded by Lombard St. to the north, 1-84 to the south, Woolsey Avenue to the west and NE 33 rd to the east.		
Scale	All properties in the project location area		

<p>Comment Summary</p> <ul style="list-style-type: none"> • Likes it more as a framework project; too specific right now. • Most of the proposal is a Framework. • This project seems very ambitious. • Success of this project is subject to other funding sources • Is the Action Plan realistic? • The focus is heavy on choosing sites • It is unclear who will be responsible to implement the plan. The non-profit cannot be answerable to Metro. • The job creation piece seemed tacked on. The addition of minority/small businesses was confusing. How does that help with housing? • The five year action plan is problematic: “Develop a strategic plan for unit production over the 10-year period.” • Could be funded with caveats? • How could caveats be enforced? • It’s really hard to support. City should be informed to address the issues and come back again. • A capacity criterion was not addressed. Skill set of the City staff and non-profit staff, or proposed consultant was not addressed. • Why is Portland Community Reinvestment Initiatives (PCRI) getting money and not a consultant?
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COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

- 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

Applicant/Project City of Portland #5/ Improving the Design Review System		Recommendation	\$0.00
Requested Grant	\$145,000		
Total Project Cost	\$174,000	Financial Match: (Later – at least 10%) In-kind Match: \$29,000	
Category of Eligible Project and Outcome	Strategy for policy development; <i>Recommendations for improvement of Design Review System, and work plan for administrative rule changes</i>		
Project Description	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.		
Project Location	Selected areas subject to current design review, and comparison areas that are not currently subject to design review		
Scale	Central City and Regional Centers		

<p>Comment Summary</p> <ul style="list-style-type: none"> • Project scored last on the quantitative evaluation • Portland did not address how their design review system will be improved • CPDG is not appropriate for this type of project. There is no planning in the proposed project • Improving design review system seems like a managerial or administrative task • The Committee unanimously said no to this application • Do not fund.
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<p>Key Concerns</p> <ul style="list-style-type: none"> • Although the city may need Design Review System improvements, it is not a planning fund task • Calling for study without a specific end goal • No clear planning activities associated with the project • Action of the City’s governing body is unclear
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COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

Conditions for Funding

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

PROJECTS INSIDE THE UGB

Applicant/Project City of Tigard #1 / Downtown Tigard Urban Lofts Development Project		Recommendation	\$100,000
Requested Grant	\$100,000		
Total Project Cost	\$207,559	Financial Match: \$10,000 In-kind Match: \$97,559	
Category of Eligible Project and Outcome	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>		
Project Description	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.		
Project Location	Downtown Tigard -- Corner of Main Street and Commercial Street		
Scale	1.26 acres		

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

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

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

Applicant/Project City of Tigard #2 / Tigard Triangle Walkable Suburban Development		Recommendation	\$145,205
Requested Grant	\$145,205		
Total Project Cost	\$303,340	Financial Match: \$67,500 In-kind Match: \$90,500	
Category of Eligible Project and Outcome	Strategy for policy development; <i>Urban Renewal Plan and rebranding strategies</i>		
Project Description	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.		
Project Location	Tigard Triangle is bounded by I-5 to the east, Hwy 217 to the west, and Hwy 99W to the south.		
Scale	450 acres		

<p>Comment Summary</p> <ul style="list-style-type: none"> • 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.

<p>Key Concerns</p> <ul style="list-style-type: none"> • 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

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

Applicant/Project City of Wilsonville / Wilsonville Town Center Master Plan		Recommendation	\$320,000
Requested Grant	\$320,000		
Total Project Cost	\$420,000	Financial Match: \$100,140 In-kind Match: 0	
Category of Eligible Project and Outcome	Strategy for policy development and future investment; <i>Wilsonville Town Center Master Plan</i>		
Project Description	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.		
Project Location	Wilsonville Town Center		
Scale	100 acres		

<p>Comment Summary</p> <ul style="list-style-type: none"> • 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.

<p>Key Concerns</p> <ul style="list-style-type: none"> • 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.

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

Applicant/Project Clackamas County / North Milwaukie Industrial Redevelopment Plan		Recommendation	\$250,000
Requested Grant	\$250,000		
Total Project Cost	\$446,465	Financial Match: \$85,000 In-kind Match: \$111,465	
Category of Eligible Project and Outcome	Strategy for policy development and future investment; <i>Redevelopment framework plan and implementation strategy</i>		
Project Description	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.		
Project Location	North Milwaukie industrial area in the City of Milwaukie		
Scale	200 acres		

<p>Comment Summary</p> <ul style="list-style-type: none"> • Strong, market driven concept • Seeks to preserve, enhance existing investment • Has regional significant and market enhancement – growth of new businesses • Strong public involvement approach • Highly detailed plan with specific steps to achieve outcomes • Good joint County-City effort. • Project might also benefit from an aggressive implementation strategy providing a roadmap for action • Well thought-out proposal
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<p>Key Concerns</p> <ul style="list-style-type: none"> • Needs to strengthen relationship of development sites to existing residential areas outside study area • How feasible are the goals. Tie in to stations to the north and south • 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?
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COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

PROJECTS INSIDE THE UGB

Applicant/Project Multnomah County #1 / Moving to Permanent Housing		Recommendation	\$75,000
Requested Grant	\$75,000		
Total Project Cost	\$114,400	Financial Match: \$29,000 In-kind Match: \$10,000	
Category of Eligible Project and Outcome	Strategy for policy development; <i>Homeless shelter plan and facility design</i>		
Project Description	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.		
Project Location	East Multnomah County and outer East Portland		
Scale	Site specific facility for homeless shelter		

Comment Summary
<ul style="list-style-type: none"> • 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

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

PROJECTS INSIDE THE UGB

Applicant/Project Multnomah County #2 / Age-Friendly Housing		Recommendation	\$0.00
Requested Grant	\$373,829		
Total Project Cost	\$486,852	Financial Match: 0	In-kind Match: \$113,023
Category of Eligible Project and Outcome	Strategy for policy development; Demo projects for age-friendly concepts		
Project Description	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.		
Project Location	Six renovation sites to be determined		
Scale	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

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

Applicant/Project Washington County / Aloha Town Center / TV Highway TOD Plan		Recommendation	\$400,000
Requested Grant	\$400,000		
Total Project Cost	\$445,000	Financial Match: 0	In-kind Match: \$45,000
Category of Eligible Project and Outcome	Refinement plan; <i>Refine Aloha Town Center land use concept focused on the intersection of TV Highway and 185th Avenue and provide detailed understanding of future High Capacity Transit and supporting transportation improvements</i>		
Project Description	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.		
Project Location	Aloha Town Center, adjacent TV highway, adjacent 185 th Avenue, Aloha-Reedville portion of TV highway		
Scale	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

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 82nd Avenue
- Financing strategy is needed

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

Date: September 14, 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 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.

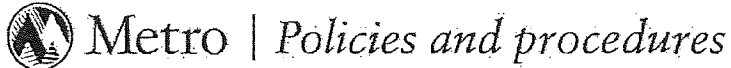
RECOMMENDED ACTION

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
PROJECTS LOCATED IN UGB SINCE 2009 QND IN URBAN RESERVES			
1	Clackamas Co.	Stafford Area Preliminary Infrastructure Feasibility	\$170,000
PROJECTS LOCATED INSIDE THE UGB			
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 nd 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
Subtotal for Projects inside the UGB			\$5,403,385
TOTAL			\$5,573,385



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

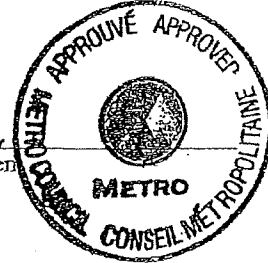
THE METRO COUNCIL RESOLVES AS FOLLOWS:

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

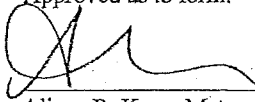
2. The Metro COO is directed to promulgate the amended Administrative Rules consistent with Chapter 7.04 of the Metro Code.

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 30th 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

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.