



## Metro | Memo

Date: Thursday, August 27, 2015

To: President Tom Hughes  
Metro Council

From: Martha Bennett, Chief Operating Officer 

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

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

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

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

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

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

### INVESTING IN COMMUNITIES

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

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

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

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

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

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

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

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

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

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

Thank you.

Attachments

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

**Projects Recommended for Full Funding Outside UGB**

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

**Projects Recommended for Full Funding Inside UGB**

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

## Attachment A (continued)

### Projects Recommended for Partial Funding Inside UGB

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

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

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

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

### Summary Recommendation

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

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

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

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

**Proposed Conditions for Funding**

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

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

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

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

**Proposed Conditions for Funding**

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

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

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

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

**Proposed Conditions for Funding**

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

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

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

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

**Proposed Conditions for Funding**

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

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

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

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

**Proposed Conditions for Funding**

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

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

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

**Proposed Conditions for Funding**

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

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

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

**Proposed Conditions for Funding**

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

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

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

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

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

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

**Proposed Conditions for Funding**

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

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

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

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

**Proposed Conditions for Funding**

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

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

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

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

**Proposed Conditions for Funding**

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

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

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

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

**Proposed Conditions for Funding**

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

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

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

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

**Proposed Conditions for Funding**

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

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

**August 28, 2015**

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

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

**Conditions for Funding**

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

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

**August 28, 2015**

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

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

**Proposed Conditions for Funding**

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

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

August 28, 2015

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

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

**Proposed Conditions for Funding**

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

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

August 28, 2015

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

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

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

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

August 28, 2015

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

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

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

August 28, 2015

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

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

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



## Metro | Memo

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

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

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

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

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

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

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

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

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

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

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

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

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

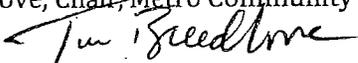
Planning and Development staff are happy to provide more information on any of these issues as you or the Council request. We look forward to further discussion.

ATTACHMENT D TO COO RECOMMENDATIONS  
TO METRO COUNCIL

600 NE Grand Ave.  
Portland, OR 97232-2736

www.oregonmetro.gov



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

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

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

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

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

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

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

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

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

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

A summary of our recommendations is presented below:

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

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

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

*Outside the UGB:*

Clackamas County: Stafford Area Preliminary Infrastructure Feasibility

*Inside the UGB:*

Cornelius: Cornelius Economic Opportunity Analysis

Fairview: Halsey Corridor Economic Development Study

Gladstone: Gladstone Downtown Revitalization Plan

Hillsboro: Jackson Areas School Employment Subarea

Oregon City: Willamette Falls Legacy Project

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

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

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

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

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

Wilsonville: Wilsonville Town Center Master Plan

Clackamas County: North Milwaukie Industrial Redevelopment Plan

Multnomah County: Moving to Permanent Housing

Washington County: Aloha Town Center / TV Highway TOD Plan

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

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

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

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

**Projects recommended for no funding**

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

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

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

We recommend not funding the following applications:

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

**Total funding recommended**

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

**Other Recommendations:**

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

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

2015 Community Planning & Development Grant Award Recommendations

August 4, 2015

Page 4

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

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

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

## Attachment A (Chair Breedlove memo to COO)

August 4, 2015

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

#### Projects Recommended for Full Funding Outside UGB

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

#### Projects Recommended for Full Funding Inside UGB

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

## Attachment A (continued)

### Projects Recommended for Partial Funding Inside UGB

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

\*See Attachment B for detail on funding conditions.

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

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

#### Summary Recommendation

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

ATTACHMENT B (Chair Breedlove memo to COO)

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

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

**TABLE OF PROJECTS**

**PROJECTS OUTSIDE THE UGB**

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

**PROJECTS INSIDE THE UGB**

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

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

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

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

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

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

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

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

City of Portland #3 / 82<sup>nd</sup> Avenue Study – Understanding Barriers to Development and Design ..... 19

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

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

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

August 4, 2015

**PROJECT OUTSIDE THE UGB**

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

**Comment Summary**

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

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

**August 4, 2015**

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**Concerns**

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

**Conditions for Funding**

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

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

August 4, 2015

**PROJECTS INSIDE THE UGB**

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

<p><b>Comment Summary</b></p> <ul style="list-style-type: none"> <li>• Unclear explanation of prior work in the proposed project area, such as the Urban Renewal Plan, and how to leverage the Urban Renewal Plan</li> <li>• What the City want to accomplish is unclear</li> <li>• What they are trying to accomplish does not match what they say they want to achieve</li> <li>• It is unclear if they have the capacity to do the proposed work. City staff skill set was not included in the “capacity of applicant” criteria</li> <li>• No employment property owner has been engaged</li> <li>• The area has the opportunity to create jobs. The area has been ripe for job creation for over 15 years.</li> <li>• Great location, good access, never understood why development didn’t take off.</li> <li>• It seems the area did not take off because developers saw it as prime commercial land but it’s zoned as employment so it never matched up.</li> <li>• Beaverton should have sharpened the scope more</li> <li>• Concerned about giving them more money to create another plan.</li> <li>• Very little discussion about transportation improvement</li> <li>• It is a fairly good project that could be salvaged</li> <li>• It seems like the City included housing to meet equity evaluation criteria, and housing is not meaningfully incorporated into the project.</li> </ul>
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COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

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**Concerns**

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

**Conditions for Funding**

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

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

August 4, 2015

**PROJECTS INSIDE THE UGB**

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

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

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

**Key Concerns**

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

**Conditions for Funding**

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

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

August 4, 2015

**PROJECTS INSIDE THE UGB**

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

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

ATTACHMENT B (Chair Breedlove memo to COO)

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

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**Key Concerns**

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

**Conditions for Funding**

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

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

August 4, 2015

**PROJECTS INSIDE THE UGB**

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

**Comment Summary**

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

ATTACHMENT B (Chair Breedlove memo to COO)

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

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**Key Concerns**

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

**Conditions for Funding**

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

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

August 4, 2015

**PROJECTS INSIDE THE UGB**

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

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

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

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**Key Concerns**

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

**Conditions for Funding**

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

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

August 4, 2015

**PROJECTS INSIDE THE UGB**

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

**Comment Summary**

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

ATTACHMENT B (Chair Breedlove memo to COO)

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

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**Key Concerns**

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

**Conditions for Funding**

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

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

August 4, 2015

**PROJECTS INSIDE THE UGB**

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

**Comment Summary**

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

ATTACHMENT B (Chair Breedlove memo to COO)

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

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**Key Concerns**

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

**Conditions for Funding**

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

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

August 4, 2015

**PROJECTS INSIDE THE UGB**

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

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

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

August 4, 2015

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**Key Concerns**

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

**Conditions for Funding**

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

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

August 4, 2015

**PROJECTS INSIDE THE UGB**

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

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

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

August 4, 2015

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**Key Concerns**

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

**Conditions for Funding**

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

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

August 4, 2015

**PROJECTS INSIDE THE UGB**

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

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

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

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

**Key Concerns**

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

**Conditions for Funding**

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

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

August 4, 2015

**PROJECTS INSIDE THE UGB**

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

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

COMBINED SCREENING COMMITTEE COMMENT SUMMARY AND CONCERNS ON CYCLE 4 APPLICATIONS

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Conditions for Funding

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

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**PROJECTS INSIDE THE UGB**

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

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

- Partnership relationships to include leveraging private funds

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**PROJECTS INSIDE THE UGB**

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

**Comment Summary**

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

**Key Concerns**

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

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

**Conditions for Funding**

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

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**PROJECTS INSIDE THE UGB**

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

<p><b>Comment Summary</b></p> <ul style="list-style-type: none"> <li>• Plan optimizes land uses and attempt to stabilize existing investments</li> <li>• Implementation will have regional impact</li> <li>• Strategy around commercial/retail investment good</li> <li>• Optimizes adjacency to I-5 Freeway and major secondary corridors</li> <li>• Wilsonville's Town Center has long been in need of a plan and strategy for reinvention and intensification of uses.</li> <li>• Good project.</li> </ul>
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<p><b>Key Concerns</b></p> <ul style="list-style-type: none"> <li>• Needs to strengthen landownership conditions</li> <li>• Greater consideration given to housing adjacent to subject site</li> <li>• Very general, not clear how various goals will be accomplished</li> <li>• Would suggest consideration of a specific action strategy for carrying out this plan, once completed, such as future investment strategy.</li> </ul>
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**Conditions for Funding**

- Public/private partnerships
- Involvement of commercial land owners

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**PROJECTS INSIDE THE UGB**

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

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

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

**Comment Summary**

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

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for services, such as transit access, homeless shelter.

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

**Key Concerns**

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

**Conditions for Funding**

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

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**PROJECTS INSIDE THE UGB**

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

<p><b>Comment Summary</b></p> <ul style="list-style-type: none"> <li>• Not sure what the real need is.</li> <li>• Seems duplicative of services provided by other entities, including the private sector. What new is being done here that is needed.</li> <li>• Is it right to say, that this request is for funding a pilot project?</li> <li>• Collaboration and partnerships were good, the rest was sloppy.</li> <li>• It's unclear how the proposed project will become a best practice?</li> <li>• Does Metro want to set a precedent and start to establish demonstration projects.</li> <li>• There are a lot of resources out there about aging in place.</li> <li>• Should the demonstration project portion be decoupled?</li> <li>• Intentional focus on Asian community; Is this a Fair Housing concern</li> </ul>
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<p><b>Key Concerns</b></p> <ul style="list-style-type: none"> <li>• Purpose needs to be clearly defined</li> <li>• Demographic information needed and defined as relates to this request</li> <li>• Project seems to be biased toward one particular demographic area – not diverse</li> </ul>
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- Seems to lack input related to incorporation of the development into a broader economic area
- Private investment resources lacking
- Multnomah County's Board of Commissioners role as the governing body for this project.

**Conditions for Funding**

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**PROJECTS INSIDE THE UGB**

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

**Comment Summary**

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

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

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**Key Concerns**

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

**Conditions for Funding**

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