

Metro Policy Advisory Committee (MPAC) agenda

Wed	nesday, S	September 11, 20	19	5:00 PM	Metro Regional Center,	Council chamber
1.	Call To	Order, Declaration	on of a Quorum &	Introductions	(5:00 PM)	
2.	Public	Public Communication on Agenda Items (5:05 PM)				
3.	Counci	Council Update (5:10 PM)				
4.	Conser	Consent Agenda (5:15 PM)				
	4.1	Consideration o	of June 12, 2019 M	PAC Minutes		<u>18-5252</u>
		Attachments:	June 12, 2019 M	<u>inutes</u>		
	4.2	Consideration o	of July 10, 2019 MF	PAC Minutes		<u>18-5268</u>
		Attachments:	July 10, 2019 Mi	<u>nutes</u>		
5.	Information/Discussion Items					
	5.1	Update on 2040) Planning and Dev	elopment Grar	nt	<u>COM</u>
		Awards (2019/0	Cycle 7) (5:20 PM)			<u>18-0260</u>
		Presenter(s):	Lisa Miles, Metro	0		
	Attachments: MPAC Worksh		MPAC Workshee	<u>et</u>		
			Memo: 2040 Pla	nning and Deve	elopment Grant Awards	
	5.2	Cornelius Urbar	n Renewal Plan, To	own Center Plar	n and	<u>COM</u>
		Conceptual Site	Planning (5:40 PN	1)		<u>18-0261</u>
		Presenter(s):	Ryan Wells, City	of Cornelius		
	5.3	.3 Oregon City Equitable Housing Strategy (6:20 PM			1)	COM
						<u> 18-0262</u>
		Presenter(s):	Laura Terway, Ci	ty of Oregon Ci	ty	

6. Adjourn (7:00 PM)

Upcoming MPAC Meetings:

- Wednesday, September 25, 2019
- Wednesday, October 9, 2019
- Wednesday, October 23, 2019

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ការកោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro
ឬដើម្បីទទួលពាក្យបណ្ដឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ
www.oregonmetro.gov/civilrights។
បើលោកអ្នកគ្រូវការអ្នកបកប្រែកាសានៅពេលអង្គ
ប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច
ថ្ងៃធ្វើការ) ប្រាំពីថ្ងៃ

ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រូលតាមសំណើរបស់លោកអ្នក ។

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2019 MPAC Work Program

as of 8/30/2019

Items in italics are tentative

Wednesday, August 14, 2019 - Cancelled	Wednesday, August 28, 2019 - Cancelled		
Wednesday, September 11, 2019	Wednesday, September 25, 2019		
• 2040 Planning and Development Grants: 2019 Grant Awards (Lisa Miles, Metro; 20 min)			
 Cornelius Urban Renewal Plan, Town Center Plan and Conceptual Site Planning (Ryan Wells, City of Cornelius; 40 min) 			
Oregon City Equitable Housing Strategy (Laura Terway, City of Oregon City; 40 min)	September 26-28: League of Oregon Cities Annual Conference, Bend, OR		
Wednesday, October 9, 2019	Wednesday, October 23, 2019		
• 2040 Growth Concept: Employment Trends Panel (TBD; 60 min)	 Mobility Policy Update (Kim Ellis, Metro; 20 min) Transportation Regional Investment Measure 		
Housing Bond Local Implementation Strategies (Jes Larson and Emily Lieb, Metro; 45 min)	 (Andy Shaw and Tyler Frisbee, Metro; 20 min) 2040 Growth Concept Refresh: Growth and Climate Change (TBD; 60 minutes) 		
Wednesday, November 13, 2019	Wednesday, November 27, 2019 – Cancelled		
• 2040 Growth Concept Refresh (Ted Reid, Metro; 45 min)			
 Designing Livable Streets (Lake McTighe, Metro; 20 min) 			
 2040 Planning and Development Grants: Updates to Grant Program (Lisa Miles, Metro; 15 min) 			
November 19-21: Association of Oregon Counties Annual Conference, Eugene, OR			

Wednesday, December 11, 2019	Wednesday, December 25, 2019 – Cancelled

4.1 Consideration of June 12, 2019 MinutesConsent Agenda

Metro Policy Advisory Committee Wednesday, September 11, 2019 Metro Regional Center, Council Chamber





METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes June 12, 2019

Metro Regional Center, Council Chamber

MEMBERS PRESENTAFFILIATIONMartha Schrader (Chair)Clackamas CountyChristine LewisMetro CouncilJuan Carlos GonzalezMetro Council

Ed Gronke Citizen of Clackamas County

Mark Gamba City of Milwaukie, Other Cities in Clackamas County

Dick Schouten Washington County

Don Trotter Clackamas County Fire District #1, Special Districts in Clackamas

County

Rachel Lyles Smith City of Oregon City, Second Largest City in Clackamas County Jerry Hinton City of Gresham, Second Largest City in Multnomah County

Amanda Fritz City of Portland

Denny Doyle City of Beaverton, Second Largest City in Washington

County

Theresa M. Kohlhoff City of Lake Oswego, Largest City in Clackamas County

Gordon Hovies Tualatin Valley Fire & Rescue, Special Districts in Washington County

Linda Glover City of Vancouver Emerald Bogue Port of Portland

Darren Riordan City of Fairview, Other Cities in Multnomah County

Luis Nava Citizen of Washington County

Susheela Jayapal Multnomah County

ALTERNATES PRESENT AFFILIATION

Anthony Martin City of Hillsboro, Largest City in Washington County

John Griffiths Tualatin Hills Park & Recreation District, Special Districts in Washington

County

MEMBERS EXCUSED AFFLIATION

Pete Truax City of Forest Grove, Other Cities in Washington County Steve Callaway City of Hillsboro, Largest City in Washington County

Sam Chase Metro Councilor

<u>OTHERS PRESENT:</u> Adam Barber, Brett Sherman, Jennifer Dommelly, Katherine Kelly, Jeff Owen, Matchu Williams, Jeff Gudman

<u>STAFF:</u> Sara Farrokhzadian, Sebrina Owens-Wilson, Marlene Guzman, Eliot Rose, Tyler Frisbee, Victor Sin, Sima Anekonda

1. CALL TO ORDER. INTRODUCTIONS. CHAIR COMMUNICATIONS

Chair Martha Schrader called meeting to order at 5:01 PM.

2. PUBLIC COMMUNICATIONS ON AGENDA ITEMS

There were none

3. **COUNCIL UPDATE**

Councilor Christine Lewis updated MPAC on several news items. She announced Carrie MacLaren's appointment as the new Metro Attorney. She also gave a brief overview of Metro's Equitable Housing team's work with Housing Opportunity, a national housing foundation collaborative.

Councilor Lewis said that the Council had been working with Housing Opportunity for the past three years. She also noted that the Welcome Home Coalition, one of Metro's key patterns on its affordable housing work, had been awarded a \$400,000 dollar grant to build out their civic engagement capacity.

Councilor Lewis announced that the Metro Parks Bond measure was referred unanimously by Metro Council, representing Metro's continued commitment to protecting natural areas for fish, wildlife and people. She also highlighted that it was Sima Anekonda's, Council office Intern, last day.

4. CONSENT AGENDA

MOTION: Mayor Denny Dole moved and Mayor Mark Gamba seconded, to approve the consent agenda.

ACTION: With all in favor, motion passed

5. INFORMATION/DISCUSSION ITEMS

5.1 Construction Career Pathways Project – Regional Framework

Chair Schrader called on Councilor Juan Carlos Gonzalez and the presenter Ms. Sebrina Owens-Wilson, DEI Regional Impact Program Manager.

Key elements of the presentation included:

Councilor Juan Carlos Gonzalez provided a brief overview of the Construction Career Pathways Project. He explained that this project represented an unprecedented level of regional collaboration which aimed to increase career opportunities for women and people of color in the construction industry. Councilor Gonzalez expressed his excitement about the opportunities to coordinate across different jurisdictions on creating career pathways in the construction industry.

Ms. Owens-Wilson highlighted that the Construction Career Pathways Project was grounded in Metro's Strategic Plan to Advance Racial Equity. Additionally, she specified that the project was a significant action item in goal A of the strategic plan. Ms. Owens-Wilson stated that goal A called for Metro to convene and support regional partners in advancing racial equity as well as eliminate the barriers people of color and women face in accessing economic opportunities.

Ms. Owens-Wilson noted that a large number of capital projects in the region – not including the bond measure which creates an increasing demand for a skilled construction workforce. She stated that a comprehensive strategy was necessary to capture opportunities to create good construction careers for people of color and women. Ms. Owens-Wilson explained that the comprehensive strategy would address the following: ensuring women and minority owned firms can successfully bid on projects, addressing shortages and a lack of diversity in the workforce. She stated that women and people of color faced significant barriers to entry in the midst of this workforce shortage.

Ms. Owens-Wilson reviewed the project vision which aimed to create a diverse construction industry. She explained that the project aimed to achieve this vision through its comprehensive strategy centered on increasing career opportunities for people of color and women. Ms. Owens-Wilson also added that the project also aimed to coordinate regional efforts, establish consistent recruitment, training, retention policies and practices in order to create an industry that is inclusive and provides stable employment.

Ms. Owens-Wilson remarked that Metro had broadly engaged jurisdictions and 16 agencies had committed to creating a shared framework. She reviewed the timeline for finalizing the project and noted that once complete, agencies would determine how to

adopt and implement this framework.

Ms. Sebrina Owens-Wilson highlighted that in addition to working with public owner partners the project relied on deep engagement with a range of stakeholders from many aspects of the workforce pipeline. She explained that Metro had been leading partner engagement with contracted engagement support from the labor and minority contractor communities.

Ms. Owens-Wilson discussed the five elements of the framework and the threshold for the framework. She explained that the first element focused on diversity goal thresholds. Ms. Owens-Wilson said that the second point of the framework focused on investing in recruitment and retention of workers. She remarked that the third element focused on changing the culture on job sites, specifically the culture of harassment, racism, sexism and homophobia. Ms. Owens-Wilson explained that the fourth element focused on providing terms for agreements. She also added that the fifth element centered around regional coordination on tracking and reporting for data collecting purposes.

Member discussion included:

- Mayor Mark Gamba expressed his appreciation for the presentation and inquired about the first slide. He specifically asked about the typical rate of apprenticeship completion. Ms. Owens-Wilson responded by stating that the typical rate of completion is 50 percent across the workforce.
- Mayor Gamba inquired about whether or not there were efforts with coupling the
 project with high school career technical programs. Ms. Owens-Wilson stated that
 the idea of coupling the Construction Career Pathways Project with high school
 career technical programs had been discussed in stakeholder conversations.
- Mayor Denny Doyle expressed his appreciation for the project.
- Mr. Ed Gronke explained that he was a product of an apprenticeship program and therefore he believed strongly in apprenticeship programs. He expressed concerns about the Construction Career Pathways Project's top to bottom approach and asked whether anyone was approaching this issue from the bottom. Ms. Owens-Wilson highlighted that the stakeholder engagement process aimed to work with community partners to develop strategies that would community partners. She argued that the biggest opportunity to ensure that resources are properly distributed was through regional coordination around how projects were being funded to support community organizations.
- Commissioner Dick Schouten expressed his appreciation for the project and inquired about why Washington County was currently not a participant in the project. Ms. Owens-Wilson noted that Ms. Raahi Reddy, the Diversity, Equity and

- Inclusion Program Director, had previously discussed the project with representatives from Washington County.
- Councilor Lewis also expressed her appreciation for the project and stated that there was still opportunities for jurisdictions to join the project. She emphasized the importance of attitudinal change from leadership in the workplace.
- Councilor Anthony Martin expressed his appreciation and asked about how Ms.
 Owens-Wilson envisioned regional collaboration between jurisdictions. She remarked that the project was working to shape collaboration between jurisdictions and emphasized the goal for partners to be rooted in a shared vision.
- Mr. Luis Nava added that the Impact Revolution Group had touched on a lot of issues relating to garnering involvement among younger populations. He expressed the importance of working with community members.
- Commissioner Rachel Lyles Smith asked about the projected timeline of the project. Ms. Owens-Wilson stated that the final meeting for the public owners work group was in July and the framework would be finalized at that meeting or shortly after.
- Councilor Gonzalez expressed his support for the project. He urged members who
 were not previously involved in the project to go back to their jurisdictions and
 share their insights.
- Chair Schrader discussed the Columbia Willamette Workforce Collaborative and its goal to align the capabilities and resources of the region to leverage funding streams, pursue resources as well as link workforce supply and industry demand. She asked Ms. Owens-Wilson to differentiate her work from the Columbia Willamette Workforce Collaborative's work. Ms. Owens-Wilson emphasized the project's focus on leveraging the resources that public agencies already have access to in order to advance racial equity in the industry.
- Chair Schrader clarified that the Construction Career Pathways Project was more
 focused on maintaining public projects that work to advance racial equity in the
 construction industry. She asked if the Columbia Willamette Workforce
 Collaborative was involved in the Construction Career Pathways Project. Ms.
 Owens-Wilson stated that work systems had been a key part of the project in the
 training pipeline.
- Commissioner Susheela Jayapal expressed her support for the project.

5.3 Emerging Technology Pilot Program

Chair Schrader moved agenda item 5.3 before agenda item 5.2 to allow for more time to discuss the the Emerging Technology Pilot Program presentation. She called on Mr. Eliot Rose, Senior Tech and Transportation Planner, to begin the presentation.

Key elements of the presentation included:

Mr. Rose stated that the purpose of the presentation was to update MPAC on the Partnerships and Innovative Learning Opportunities in the Transportation (PILOT) program. He provided background on the PILOT program and explained what constituted emerging technologies such as: automated vehicles (AVs), connected vehicles (CV), ridehailing and car share.

Mr. Rose shared the PILOT programs primary goals: to test new approaches to improve shared, active and equitable transportation using emerging technology, to collect information in order to understand results, benefits and challenges and to develop partnerships across sectors that lay the groundwork for future success.

Mr. Rose reviewed the framework for the PILOT program by explaining the grant application process and the grant awardees. He discussed the application process and summarized the four projects that were awarded grants through the PILOT program. He shared that APANO was awarded \$30,000 to provide East Portland's affordable housing residents with free access to car sharing, as well as education and technical assistance. Mr. Rose also noted that the Latino Network was awarded \$55,000 to provide ridehailing credits and trip planning assistance to help Latinxs reach community services throughout the region. Additionally, he explained that Portland Transport was awarded \$30,000 to install screens displaying real-time transit information along East Portland bus lines with improved service. Lastly, Mr. Rose also remarked that Ride Connection was awarded \$35,000 to develop a trip planning tool that provides information on flexible/special-needs transportation services in the region.

Mr. Rose expressed that there was a lot of interest in the PILOT program. He shared potential opportunities to improve the PILOT program, such as: fostering more public-private collaboration.

Member discussion included:

- Mayor Gamba spoke about the City of Milwaukie's decision to allow scooters and
 their inability to properly regulate them. He raised concerns about how other
 regulating and funding regulatory efforts. Mayor Gamba suggested that Metro was
 in a unique position to help the transportation system grow more organically and
 robustly. He also asked if this was something Metro was currently involved in.
- Mr. Rose responded by stating that Metro had undertaken efforts to develop permitting policies and shared that Metro was in the process of organizing a peer exchange with smaller cities in the Denver, Sacramento and Portland region.

- Commissioner Amanda Fritz expressed her appreciation for the presentation. She stated that only one of the four program goals was especially focused on innovation. She asked about if the purpose of the program was to get more people using existing technology or to invent new processes. Mr. Rose shared that Metro aimed to learn from the projects to understand how Metro can best address barriers to access.
- Ms. Elissa Gertler, Planning and Development Director, added that these comments were the kind of feedback Metro was looking for.
- Mr. Gronke congratulated Mr. Rose and asked him to clarify some of the data presented in the presentation. Mr. Rose explained in the slide show presentation that some of the projects were represented in two categories.

5.2 Regional Transportation Funding Measure Update

Chair Schrader introduced Ms. Tyler Frisbee, Transportation Policy and Federal Affairs Manager, to provide a brief presentation.

Key elements of the presentation included:

Ms. Frisbee spoke about the impacts of the region's rapid growth and the region's transportation needs. She discussed the steps for developing the measure and noted the importance of oversight mechanisms involved in the measure.

Ms. Frisbee shared that earlier in the year the Metro Council provided extensive direction on the measure's structure, priorities, process, risk management and outcomes. She provided a brief overview of the identified outcomes, including: improving safety, increasing access, supporting resiliency, protecting clean air and reducing carbon emissions. She explained the role of the Transportation Fund Task Force including the task force's consideration and prioritization of potential corridors. Ms. Frisbee noted that the task force would make recommendations to the Council.

Ms. Frisbee shared a map of all of the corridors under consideration and noted that the task force added roughly 15 more corridors for consideration and evaluation. She spoke about the feedback the task force provided on the corridors. Ms. Frisbee stated that the task force was considering investment in the whole transportation system.

Ms. Frisbee noted the importance of including community voices in shaping this process and its outcomes. She shared that Metro was developing a community partnerships program that would play a role in this project to fund community organization to engage on transportation needs and solutions.

Member discussion included:

- Chair Schrader passed the gavel to the MPAC Vice Chair, Commissioner Jayapal, at 6:30 PM.
- Councilor Gonzalez said he looked forward to the questions about the corridor model and Council's approach. He explained that this work represented a paradigm shift in the way Metro approached transportation by focusing on values and outcomes.
- Mayor Gamba spoke about the task force not reaching a consensus point. He shared that important public testimony on climate catastrophe was given at the last task force meeting. Mayor Gamba spoke about the lack of data and shared concerns about the community engagement aspect of the project.
- Councilor Lewis stated that not all of the public testimony pertained to climate change issues and noted that the testimony might not have been reflective of the diversity of the region.
- Mayor Gamba discussed the importance of prioritizing corridors that reduced emissions, advanced equity and reduced congestion. Councilor Lewis stated that parallel processes were intended to explore future corridors.
- Commissioner Jayapal expressed her appreciation and asked if any of the members had any remaining questions for Ms. Frisbee.
- Councilor Darren Riordan asked about why there was no access to data about carbon emissions. Ms. Frisbee explained that it was difficult to measure greenhouse gas reduction without project information. She stated that once projects were identified they can provide more information. Councilor Darren Riordan also asked about the distinction between tier 1 and tier 2 corridors. Ms. Frisbee stated that the tier 2 corridor would not be formally engaged in the same process as tier 1 corridors.
- Councilor Gonzalez stated that transportation investment would be the center piece of this measure and he expressed his desire to support an inclusive process.

6.0 ADJOURN

Commissioner Jayapal adjourned the meeting at 6:55 PM.

Respectfully Submitted,

Marlene Guzman

Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF June 12, 2019

ITEM	DOCUMENT TYPE	Doc Date	DOCUMENT DESCRIPTION	DOCUMENT NO.
5.1	Presentation	6/12/19	Construction Career Pathways Project	061219m-01
5.2	Presentation	6/12/19	Regional Transportation Measure Update	061219m-02
5.3	Presentation	6/12/19	PILOT Program Update	061219m-03
5.4	Public Testimony	6/12/19	Written Testimony on T2020 Regional Funding Measure	061219m-04

4.2 Consideration of July 10, 2019 MinutesConsent Agenda

Metro Policy Advisory Committee Wednesday, September 11, 2019 Metro Regional Center, Council Chamber





METRO POLICY ADVISORY COMMITTEE (MPAC)

Meeting Minutes July 10, 2019

Metro Regional Center, Council Chamber

MEMBERS PRESENTAFFILIATIONMartha Schrader (Chair)Clackamas CountyChristine LewisMetro CouncilJuan Carlos GonzalezMetro CouncilSam ChaseMetro Council

Ed Gronke Citizen of Clackamas County

Dick Schouten Washington County

Don Trotter Clackamas County Fire District #1, Special Districts in

Clackamas County

Jerry Hinton City of Gresham, Second Largest City in Multnomah County
Denny Doyle City of Beaverton, Second Largest City in Washington

County

Theresa M. Kohlhoff City of Lake Oswego, Largest City in Clackamas

County

Gordon Hovies Tualatin Valley Fire & Rescue, Special Districts in Washington County

Linda Glover City of Vancouver

Peter Truax City of Forest Grove, Other Cities in Washington County

Mark Watson Hillsboro School District Board of Directors, Governing Body of a

School District

<u>ALTERNATES PRESENT</u> <u>AFFILIATION</u>

Jennifer Donnelly Oregon Department of Land Conservation and Development

MEMBERS EXCUSED AFFLIATION

Jim Rue Oregon Department of Land Conservation and Development

OTHERS PRESENT: Adam Barber, Jeff Gudman, Angela Donley, Jennifer Hughes, Denise Barrett, Jean Senechal Bigg and Anna Slatinsky

<u>STAFF:</u> Sara Farrokhzadian, Sasha Pollack, Elissa Gertler, Eliot Rose, Jeff Owen, Peter Brandom, Jacob Sherman, Ernest Hayes, Paul Slyman and Marlene Guzman

1. CALL TO ORDER, INTRODUCTIONS, CHAIR COMMUNICATIONS

Chair Martha Schrader called meeting to order at 5:01 PM.

2. PUBLIC COMMUNICATIONS ON AGENDA ITEMS

There were none

3. COUNCIL UPDATE

Chair Martha Schrader noted the July 24th MPAC meeting was canceled and encouraged MPAC members to attend the Transportation Task Force Meeting on July 24. Councilor Juan Carlos Gonzalez provided an update on the Transportation Task Force and the Local Investment Team's role in identifying transportation projects around the region. He stated that the Council voted on approving funding for two affordable housing projects in the greater Portland region. Councilor Gonzalez shared details on potential affordable housing projects that aim to address the regions housing crisis. Ms. Elissa Gertler, Planning and Development Director, added that four affordable housing projects moved forward in phase one of the bond.

4. CONSENT AGENDA

No quorum.

5. <u>INFORMATION/DISCUSSION ITEMS</u>

5.1 Resilience Program Information: Participation in the 2040 Growth Concept Refresh

Chair Schrader introduced the presenters, Ms. Gertler and Ms. Sasha Pollack, Climate Resiliency Project Manager.

Key elements of the presentation included:

Ms. Pollack defined resilience and explained its relation to Metro's work. She explained that resilience referred to our ability to adapt to and prepare for changing conditions, such as: natural disasters and housing affordability. She explained key elements of the four phases of disaster planning, which included: mitigation, preparedness, response and recovery. Ms. Pollack distinguished between mitigation and adaptation and explained their relation to climate resilience.

Ms. Pollack highlighted Metro's recent resilience efforts, including: the 2030 Regional Waste Plan, the Regional Disaster Debris Plan and the Regional Framework. She discussed the potential role Metro could play in resilience planning at the regional level. Ms. Pollack added that Metro had incorporated resilience approaches into transportation and solid waste management planning.

Ms. Pollack explained the stakeholder engagement process in the resilience program. She added that the stakeholder process was intended to inform stakeholders on the importance of mitigation and recovery work.

Ms. Pollack described key themes of the 2040 Growth Concept Refresh such as: planning for Metro's future economy and its focus on climate change adaptation as well as disaster resilience. She also discussed potential opportunities for Metro's resilience program such as: prioritizing local hazard mitigation projects and focusing on issues of regional significance. Ms. Pollack posed questions to the MPAC members regarding what resilience indicators Metro should be tracking and how Metro's resilience work could support local emergency planning work.

Member discussion included:

- Mayor Denny Doyle asked Ms. Pollack if she had met with Emergency Managers across the region. Ms. Pollack stated that she had met with Scott Porter of Washington County. She also stated that she was engaged with the Regional Disaster Preparedness Organization (RDPO) and was eager to receive feedback from RDPO.
- Chair Schrader asked if Metro had identified a Disaster Debris Plan. Ms. Pollack remarked that the Disaster Debris Management Plan was approved by the Metro Council last year. Mayor Peter Truax recommended that Ms. Pollack consider the Oregon State Legislature's role in disaster preparedness. Ms. Pollack stated that the Oregon State Legislature was a great partner and she looked forward to working with Metro's Government Affairs Department to push forth relevant policies.

- Commissioner Dick Schouten urged Ms. Pollack to consider the challenges
 associated with disaster preparedness in economically depressed coastal
 communities. He added that Metro should be thinking about jurisdictions in the
 region that lack ample resources. Commissioner Schouten also asked about the
 regions public facilities and their capacity to withstand natural disasters.
- Councilor Juan Carlos Gonzalez noted that Metro Council President Lynn Peterson had recently hosted staff from the Federal Emergency Management Agency (FEMA) to help model Metro's long term strategy as part of their Disaster Preparedness Program.
- Chair Schrader asked Metro to consider forest management and the relationship between federal and state fire management. Mr. Gordon Hovies, Tualatin Valley Fire and Rescue President, spoke about the distinction between forest management on the federal and state level.
- Councilor Sam Chase expressed his appreciation for the Resilience Program.
 Councilor Chase raised several questions regarding Metro's management and distribution resources in response to natural disasters.

5.2 Emerging Technology Panel

Chair Schrader introduced the panelists, Mr. Eliot Rose, Senior Technology and Transportation Planner, Mr. Jeff Owen, Strategic Planning Coordinator, Mr. Peter Brandom, Senior Project Manager and Mr. Jacob Sherman, New Mobility Analyst.

Key elements of the presentation included:

Mr. Rose provided an overview of the results from Metro's transportation survey. He noted that Metro had seen a shift in transportation trends and transportation options. He also explained that new technologies were contributing to the use of new mobility modes. Mr. Rose noted that although new transportation modes exist cars were still the easiest and cheapest option. He also stated that the transportation system was inequitable because the majority of new mobility modes were mostly available to affluent communities.

Mr. Rose explained that technology provided new opportunities for Metro to reach its goals. He discussed Metro's role in guiding technological innovation toward positive outcomes. Mr. Rose noted that addressing the digital divide was critical to making transportation in the Metro region more equitable. He remarked that collaboration was key in addressing the Metro regions transportation issues.

Mr. Rose asked if there were any topics MPAC members were interested in highlighting.

Chair Schrader noted that she was interested in learning more about preemptions. Mr. Rose noted that Metro would cover that in the presentation. Councilor Chase asked for clarification about the data pertaining to ride hailing and bus trips. Mr. Owen noted that the bus trip data represented the total number of trips within a week. Mr. Watson asked about the desired outcome for Metro's Emerging Technology strategy. Mr. Rose noted that Metro aimed to use new technology to improve shared and active transportation options as well as equitable access to new technologies. He highlighted key terms, such as: emerging technology, new mobility services and smart cities.

Mr. Owen discussed TriMet's close collaboration with other cities and agencies on how to properly incorporate new technologies and preserve transit ridership. He discussed TriMet's vision and mentioned key goals, such as: delivering safe, convenient, sustainable and integrated mobility options. He highlighted TriMet's multimodal trip planner which planned complete trips using transportation with various mobility providers. Mr. Owen shared an example of a conceptual mobility hub to represent how Trimet could change transit centers to accommodate for multiple mobility modes. He described TriMet's Electric bus pilot as part of their commitment to creating a non-diesel bus fleet by 2040.

Mr. Brandom explained the smart city strategy for the City of Hillsboro and its desired outcomes, such as: focusing on functionality, livability and vitality. He also described the municipal broadband network which will provide all constituents with affordable access to information. Mr. Brandom noted that one-fourth of Hillsboro had the low connectively rates. He depicted the data privacy principles adopted in 2019 by the Hillsboro City Council. Mr. Brandom also described efforts to manage dockless mobility through a mobility ordinance adopted in 2018.

Mr. Sherman shared the Portland Bureau of Transportation's (PBOT) new mobility strategy's mission statement, which aimed to enhance the lives of all Portlanders and offer attractive alternatives to car ownership. He also shared key strategic objectives, such as: promoting new mobility modes and creating a new mobility management framework. Mr. Sherman shared that PBOT's strategic objectives directly aligned with its new strategic plan that focuses on safety, asset management and providing transportation options. He discussed PBOT's efforts to test various transportation modes, such as: bikes, e-bikes and e-scooters. Mr. Sherman discussed the growth of the micro mobility market over the past couple of years, such as: the city-wide BIKETOWN expansion in 2019 and the e-scooter pilots.

Mr. Sherman explained PBOT's efforts to develop the region's capacity to manage transportation data. He discussed PBOT's work through Replica, a data tool that offers detailed simulation of all travel in the Metro region. Mr. Sherman noted that this data

would help guide transportation planning. He highlighted that PBOT is using e-scooter data to develop a dashboard that cities in the region can use to manage shared bikes and scooters.

Mr. Sherman described PBOT's efforts surrounding transportation demand management. He discussed PBOT's Transportation Wallet Pilot Project efforts to offer free transportation options to low income residents. Mr. Sherman also discussed several barriers to accessing transportation options and explained the various ways the pilot project aims to address these barriers. He added that the Transportation Demand Management Action Plan aimed to develop a comprehensive set of strategies to help PBOT meet its transportation goals. Mr. Sherman discussed PBOT's efforts for mobility hubs, such as: examining physical integration of modes and opportunities. He shared PBOT's Smart Autonomous Vehicle Initiative (SAVI), which focused on updating Portland's testing rules to align with the emerging statewide framework.

Mr. Rose described Metro's two-year action plan, which included funding technology pilot projects and convening stakeholder to establish consistent new mobility policies in the Metro region. He also discussed Metro's state and federal efforts to advocate for local authority and transparency. Mr. Rose noted Metro's opposition towards pre-emptive state ride-hailing legislation because it undermined safety and equity.

Member discussion included:

- Councilor Theresa Kohlhoff asked about the intersections between the Municipal Broadband Network and the Smart City concept. Mr. Brandom explained that the Municipal Broadband Network acted as the foundation for several technologies such as: street lights, gunshot triangulation and air quality monitoring. He noted that Hillsboro was in the early stages of deployment.
- Councilor Kohlhoff asked about the interest behind autonomous vehicles. Mr. Sherman noted that autonomous vehicles aimed to mitigate some of the human error associated with traffic fatalities. He also noted that many autonomous vehicles focused on mitigating climate change through electrification. Mr. Sherman shared concerns about autonomous vehicles, including their tendency to make driving in low occupancy cars more desirable. Mr. Rose stated that he looked forward to Portland's efforts to incentivize higher occupancy trips and transit use. Mr. Mark Watson expressed concerns about autonomous vehicles, specifically their potential effects on commerce.

- Councilor Chase noted that it is important to be mindful of Metro allocates funding to technological innovation. Mr. Rose expressed that Metro would be happy to see legislation at the state and federal level that guides consistent practices.
- Mayor Truax expressed concerns about the City of Hillsboro's partnership with school districts. Mr. Watson noted that the Hillsboro School District was dedicated to including schools outside of city lines into the Municipal Broadband Network.
 Mr. Brandom stated that Hillsboro's desire to deliver an accessible service across the entire community was consistent with the Hillsboro School District's interests.

6.0 ADIOURN

Chair Schrader adjourned the meeting at 7:06 PM.

Respectfully Submitted,

Marlene Guzman

Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JULY 10, 2019

ITEM	DOCUMENT TYPE	Doc Date	DOCUMENT DESCRIPTION	DOCUMENT NO.
5.1	Presentation	7/10/19	Resilience Program	071019m-01
5.2	Presentation	7/10/19	Emerging Technology Panel	071019m-02

5.1 Update on 2040 Planning and Development Grant Awards (2019/Cycle 7)
Information and Discussion Items

Metro Policy Advisory Committee Wednesday, September 11, 2019 Metro Regional Center, Council Chamber

MPAC Worksheet

Agenda Item Title: Update on 2040 Planning and Development Grant Awards 2019/Cycle 7

Presenter: Lisa Miles, Metro

Contact for this worksheet/presentation: Lisa Miles, Lisa.Miles@oregonmetro.gov

Purpose/Objective

Provide an update to MPAC members regarding the seven grant awards made in July 2019. Inform MPAC members regarding grant program restructuring that has been requested by Metro Council, which will be implemented in Fall 2019 prior to launch of the eighth grant cycle in 2020. Metro Council will review and consider potential changes to the 2040 Planning and Development Grant program in a work session scheduled for October 22.

Action Requested/Outcome

No action is requested at this time.

What has changed since MPAC last considered this issue/item?

Metro Council awarded grants to seven jurisdictions in July, 2019. As part of the grant review process for the most recent round of grants, the 2040 Grant Screening Committee recommended the Metro COO that changes be implemented in order to strengthen the Equitable Development component of the program. While the Committee is enthusiastic about funding more project work in the Equitable Development Category, many of the applications received in this category in the last several cycles have not been as strong as the committee would like to see in order to merit funding. To strengthen this aspect of the program, committee members and staff identified several potential program adjustments to be made prior to the next grant cycle including:

- Customizing the grant evaluation criteria so that the each of the three funding categories can have more specific criteria that directly relates to the category of project;
- Host a pre-application meeting at the kick-off of the next grant cycle to emphasize what is expected in an equitable development project approach;
- While the current grant cycle is the first time Metro has "piloted" having private entities
 eligible to receive grant funding, consider how Metro could best cultivate strong
 applications from community entities that are leading equitable development work
 throughout the region.
- Tap the expertise of Metro's Committee on Racial Equity (CORE) to further consider program adjustments that could result in better applications for equitable development projects.

What packet material do you plan to include?

Chief Operating Officer's Recommendation regarding 2040 Grant Awards for 2019

Memo



Date: June 25, 2019

To: President Lynn Peterson, Metro Council

From: Andrew Scott, Interim Chief Operating Officer

Subject: 2040 Planning and Development Grant Awards (2019/Cycle 7)

I am pleased to present my recommendations for grant awards for the 2040 Planning and Development Grant program for 2019 (Cycle 7). 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 2019, local governments continue to face new challenges and are looking for additional resources to help them plan for the future and facilitate desired development that can provide new jobs and housing options for residents in their communities.

Grant Funds Available to Award

In November 2018, the Metro Council adopted resolution 18-4916, which set forth the investment targets for Cycle 7 of the 2040 Planning and Development Grants as follows:

The Metro Council hereby authorizes and directs the Metro COO and staff to initiate Cycle 7 of Metro's 2040 Planning and Development grants, and to award up to \$2.00 million of CET revenue to fund projects using the following policy and investment emphasis:

- a. One million dollars (\$1,000,000.00) of allocated funds will be targeted for qualified projects that will facilitate implementation of equitable development projects inside the UGB, which may include but are not limited to:
 - Planning or pre-development work for equitable housing (diverse, physically accessible, affordable housing choices with access to opportunities, services, and amenities);
 - Planning or pre-development work for facilities and community investments that will advance quality of life outcomes for marginalized communities, including communities of color, such as quality education, living wage employment, healthy environments, and transportation;
 - Facilitation of development-related efforts in partnership with a community organization whose primary mission is to serve communities of color;
 - Planning or pre-development for projects that will serve a specific neighborhood or geography with a high percentage of residents that are people of color or historically marginalized communities;

- b. Two hundred fifty thousand dollars (\$250,000.00) of allocated funds will be targeted to qualified projects that will facilitate development in centers, corridors, station areas, employment areas, or other locations within the UGB.
- c. Seven hundred fifty thousand dollars (\$750,000.00) of allocated funds will be targeted to qualified concept planning and comprehensive planning projects for urban reserves and new urban areas.
- d. In the event that there are insufficient qualified applications within any one funding target category, grant funds may be awarded to qualified applications in any other category.

At the time these funding targets were adopted by the Metro Council, Councilors were not certain if the \$2 million in funding would be a sufficient amount, due to the Council's desire to adequately fund the New Urban Area Planning that would be required for Metro's recent UGB expansion areas, as well as other grant proposals of merit. Council members requested that staff advise them if the \$2 million funding pool was not adequate based on the number and quality of applications received.

Planning and Development Director Elissa Gertler has recently informed me that due to cancellation of several grants awarded in prior rounds which were not able to move forward, an additional \$415,000 of funding could be redirected to help fund this year's grants if needed. The 2040 Grant administrative rules were amended in April 2018 to create a technical assistance component of the program to facilitate successful achievement of grant outcomes. Under this new policy, funds that are awarded but ultimately not disbursed may be set aside to support this ongoing technical assistance with grantees as necessary. However, as there is currently approximately \$800,000 of funding already available in the technical assistance reserve, Director Gertler and I feel that it would be equally appropriate to add the \$415,000 to the Cycle 7 funding pool should the Council deem it desirable to do so.

Grant Screening Committee Process

Earlier this year, former COO Martha Bennett appointed a diverse, nine member Grant Screening Committee with varied backgrounds and extensive planning and development expertise in the private, nonprofit and public sectors. The Committee Chair, Damien Hall, submitted the committee's recommendations to me on June 24, recommending that 7 projects be funded for a total of \$2,428,000. You may review the complete text of the committee's recommendation in Attachment 1 to this memo. Having given consideration to the committee's assessment of the proposals, I concur that the seven grant proposals recommended merit funding at the levels proposed by the committee and with the additional conditions the committee has stipulated.

Given the availability of additional funding due to prior grants not moving forward, I recommend that the Council increase the total awards in this year's grant cycle to enable full funding for the important New Urban Area Planning projects proposed. In light of the Council's decision last year to expand the UGB in four locations, it is appropriate for Metro to provide 2040 Grant funding for both the Beaverton and King City comprehensive planning projects. Metro staff have carefully reviewed the proposed budgets of both proposals, and feel the level of both grant requests is appropriate.

While Metro did not anticipate grants additional concept planning for Urban Reserve areas in this grant cycle, it is clear that planning for the adjacent River Terrace area in Tigard in tandem with the Beaverton and King City projects makes sense in order to realize the efficiencies and benefits of an integrated infrastructure planning approach in this developing area of the region.

The Council will consider my recommendations in Resolution No. 19-5002 on July 25, 2019. The following page has a list of recommended projects to receive grant awards, including the proposed grant amount. The Grant Screening Committee has recommended that each of the three grants in the Equitable Development category be awarded with the condition that Metro staff work with each of the grantees to further refine the grant approach and scopes of work. I concur with this approach, in order to ensure that these grants are successful in achieving their stated objectives.

Equitable Development (≈\$1 million targeted, \$835,000 recommended)

Albina Vision Trust Community Investment Prospectus	\$ 375,000
City of Portland Cully Community Centered Equitable Development	\$ 160,000
Clackamas County - DTD Corridors: Affordable Housing and Mixed-Use Development	\$ 300,000

Facilitate Infill Development within UGB (≈\$250,000 targeted, \$250,000 recommended)

City of Tigard	\$ 250,000
Washington Square Regional Center Update	

New Urban Area Planning (≈\$750,000 targeted, \$1,343,000 recommended)

City of Beaverton Cooper Mountain Community Plan	\$ 693,000
City of King City King City Master Planning	\$ 350,000
City of Tigard Tigard River Terrace Urban Reserve Planning	\$ 300,000
Total Grant Awards Recommended	\$ 2428,000

The seven projects recommended for funding will produce policies and plans that will become the foundation for public, private and nonprofit investments in our communities. Collectively, these

projects will help address the needs of underserved and underrepresented people in the region, lay the foundation for future equitable housing and employment opportunities, facilitate investments that help neighborhoods, corridors, and centers of the region thrive and support our regional partners so they may complete the required planning for new urban areas.

The proposed resolution before the Council for consideration stipulates that program staff and the Office of Metro Attorney shall negotiate inter-governmental agreements (IGAs) for the seven funded projects consistent with requirements set forth in Metro Code, the program's Administrative Rules, and the grant amounts itemized in this recommendation. As appropriate to specific grants, IGAs will also include language to ensure that local governments consider adoption of plans, strategies or policy refinements in order to realize the proposed project outcomes. Program staff and the Office of Metro Attorney will work to ensure that the final IGAs clearly identify project milestones and a schedule of payments to ensure that promised deliverables outlined in the applications are completed and all pledges of matching contributions are fulfilled.

The Screening Committee's recommendation contains additional suggestions for program refinements. Staff will follow up on these suggestions over the coming months to identify potential new program approaches and will come before Council again in late fall of this year to review the proposed program strategy for the 2020 grant cycle.

Attached to the staff report are brief summaries of each of the applications received. Copies of complete proposals submitted by local governments are also available to you in PDF format for review. After reviewing all materials, I believe you will share my appreciation for the high quality of local planning and development work proposed by the successful grantees, and take pride in the contribution that Metro will make by funding these efforts through the 2040 Planning and Development Grant program.

Please let me or 2040 Planning and Development Grant Program Manager, Lisa Miles, know if you have any questions.

Thank you.

cc: Elissa Gertler, Planning and Development Director
Damien Hall, Chair, 2040 Planning and Development Grants Screening Committee

Materials following this page were distributed at the meeting.

2040
Planning and
Development
Grants

September 11, 2019



2040 Planning and Development Grants **Mission of Grant Program**

- ➤ Grants funded by the Construction Excise Tax
- > Mission:
 - remove barriers to development
 - make land ready for development
 - o enable existing developed sites to be redeveloped
- Proposals in the equitable development category must demonstrate a primary emphasis on advancing equity

2040 Planning and Development Grants 2019 Grant Requests by Category

Grant Application Category	Applications Received	Total Dollars Requested
Equitable Development	6	\$ 1,859,000
Development within UGB	1	\$ 250,000
New Urban Areas	3	\$ 1,343,000
Total Requests	10	\$ 3,452,000

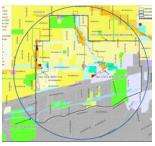
2040 Planning and Development Grants Recommendations: Equitable Development



Albina Vision Trust

\$ 375,000

Community Investment Prospectus



Prosper Portland

\$ 160,000

Cully Community-Centered Equitable Development

Clackamas County

\$ 300,000

82nd Ave Corridor: Affordable Housing and Mixed Use Development



\$ 835,000

2040 Planning and Development Grants Recommendations: Development Within UGB

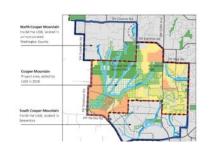


City of Tigard \$ 250,000 Washington Square Regional Center Update

Total

\$ 250,000

2040 Planning and Development Grants Recommendations: New Urban Area Planning



City of Beaverton

\$ 693,000

Cooper Mountain Community Plan



City of King City

\$ 350,000

King City Master Planning

First Turner Area Completed and September 1997 (September 1997) (September

City of Tigard

\$ 300,000

River Terrace Urban Reserve Planning

Total

\$ 1,343,000

2040 Planning and Development Grants **Additional Committee Recommendations**

- Revise evaluation criteria to be specific for each funding category
- Emphasize to applicants what is expected in an equitable development approach
- Cultivate applications from community entities that are leading equitable development work
- Tap the expertise of Metro's Committee on Racial Equity to consider further program changes

2040 Planning and Development Grants Next steps: Program revisions for Cycle 8 grants

October 17: Review proposed equitable development grant approach with Metro's Committee on Racial Equity

October 29: Council work session

November 13: Update to MPAC

December 5: Council Resolution and Ordinance

December 12: Ordinance 2nd Reading

oregonmetro.gov







Cornelius Town Center Plan Presentation to MPAC September 11, 2019



- 1. Metro-funded EOA (2017)
 - Major recommendations = Town Center Plan, Urban Renewal Plan, Opportunity Site Planning

- 1. Metro-funded EOA (2017) ADOPTED
 - Major recommendations = Town Center Plan, Urban Renewal Plan, Opportunity Site Planning

- Metro-funded EOA (2017) ADOPTED
 - Major recommendations = Town Center Plan, Urban Renewal Plan, Opportunity Site Planning
- 2. Metro 2040 Grant (2017); \$315,000
 - a. Town Center Plan
 - b. Urban Renewal Plan
 - c. Conceptual Site Planning
 - i. TMT/Fred Meyer Site Planning
 - ii. Hanks/Grande Foods Site Planning

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 - a. Town Center Plan
 - b. Urban Renewal Plan
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 - TMT/Fred Meyer Site Planning
 - ii. Hanks/Grande Foods Site Planning
- 3. Competitive RFP 3J Consulting + Team
- 4. Kick-off May 2018

PROJECT SCHEDULE

- Kickoff meeting
- Key messages

PROJECT INITIATION

- Branding/logo

VISION

- Vision summit
- Public outreach activities

EXISTING CONDITIONS

- Market analysis
- Financial analysis
- Land use inventory
- Multi-modal system analysis
- Public facilities assessment
- Design standards
- Planning context

TOWN CENTER MASTER PLAN ALTERNATIVES

- Town Center alternatives
- Land use, transportation. infrastructure assessments
- Preferred Town Center alternative

DESIGN WORKSHOP

- Latino community engagement
- Design concepts

DRAFT TOWN MASTER PLAN

- Existing conditions
- Opportunities and constraints
- Market analysis
- Project list, cost estimates
- Multi-modal system analysis
- Consistency analysis
- Zoning district/code strategies
- Incentives, strategic investments
- Projects, costs, funding sources

DRAFT URBAN RENEWAL PLAN

- Relocation report
- UR program property acquisition and disposition report
- Summary of public involvement
- Project list, cost estimates
- Detailed financial plan, affected district impacts
- Project implementation schedule
- Legal description, legal review

IMPLEMENTATION/ACTION PLAN

- Project list, cost estimates
- Design standards/concepts
- Code concepts
- Market analysis
- City Council and Planning Commission work session

ADOPTION

- Town Center Master Plan Findings Report
- Urban Renewal Plan Findings Report
 - Draft ordinances
 - Comprehensive Plan Amendments
- Implementation Action Plan
- Planning Commission and City Council presentations/ hearings

MAY 2018

CODE AMENDMENTS

- Code amendments
- PC and CC presentations/hearings



COMMUNITY OUTREACH

COMMUNITY OUTREACH

June – September 2018

- Vision Ideation Session
- Project Advisory Committee
- Stakeholder Interviews
- Community Conversations
- Community Events
- Online Survey







KEY FINDINGS

- Build on existing assets
- Diversify amenities and services
- Improve traffic, congestion, and safety
- Add community spaces and events
- Enhance livability for all residents







DESIGN WEEK

October Design Week Activities

- Drop-in studio sessions
- Community workshop
- Online survey









DESIGN WEEK

Design Week Concepts

- Cluster Town Center activities into focus areas: health and wellness, culture and community, shopping and dining.
- Prioritize development of the Town Center Core first in the blocks immediately adjacent to Virginia Garcia and the new Library
- Install splash pad or a water play park at Water Park, as part of a redevelopment of the Grande Foods lot, or other appropriate location.
- Encourage public art, like painted murals on buildings
- Build a multi-use path along the abandoned northern rail tracks.
- Maintain a "village scale" with a building height similar to the new library.

DESIGN CONCEPTS

TOWN CENTER PLAN CONCEPTS



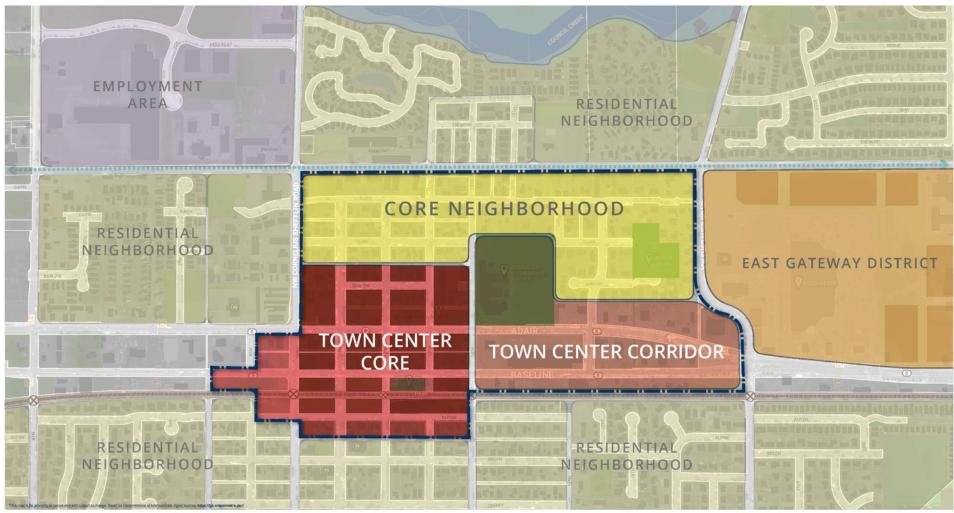
TOWN CENTER PLAN CONCEPTS - CORE



TOWN CENTER







Town Center

Town Center Core. Original plat and the heart of the Town Center. The Core has a unique and authentic character, distinct from larger-scale retail along corridor. A walkable place focused on civic uses, wellness, culture, and craft food and beverage.

Home to key cultural and civic institutions, a **Cultural District Overlay** in the Town Center highlights art, culture, and businesses that reflect Cornelius' history and diversity, and draws those wishing to understand and experience the many cultures in our community.



Cultural District Overlay

Implemented through a variety of City programs and incentives

- Art, including mural, sculpture, and functional art, including that influenced by Latino cultural themes
- Bilingual (English and Spanish) directional and building signage, where appropriate
- Named alleyways and pathways honoring local and historical cultural leaders
- Interpretive signage to tell the history of Cornelius
- Development incentives to encourage multicultural businesses and services

Town Center

Core Neighborhood. An extension of the Core with a more residential character. Denser mixed-use neighborhood to support the Core that provides a variety of housing options and opportunities for live/work units.

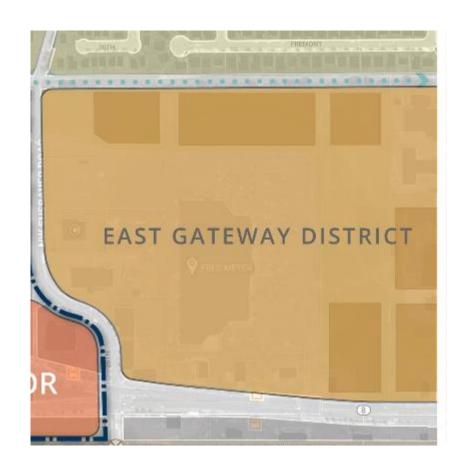
Town Center Corridor. Heading east to west, a noticeable transition from auto-oriented businesses to a variety of commercial uses. Clear gateways with art and landscaping prompt a change in the behavior of motorists passing through town.



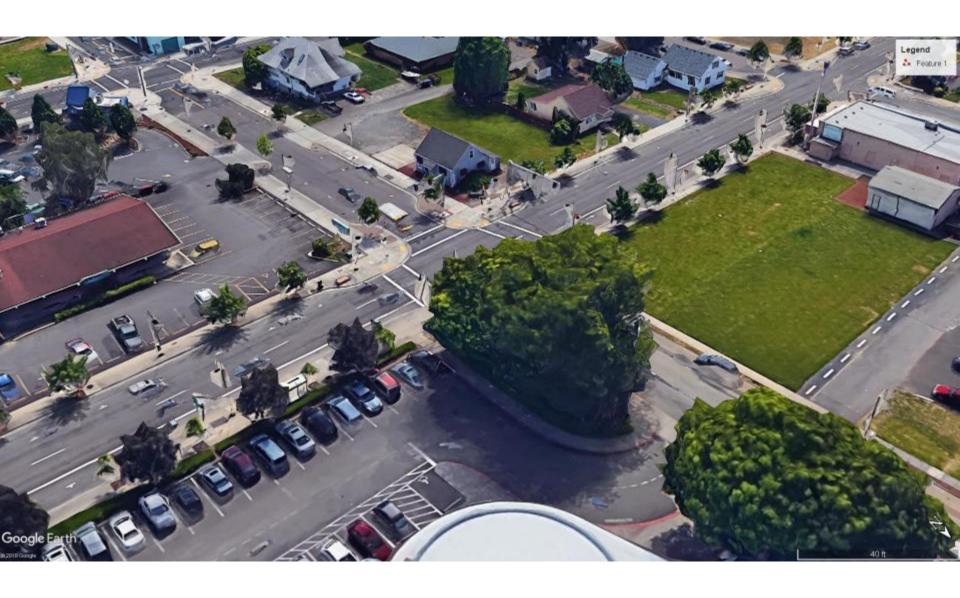


East Gateway District

Distinct from the Town Center Core, the **East Gateway District** is a suburban retail center for contemporary living anchored by Fred Meyer, with easy vehicular access and parking. A connected network of streets is lined with a larger scale and mix of housing, offices, chain businesses, and park areas.

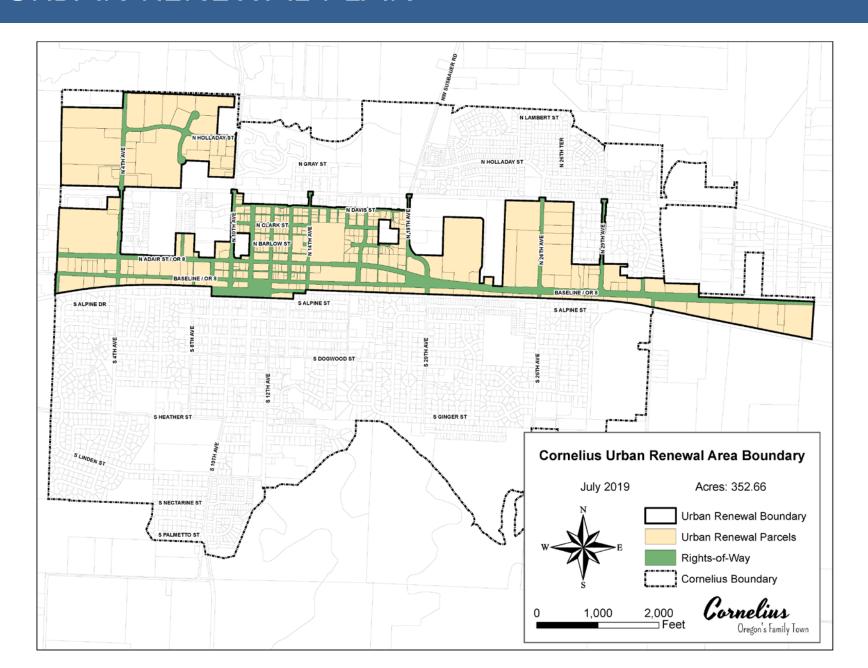








URBAN RENEWAL PLAN

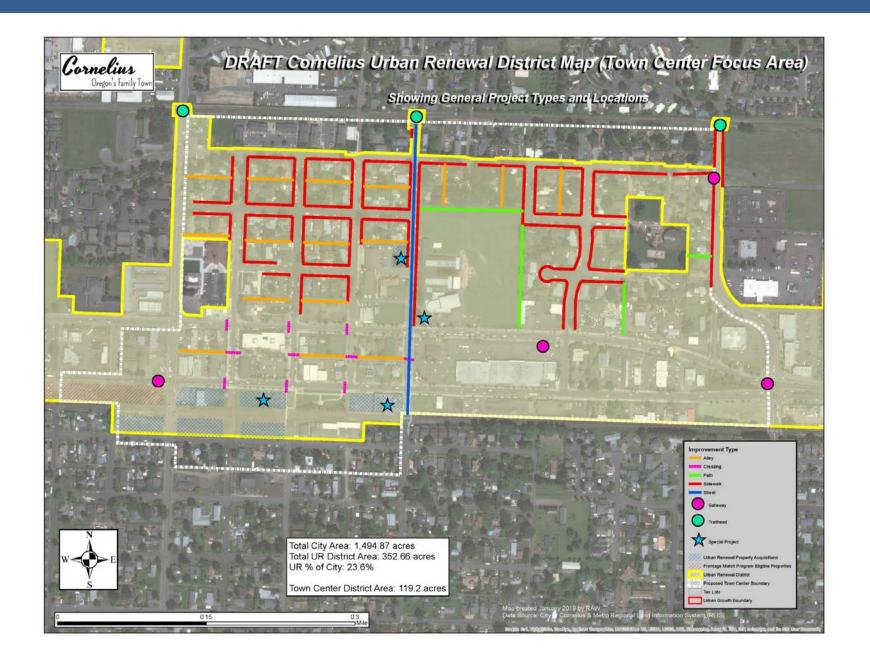


URBAN RENEWAL PLAN

Project Categories

- 1. Transportation
 - Downtown alleyway improvements
- 2. Developer Incentives
 - Façade improvement program
- 3. Acquisition
 - Gas station purchase and brownfield remediation
- 4. Creating Community
 - Splash pad and plaza, gateways
- Administration

URBAN RENEWAL PLAN



TMT/FRED MEYER CONCEPTUAL SITE PLANNING



TMT/FRED MEYER CONCEPTUAL SITE PLANNING

Deliverables

- Alternatives/Preferred concept plan
- Development incentives package
- Planning Commission approval of conceptual master plan
- Marketing materials



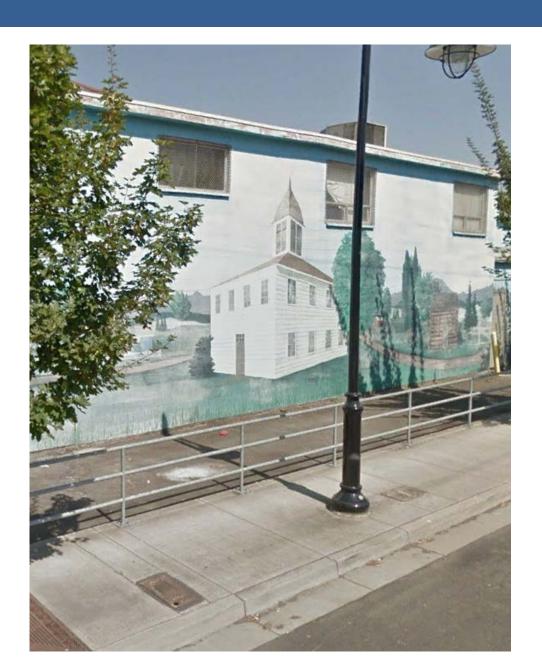
HANK'S/GRANDE FOODS CONCEPTUAL SITE PLANNING



HANK'S/GRANDE FOODS CONCEPTUAL SITE PLANNING

Deliverables

- Alternatives/Preferred concept plan
- Short and long-term redevelopment strategies
- Planning Commission endorsement of conceptual master plan
- Marketing materials



METRO 2040 GRANT

Project Status

- Town Center Plan ADOPTED (Jun 2019)
 - a. Zone Change UNDERWAY (Nov 2019)
- 2. Urban Renewal Plan ADOPTED (Jul 2019)
- 3. TMT/Fred Meyer Site Planning UNDERWAY (Dec 2019)
- 4. Hank's/Grande Foods Site Planning UNDERWAY (Dec 2019)







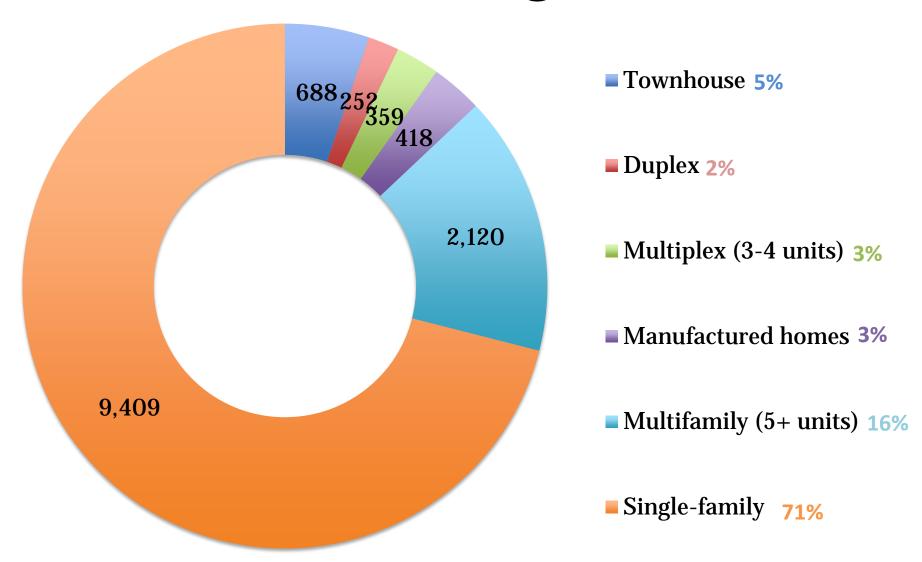
Equitable Housing Planning and Development Grant: Oregon City Case Study



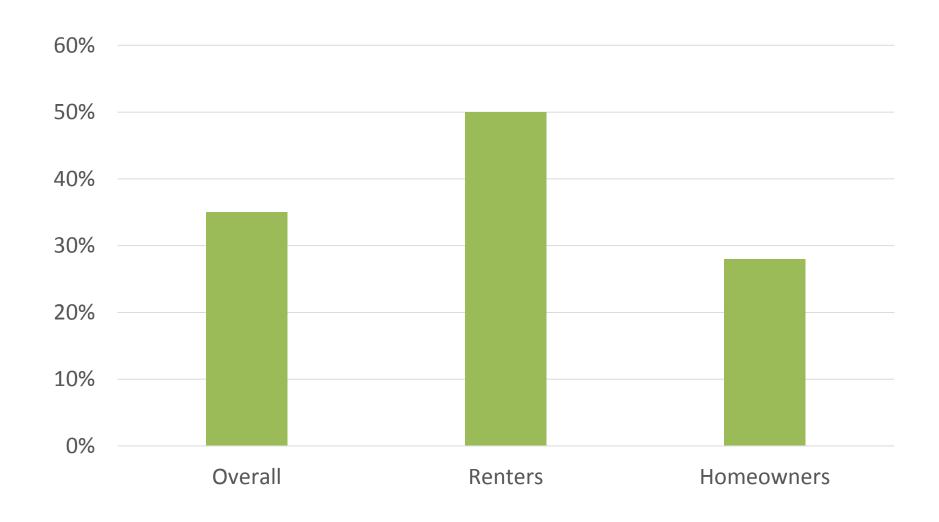




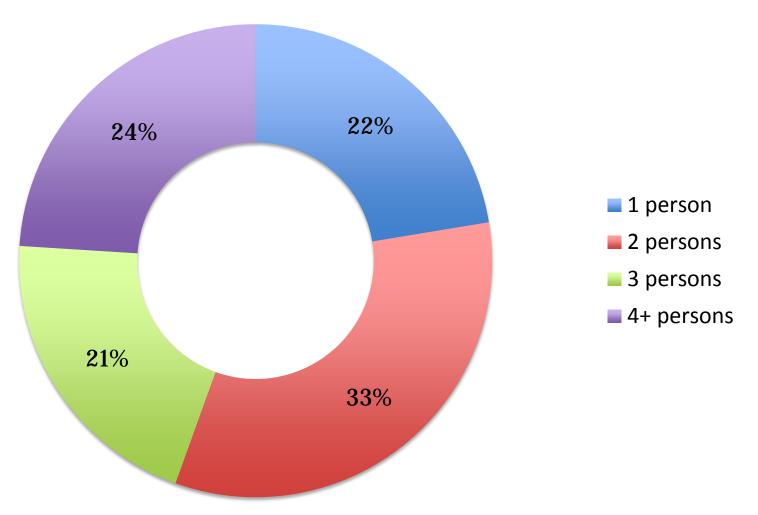
Limited Housing Choices



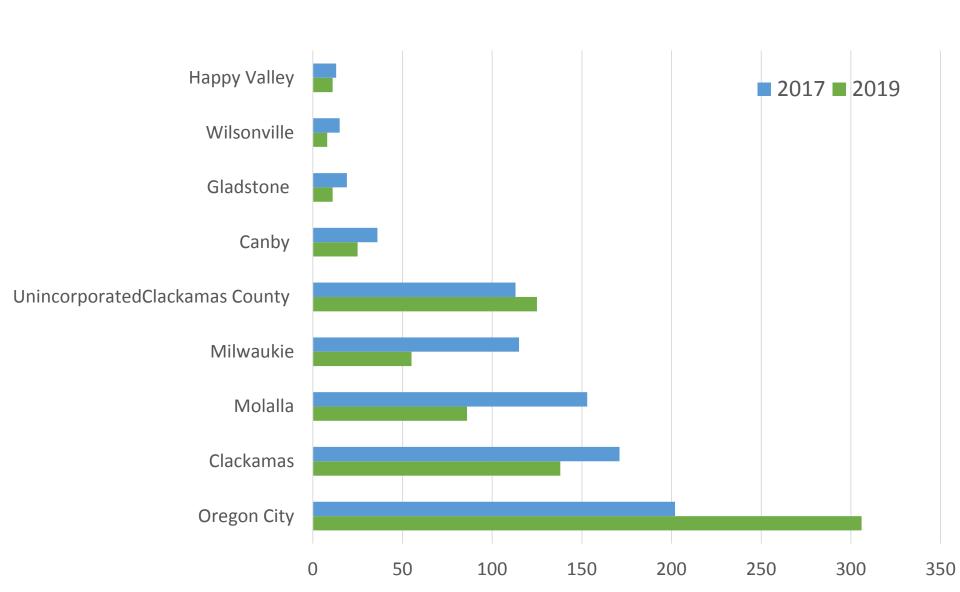
% of OC Cost Burdened by Housing



Majority of Households: 1-2 People



Homelessness Point in Time Counts



Community & Commission Support



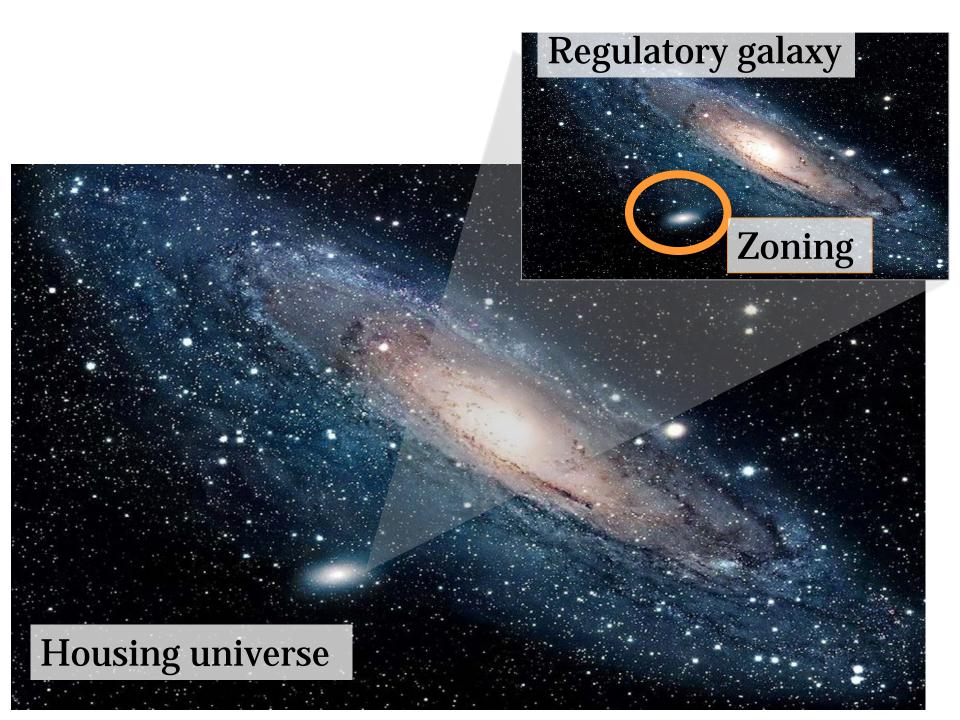


2017 - 2019 GOALS AND PRIORITIES

City Commission

OREGON CITY







Remove barriers and provide incentives for equitable housing in Oregon City.

Diverse, quality, physically accessible, affordable housing choices with access to opportunities, services and amenities.

Choices for homes:

- To buy or rent
- Accessible to all ages, abilities and incomes
- Convenient to meet everyday needs, such as transit, schools, childcare, food and parks

Project Approach

- Greater Flexibility in Zoning + Development Regulations
- Educational Materials
- Mapping Resources



Overall Process





Public Engagement

5 Technical 5 Project 5 Stakeholder 3 Online 3 Open **Advisory Team Advisory Team** Interviews Houses Surveys Meetings Meetings 7 Planning 8 Planning 4 City 14 City Community Commission Commission Commission Commission Workshop **Work Sessions Work Sessions** Hearings Hearings 11+ Meetings w/ Advisory Website **Email List Posters** Social Media Committees Comment Newspaper Video Mailed Notice Tracker **Notice**

Engagement During Hearings



Household Sizes Shrinking

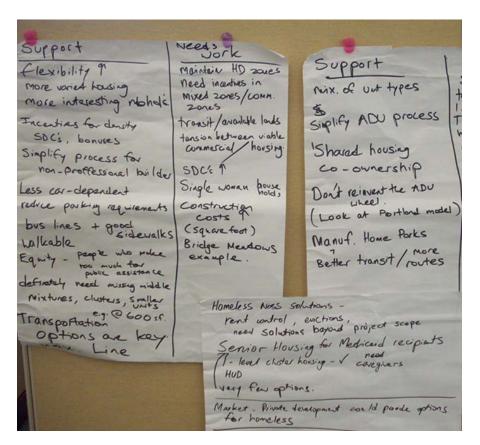
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Out get of M

- Proposed Code
 - Redlined
 - Clean
- Summaries of Changes
 - High-Level
 - Detailed
- Public Comment Tracker
- Summarized Comments and Facts about Major Issues
- Additional Outreach as Issues Arose

Project Advisory Team (PAT) Process

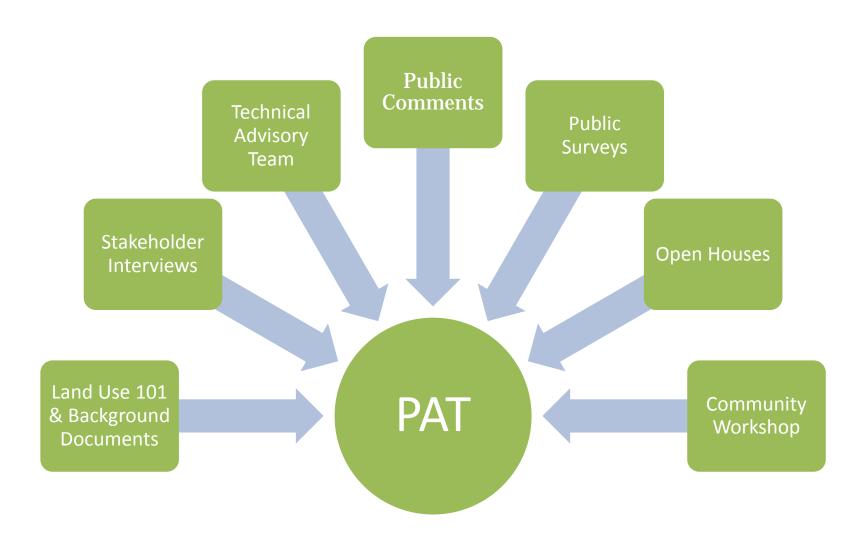






- Policy Guidance
- Strive for Consensus Approach

Project Advisory Team (PAT) Support



What Was Adopted?

Single-Family Detached Homes







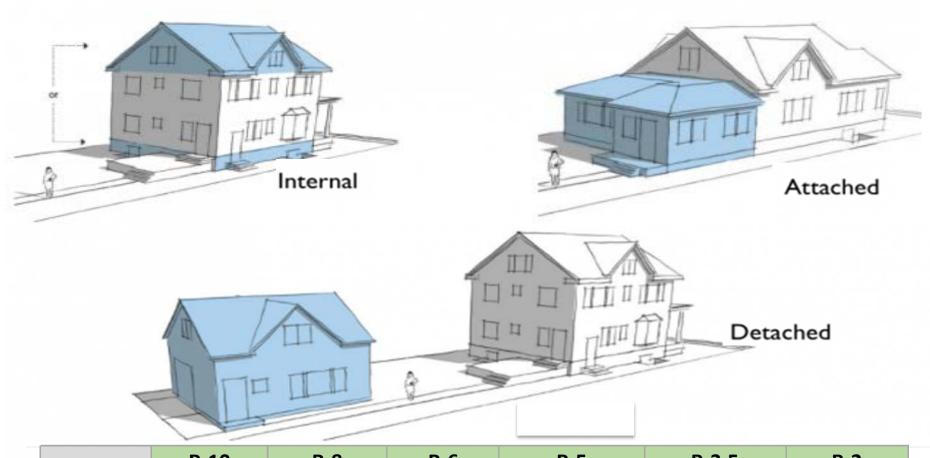


Now	R-10 Low Density	R-8 Low Density	R-6 Low Density	R-5 <i>Medium Density</i>	R-3.5 Medium Density	R-2 High Density
Previous	R-10 Low Density	R-8 Low Density	R-6 Low Density	R-5 Medium Density	R-3.5 Medium Density	R-2 High Density

Townhouses (Single-Family Attached)



Accessory Dwelling Unit (ADU)

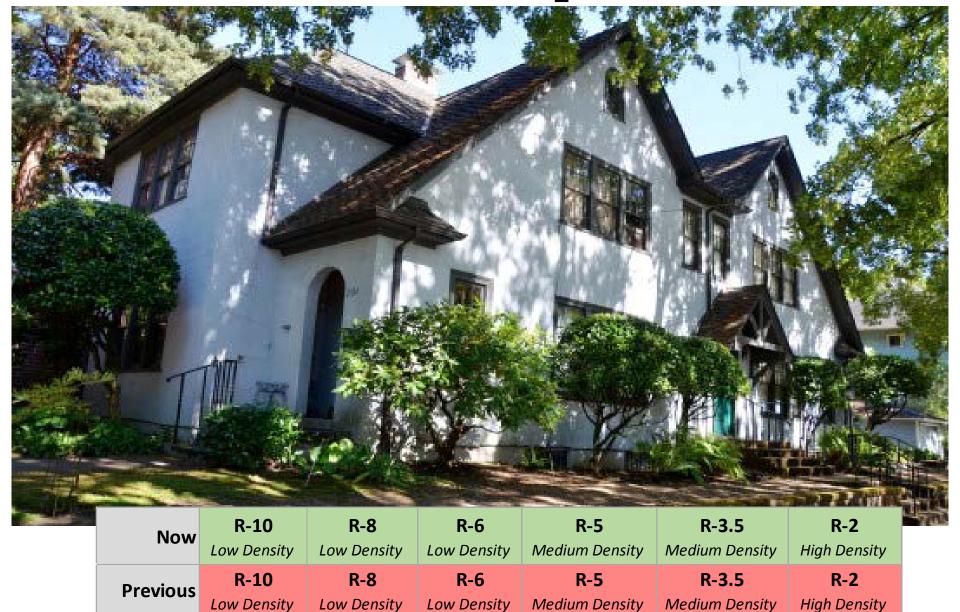


Now	R-10	R-8	R-6	R-5	R-3.5	R-2
INOW	Low Density	Low Density	Low Density	Medium Density	Medium Density	High Density
Previous	R-10	R-8	R-6	R-5	R-3.5	R-2
Fievious	Low Density	Low Density	Low Density	Medium Density	Medium Density	High Density

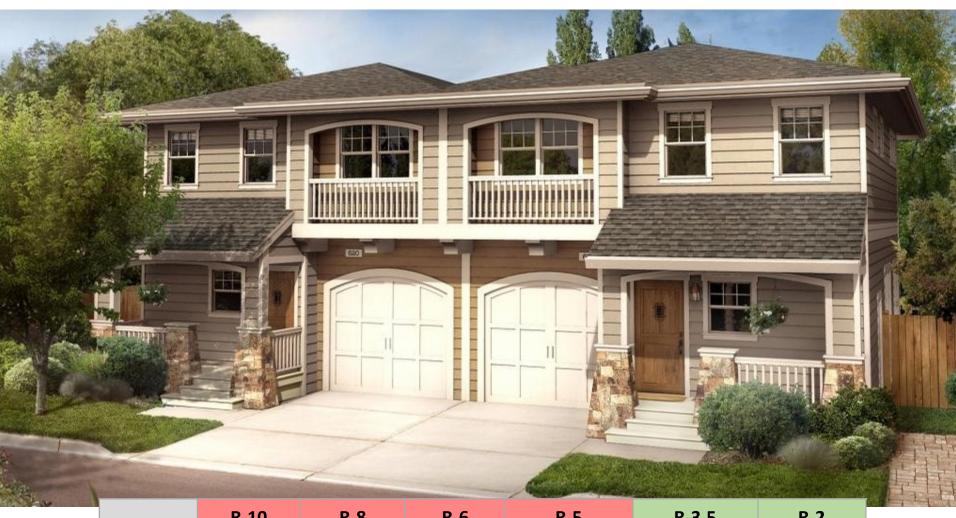
Manufactured Home Parks



Corner Duplex



Duplexes

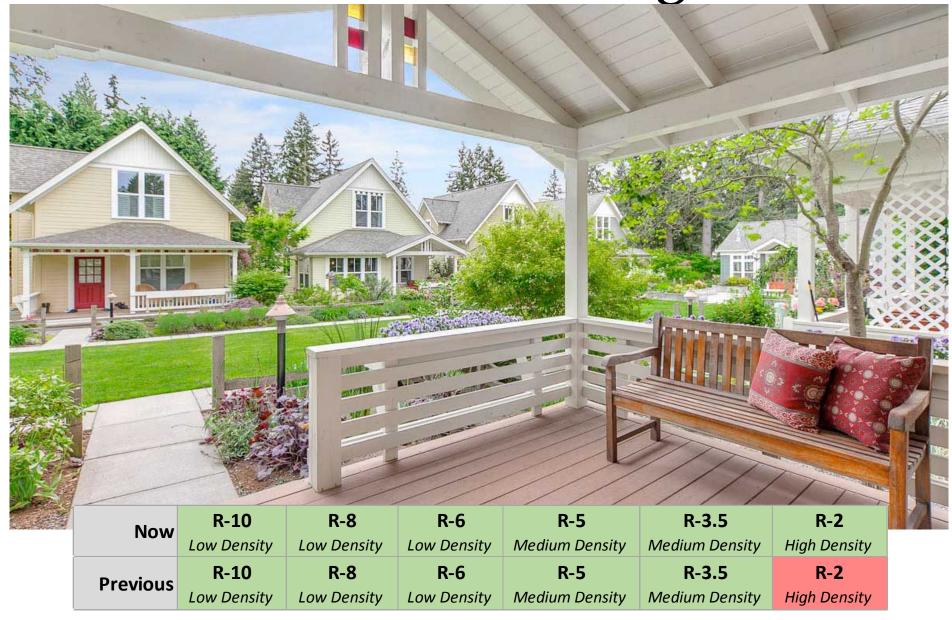


Now	R-10	R-8	R-6	R-5 R-3.5		R-2	
INOW	Low Density	Low Density	Low Density	Medium Density	Medium Density	High Density	
Previous	R-10	R-8	R-6	R-5	R-3.5	R-2	

Internal Conversion



Cluster Housing







Now	R-10	R-8	R-6	R-5 R-3.5		R-2	
	Low Density	Low Density	Low Density	Medium Density	Medium Density	High Density	
Previous	R-10	R-8	R-6	R-5	R-3.5	R-2	
Fievious	Low Density	Low Density	Low Density	Medium Density	Medium Density	High Density	

3-4 Plexes







Now

Previous

R-10 Low Density R-10

Low Density **R-8** Low Density Low Density

R-8

R-6 Low Density **R-6** Low Density

R-5 Medium Density **R-5**

Medium Density

R-3.5 Medium Density R-3.5

R-2 High Density **R-2**

Medium Density High Density

Multi-Family (5+ Units)



Now	R-10	R-8	R-6	R-5	R-3.5	R-2
NOW	Low Density	Low Density	Low Density	Medium Density	Medium Density	High Density
Previous	R-10	R-8	R-6	R-5	R-3.5	R-2
FIEVIOUS	Low Density	Low Density	Low Density	Medium Density	Medium Density	High Density

Affordable Housing Density Bonus

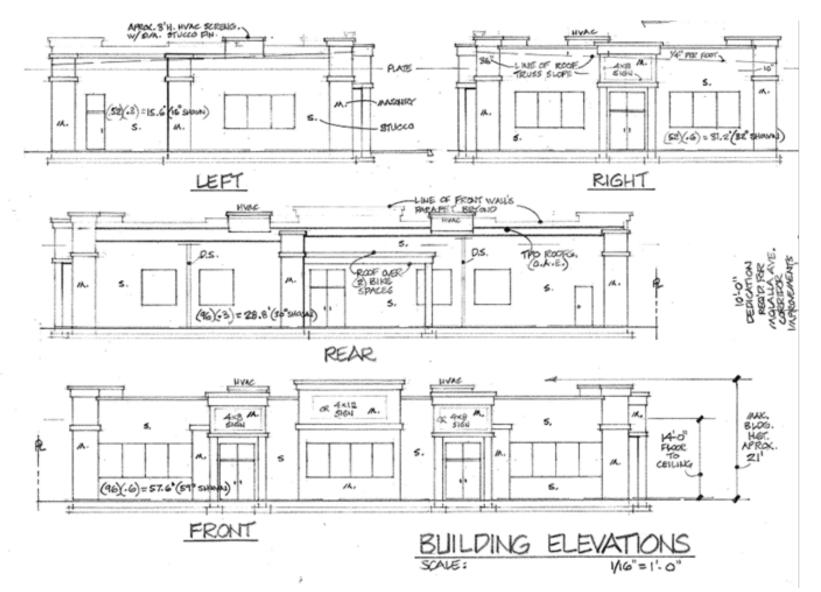
POSSIBLE UNDER CURRENT ZONING



POSSIBLE UNDER AHBP

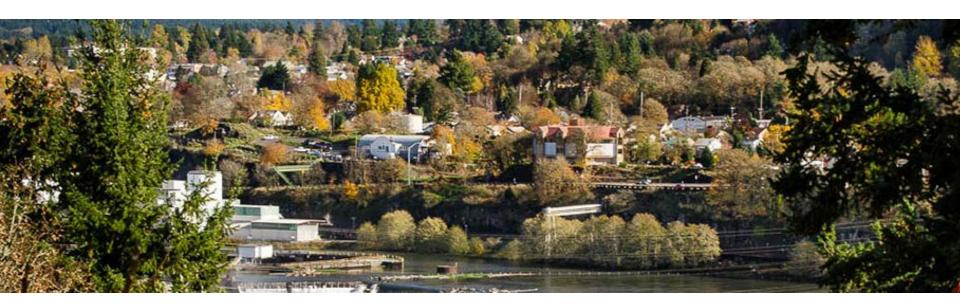


Commercial Design Standards



Excerpt of Other Changes

- Condensed Land Division Standards
- Separate Street Improvements from Maintenance Requirement
- Amend Height to Measure from the Floodplain
- Small Percentage not Related to Housing



Creation of Resources

Accessory Dwelling Unit (ADU) Brochure

Development Guides for Local Permitting:

- Single-Family Homes
- Townhouses
- Apartment/Condo
- Cluster Housing
- Duplexes/Corner Duplex
- Internal Conversions

Interactive Map

Cost Estimator



Accessory Dwelling Units (ADUs) in Oregon City



Community Development - Plant 698 Warner Parrott Rd. | Oregon City, OR 9 Ph (503) 722-4789 | www.orcity.org/plat



What is an Accessory Dwelling Unit?

Accessory Dwelling Units (ADUs) are small, self-contained homes located on the same property as a principal home. They have their own kitchen, bathroom(s) and sleeping area, and must be smaller than the main home. ADUs can be attached or detached, can be converted from existing structures or new construction, and are typically located discreetly on the lot in order to preserve a single-dwelling appearance from the street. Although often referred to as ADUs in zoning codes, they are more commonly known by other names that reflect their various potential uses, including "granny flats", "in-law units", "studio apartments", and "secondary dwellings".

In 2019, Oregon City updated its rules for ADUs as part of its Equitable Housing Project and to comply with a new state law that requires cities in Oregon with over 2,500 residents to allow "at least one accessory dwelling unit for each detached single-family dwelling, subject to reasonable local regulations relating to siting and design." These changes should make this housing option more broadly available in our community.

Since every city regulates ADUs a little differently, it's important to review specific rules for ADUs where you live. Detailed information for Oregon City homeowners can be found at https://www.orcity.org/planning/accessory-dwelling-unit-adu

How long have ADUs been around?

ADUs are a traditional American form of housing. While the term "accessory dwelling unit" may be new, the structure type is certainly not. Older examples, including alley apartments and carriage or coach houses, date back long before Oregon City was incorporated in 1844. Sometimes settlers would first build a small home, then live in it while constructing their larger primary house. In other instances, such structures provided housing for butlers, 'help', or extended family.

ADUs and tiny homes: What's the difference?

ADUs are self-contained dwellings complete with kitchens, bathrooms, living space, permanent utility connections, and attached to a foundation as required by building code. Although also intended for residential use, tiny homes are typically much smaller (often just 100 to 200 square feet) and less likely to be selfsufficient than ADUs. Functionally, they're more akin to RVs or travel trailers than to permanent dwellings. They often rely on temporary utility connections and/ or access to another building for bathing and cooking facilities. If on wheels, tiny homes are technically 'vehicles' rather than 'buildings' - which affects how they're regulated. Since they come in a wide variety of forms and often don't fit nicely into standard regulatory categories, it's worth checking first with the planning department if you're thinking of putting one on your property. It may be possible to add a tiny home to your property as an ADU, but depends on many variables. A tiny home can be an ADU but not all ADUs are tiny

What are the benefits of ADUs?

In Oregon, across the US and in Canada, ADUs are taking off as a popular new/old housing type. Some reasons fc this emerging trend include:

Affordable Housing

ADUs have a role in addressing the challenge of housing affordability. About 20% of ADUs are lived in for free or rented for far below market value. Although market rent for an ADU tends to be slightly higher than a similar sized apartment, they often represent the only affordable rental choice in single-dwelling zones, which may have no apartments at all. ADUs can generate rental income to help homeowners cover mortgage payments, allowing them to stay in their homes – especially for those living on fixed incomes. Finally, smaller homes have lower ongoing utility bills and maintenance costs.

Versatility

The combination of a primary house and ADU on the same lot can work well for various types of households, income levels, and stages of life. Furthermore, the uses of ADUs can evolve over time in response to changing needs.

Market Demand

The small size of ADUs matches well with demographic trends towards smaller households, and they typically house more people per square foot of living area than single-family homes.'

Housing Needs At Any Age

Housing needs change over time, and ADUs are flexil for different stages of life. They offer young individua and couples an entry level housing choice, families a way to expand beyond their primary dwelling, and empty nesters and seniors the chance to age in place without having to leave their neighborhood.

Climate

Oregon's Department of Environmental Quality has determined that the most significant ways to decrease climate impacts from new homes is to build them smaller and/or attached to one another. Depending o their type, ADUs achieve one or both of these goals – which yield substantial reductions in climate gases ov the life of the building.

Fitting in

Without contributing to sprawl, ADUs offer a way to tuck smaller, relatively affordable homes discreetly in established communities with minimal visual impact the existing neighborhood fabric. They also offer a m disbursed alternative to replacing existing homes with higher density development.

What issues should you consider before taking on an ADU project?

Creating an ADU is a major project, not to be taken lightly. Before plunging in, here are a few topics worth thinking through:

Fees

To avoid surprises, take some time to prepare a complete project budget. In addition to design and construction costs, this should include system development charges (SDCs) and building permit fees. Oregon City posts a comprehensive list of fees on-line at https://www.orcity.org/building/updated-building-fees and https://www.orcity.org/publicworks/residential-sdc-fees. Not all fees apply to ADU projects, so it may be worth visiting with a planner for assistance on estimating total review and permitting costs.

Property Taxes

As with any home addition, an ADU will likely trigger an increase in property taxes. You can contact Clackamas County's Assessment and Taxation (https://www.clackamas.us/at) for more details. Also, Multnomah County has provided a nice summary of property tax implications for ADUs here: https://multco.us/assessment-taxation/accessory-dwelling-units

Neighbor Relations

Similar to the construction of new homes and home additions, ADUs can be created in Oregon City without requiring a public permit review process and involving input from neighbors. That said, it's nice to let neighbors know of your ADU plans so they're not surprised. They may even have constructive suggestions to offer, if given the chance. Talking with neighbors early on about the design and location of an ADU can help identify and avoid potential conflicts related to privacy, parking, and noise.

Are you ready to be a landlord?

Renting out an ADU can offer steady income and provide a new opportunity for someone to live in your neighborhood. But it also represents a learning curve if you haven't done it before. If you're planning to rent out the ADU once completed – or move into it while renting out the main house – it's worth thinking through the practical implications of becoming a landlord. This will involve screening tenants, complying with anti-discrimination laws, preparing rental agreements, tracking income and expenses, maintaining the ADU in habitable condition, respecting tenant privacy, and generally adhering to state law. Some helpful on-line resources are linked to via Clackamas County's Housing Authority website here: https://www.clackamas.us/housingauthority/landlords.html

Private Property Restrictions

If you live in a residential community with a homeowners association, be sure to check your HOA rules and the code, covenants and restrictions (CC&Rs) for your community to identify any additional regulations that affect ADUs. Some CC&Rs prohibit ADUs outright or impose additional design restrictions. City planning staff are not able to review or enforce private CC&Rs, so it's best to do your own research and obtain any necessary HOA approvals before starting the City permitting process. If you find that your community's CC&Rs restrict ADUs, consider working with your neighbors and the HOA to amend the CC&Rs to remove obstacles to ADUs.

Brown, Martin. Accessory Dwelling Units in Portland, OR: Evaluation and interpretation of a survey of ADU owners, Oregon Department of Environmental Quality, June 2014 (see http://accessorydwellings.org/2014/07/09/are-adus-green-housing/)

Can I build an ADU on my property?

ADUs are permitted with almost all existing homes. To find out for sure, answer these questions:

Is there room?

ADUs can be created as part of the existing house, either by converting a portion of the existing home such as the basement or by constructing an addition (an "attached ADU"). "Detached ADUs" can be created in a separate structure from the existing house, either by converting an existing garage or by building a new structure. One off-street parking space is required for an ADU. Attached ADUs must comply with minimum setbacks, although stairs and ramps can sometimes be located within minimum setbacks. Detached ADUs must comply with setbacks and maximum lot coverage requirements.

Check your zoning.

ADUs are allowed with single-family homes in low and medium density zones (R-10, R-8, R-6, R-5 and R-3.5) and with pre-existing single-family homes in the high density zone (R-2). They are not allowed in commercial, industrial, employment or mixed-use districts. To find your zoning, check your address at https://www.orcity.org/maps/what-zone-am-i

Height and size limits; design compatibility; location on property; total lot coverage.

A few additional rules apply to ADUs, summarized in the table to the right. For full regulations, please consult Oregon City's zoning code section 17.20.010, at https://library.municode.com/or/oregon_city/codes/code_of_ordinances

Quick-Refere	nce ADU Code Table					
Eligible Zones	R-10 R-8 R-6 R-5 R-3.5 (R-2)					
Number Allowed	One attached ADU or detached ADU permitted per single-family detached home No ADUs allowed in conjunction					
	with cottage cluster homes.					
Size	Lesser of 800 square feet or 60% of the gross floor area of the primary dwelling. Detached ADUs: Greater of 20 feet					
Height	Detached ADUs: Greater of 20 feet or height of primary dwelling.					
	Attached ADUs: Must fit within the height limit of the primary house, per the base zone.					
Design Compatibility	ADUs must be compatible with the primary dwelling unit and constructed with similar building materials or an acceptable substitute approved by the Community Development Director.					
Location on Property	Detached ADUs must be behind the primary dwelling or at least 40 feet back from the street.					
Setbacks	Same as base zone requirements.					
Lot Coverage	The total lot coverage with the primary dwelling and ADU is capped at:					
	• R-10, R-8, R-6: 45%					
	• R-5: 60%					
	• R-3.5: 65%					
	• R-2: 85%					

Who builds ADUs and how are they financed?

Although ADUs are occasionally integrated by professional builders into newly built homes, they are more often created by individual homeowners and financed through some combination of savings, second mortgages, home equity lines of credit, and/or funds from family members (sometimes a relative who will end up living in the ADU).

Why are people building ADUs - and for whom?

Motivations for creating ADUs vary widely and include:

- Housing for elderly parents or young-adult children
- · Rental income to help cover a mortgage
- Empty nesters moving into an ADU and renting out the main house or making it available for family or friends
- Home office or short-term rental, often as a bridge between other uses

Examples of how ADUs can be created in Oregon City

- Converting existing living area, attic, basement, or garage
- · Adding floor area to an existing home
- Building a detached structure on the same lot as an existing home
- Building a new primary dwelling on the same lot as an existing (small) home, such that the existing home becomes an ADU
- Building a new home with an attached or detached ADU

How much do ADUs cost?

The costs of ADUs range enormously, depending on size, type and level of finish. ADUs tend to cost more on a per-square-foot basis than a new home due to inefficiencies of scale and the fact that ADUs have higher percentages of floor area allocated to the expensive parts of construction (e.g. kitchens and bathrooms) than a full-sized home.

The least expensive ADUs tend to be garage conversions or interior conversions. These tend to be in the \$50,000 - \$100,000 range, often involving some amount of "sweat equity" by the owner. The more expensive ones tend to be new detached structures or basement replacement house lifts. Simple and fairly small (-450 square foot) detached ADUs can get built in the low \$100,000s. Larger and more customized ones tend to be in the \$180,000+ range.

Although the bulk of these costs are for hard construction costs, they also include some other 'soft' costs that go into the creation of ADUs:

- Design
- · Building permits and system development charges
- Financing (i.e. lender fees, interest payments)
- Other professionals-based specific needs of your project (i.e. surveyor, structural engineer, environmental assessment/clean-up, project manager)

Sample project budgets are provided for each of several case studies, attached.

Where can I learn more about creating an ADU?

- Oregon City ADU info: https://www.orcity.org/planning/accessory-dwelling-unit-adu
- www.accessorydwellings.org
- Permit office 503-722-3789
 698 Warner Parrott Road, Oregon City, OR, 97045
 Hours: Mon-Fri 8:30 am to 3:30 pm

this historic home at:
alive.com/front-porch/index.ssf/2018/04/hovt_pdx_craftsman_1904_arbore.html

3 - Arbor Guesthouse





780 SF slyphon Architecture & Design - http://polephon.com/

ange Splot LLC - http://www.orangesplot.net/

ached new construction

er's primary residence

work Architecture - https://www.strongworkarchitecture.com/

iolutions - https://www.shelter-solutions.net/

new construction

& family to visit, mixed with short-term rental

Current Use 1185, 2000 including design & permits

Current Use 1185, 2000 including design & permits

Accessory Dwelling Units in Oregon City

oregon City

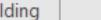


Cost Estimator

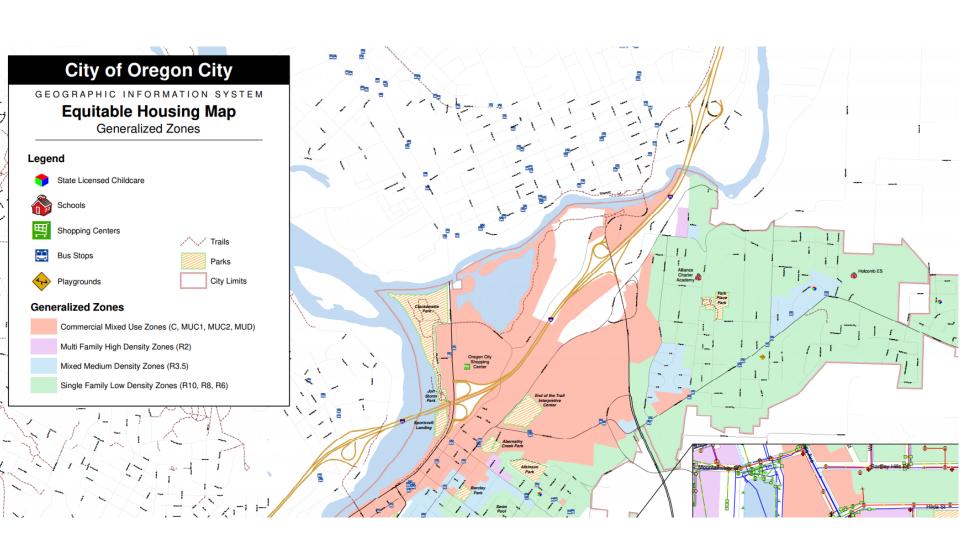
OUTPUTS							
System Development Charges							
	Sin	gle Family	Duplex	Manufa	ctured Multifam	nily / ADU TH / C	ondo
Water*	\$	6,872	\$	- \$	- \$	- \$	
Sewer	\$	5,367	\$	- \$	- \$	- \$	
Stormwater	\$	853	\$	- \$	- \$	- \$	
Transportation	\$	9,524	\$	- \$	- \$	- \$	
Parks	\$	5,411	\$	- \$	- \$	- \$	
Permits	\$	157	\$	- \$	- \$	- \$	
Total SDC	\$	28,184	\$	- \$	- \$	- \$	-
Total Development Charges							
Total system development charges	\$	28,184					
Construction excise tax	\$	720					
School excise tax	\$	2,646					
Total development charges	\$	31,550					



Building



Mapping Resources





Opportunities to Expand Housing Options: Missing Middle





Thank you for helping Oregon City increase equitable housing choices!