

# Metro | *Agenda*

**Meeting:** Metro Council Work Session  
**Date:** Tuesday, November 3, 2015  
**Time:** 2:00 p.m.  
**Place:** Metro Regional Center, Council Chamber

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## **CALL TO ORDER AND ROLL CALL**

**2:00 PM 1. CHIEF OPERATING OFFICER COMMUNICATION**

**2:10 PM 2. INVESTMENT AREAS, LAND READINESS, AND BROWNFIELDS** **Elissa Gertler, Metro  
Malu Wilkinson, Metro  
Noah Siegel, Metro**

**3:15 PM 3. METRO ATTORNEY COMMUNICATIONS** **Alison Kean, Metro**

**3:30 PM 4. COUNCILOR LIAISON UPDATES AND COUNCIL COMMUNICATION**

**ADJOURN**

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## សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

## إشعار بعدم التمييز من Metro

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

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Agenda Item No. 2.0

**INVESTMENT AREAS, LAND READINESS, AND BROWNFIELDS**

Metro Council Work Session  
Tuesday, November 3, 2015  
Metro Regional Center, Council Chamber

# METRO COUNCIL

## Work Session Worksheet

**PRESENTATION DATE:** November 3, 2015

**LENGTH:** 50 minutes

**PRESENTATION TITLE:** Investment areas, land readiness and brownfields

**DEPARTMENT:** Planning & Development, RISE

**PRESENTER(s):** Elissa Gertler- [elissa.gertler@oregonmetro.gov](mailto:elissa.gertler@oregonmetro.gov) ex. 1752

Malu Wilkinson- [malu.wilkinson@oregonmetro.gov](mailto:malu.wilkinson@oregonmetro.gov) ex. 1680

Noah Siegel- [noah.siegel@oregonmetro.gov](mailto:noah.siegel@oregonmetro.gov) ex. 1525

### WORK SESSION PURPOSE & DESIRED OUTCOMES

- Provide Metro Council with an update on the Investment Areas work program, specifically focusing on identifying future investment areas, land readiness and brownfields implementation.
- Offer an understanding of partnerships and potential resources that can be leveraged as we move from planning for brownfields strategies to specific implementation in a pilot area.
- Highlight Metro's success serving as a convener to bring multiple and diverse interests to the table with the Oregon Brownfields Coalition and discuss how to build on that success through implementation.

### TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

At the July 7, 2015 Council Work Session, staff provided an update on the work of the Oregon Brownfields Coalition and began discussion of implementation approaches based on the Coalition's legislative success. The two main legislative outcomes are the successful passage of the Land Bank bill and the recapitalization of the State Brownfield Fund. At this work session Council will learn how land readiness and brownfields implementation fit into Investment areas, hear from members of the Oregon Brownfields Coalition on next steps, and review a proposed pilot approach.

#### Investment Areas

As part of last year's reorganization of the Planning & Development Department, the Investment Areas section was created by combining Corridor Planning with Land Use Implementation staff. The mission of the Investment Areas section is to leverage Metro's programs to maximize local, regional, state, public and private investments that are aligned to support community and regional goals. In short, this section is meant to fill the space between regional policy making and site specific development.

Investment areas are bigger than just one site. They typically involve multiple jurisdictions and are represented by diverse partners seeking to implement regional goals. Through focused work in an investment area, Metro can help create strong partnerships (city, county, private businesses, nonprofits, community organizations) to achieve desired outcomes using a variety of tools and program that are beyond the capacity of any single entity. These partners can differ based on location and the ultimate outcome desired for a particular area. The key is flexibility, in both partnerships and resource allocation.

Thus far, investment areas have been identified as transit or mobility corridors through the Regional Transportation Plan (e.g., East Metro Connections Plan, Southwest Corridor, Powell-Division Corridor). Staff is looking to develop a framework to identify future investments areas that

best achieve multiple objectives (economy, community, environmental) while also allowing for flexibility to be responsive to an area that is “ripe” for the type of attention Metro can bring by setting the table for partners to have a collaborative discussion on a shared investment strategy. One lens that can help identify future investment areas is a better understanding of the regional economy to begin to tie together major investment decisions with economic outcomes.

### **Connecting the Regional Economy**

Better understanding the regional economy can help ensure that Metro directs investments and efforts to support regional economic development. Metro committed to developing a regional export atlas with an MTIP allocation programmed for 2012 to support the Regional Export Initiative. We’ve evolved that concept into developing an Economic Value Atlas which will be a data-driven conversation with regional partners that can provide a common understanding of the region’s traded sector or value-added economy. This Atlas will be a tool that can be used to help inform future investment decisions by defining outcomes to be achieved to support the economy across the region. It can also help define future investment areas, where regional attention can support local partners in defining and putting in place needed infrastructure, strategies, or policy changes to support economic outcomes. Staff will be looking for a future opportunity to update the Council on the work plan for the Economic Value Atlas in early 2016, but its development helps put in context the land readiness and brownfields implementation in our Investment Areas approach.

### **Land Readiness and Brownfields**

Metro has a long and successful history of addressing brownfields in the Region. Since 2006, staff has implemented two EPA Petroleum Assessment Grants totaling \$400,000. In 2011, the Metro Council commissioned a Regional Brownfield Scoping Project. This report provided Metro and local partners a better understanding of brownfield contamination issues throughout the Metro region and identified tools best suited to address those problems.

In an effort to activate those policy recommendations, Metro convened agencies and organizations from a variety of sectors in early 2014, to form the Statewide Brownfield Coalition. The Coalition’s first targeted action was to select the critical policy tools to be introduced at the State Legislature’s 2015 Session. The Brownfields Coalition served as a powerful resource that stood out in Salem for its diverse participants and focused objectives, delivered some significant early wins. One of the successful bills allows local jurisdictions to form Land Banks for the purpose of acquiring and cleaning up brownfield properties. Additionally, the support of the Coalition led to the recapitalization of the State Brownfield fund in the amount of \$7 million dollars.

The Oregon Brownfield Coalition has grown from six initial members to over 45 active members today, and has expressed a strong desire to continue working together. Following on the success at the 2015 legislature, the Coalition has reconvened and determined that the focus going forward should be two-fold:

1. Legislative: continue exploring policy tools that can be implemented through legislation
2. Implementation: Focus on getting new tools working “on the ground” in local jurisdictions and find funding opportunities for assessment and cleanup of sites

As a coalition member itself, Metro staff are looking at what additional value we can bring to the region. The Investment Areas team has developed a proposal for a pilot investment area approach for brownfields implementation that begins along the McLoughlin corridor (99E), taking advantage of an organic alignment of regional programs and investments. This area connects the southern terminus of the newly opened Orange Line to Oregon City and the Willamette Falls site, and includes three Community Planning and Development Grants in Milwaukie, Gladstone and Oregon City, an Enterprising Places grant in Oregon City, and significant investments from Parks and Nature. The proposal is to partner with Oregon City and Clackamas County to apply for an EPA Community Assessment Grant to assess properties in such areas as North Milwaukie and the former Blue Heron paper mill. While the primary focus will be on the McLoughlin investment area,

it will create additional opportunities to address brownfields in existing or future investments areas (e.g. TOD property on Powell-Division). In addition, the grant will seed early projects in investment areas to be identified in the future. The total grant request from EPA is \$600,000, with the funds becoming available next fiscal year.

This commitment to regional action on brownfield cleanup has created opportunities for additional investment partners:

- Business Oregon's State Brownfield fund (recapitalized by the coalition) is looking at flexible grant opportunities to be used in advance of EPA funding
- The Regional Solutions Center has a brownfield cleanup fund and is looking for alignment with Metro's Investment Areas
- Brownfield cleanup at Willamette Falls will generate significant follow-on investment from the private developer and the planned Riverwalk project

### **Next Steps**

Future steps in the process of incorporating land readiness, economic development and brownfields into the Investment Areas approach include:

- Work with the Oregon Brownfield Coalition on future legislative efforts
- Partner with Oregon City and Clackamas County on an EPA Grant for a McLoughlin investment area, including Willamette Falls
- Develop approach for the Economic Value Atlas and return to Council for further discussion
- Explore using the Economic Value Atlas as an additional tool that aligns with the Regional Transportation Plan for identifying future investment areas and helping to define economic outcomes

### **QUESTIONS FOR COUNCIL CONSIDERATION**

- Concerns about the approach for implementing brownfields concepts?
- Concerns about the EPA brownfields assessment grant to be submitted in partnership with Oregon City and Clackamas County?
- Are there specific partners to be engaged in the development of the Economic Value Atlas?

### **PACKET MATERIALS**

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

Materials following this page were distributed at the meeting.



