



The Brownfields Recycling Program has provided Metro and its local partners an understanding of the true impact of brownfields on their community development aspirations. The identification and remediation of environmental contaminants on these properties allow us to utilize our land to its full extent, as developments that bring jobs, housing, and parks to the residents of our communities.

– Tom Hughes, Metro Council President

EPA GRANT SUMMARY 2006-2011

Brownfields Recycling Program

Many properties in communities throughout the Portland metropolitan area sit underutilized because of real or perceived environmental contamination. Redevelopment of these sites is often overlooked due to concerns about liability and the cost of assessment and cleanup. In 2008, through a \$200,000 grant from the U.S. Environmental Protection Agency, Metro continued the operation of its brownfields recycling program to provide technical and financial assistance to local jurisdictions, landowners and other stakeholders.

The Metro Council is committed to fostering redevelopment of underutilized land and promoting revitalization of neighborhoods. Turning brownfield sites into usable developments helps use land more efficiently and returns these properties back to the tax rolls of local governments. The redevelopment of these sites provides economic, environmental and health benefits that reinvigorate communities.

Metro's efforts focus on identifying and assessing petroleum-based brownfield sites primarily in economically disadvantaged areas in major transportation corridors. Metro focuses on sites in communities that do not have an established brownfields program. As such, Metro is not involved with brownfield sites located in Portland.

This report summarizes the work that was accomplished with the 2006 and 2008 grant funds from EPA.

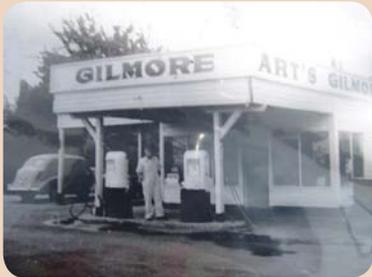
Program accomplishments

- Reviewed more than **3,000** potential brownfield sites from the Oregon Department of Environmental Quality database
- Identified over **600** potential brownfield sites in the target communities
- Completed six Phase I assessments
- Completed seven Phase II assessments
- Completed one redevelopment plan
- Assisted in the creation of a prospective purchasers agreement to facilitate a sale
- Initiated the clean up of three properties in the region
- Helped leverage over **\$200,000** of federal, state, local and private funds for properties that participated in the program

Sherwood redevelopment site



This program site is located in Sherwood's Old Town along a frequent transit route.



The property once housed a service station, photographed here in 1937.



As part of the assessment under this grant, the extensive soil sampling included removal of four underground storage tanks.



Several redevelopment projects are planned or have recently been completed nearby. With cleanup complete, this site is ready for redevelopment.

GRANT RECIPIENTS

Beaverton

The Tualatin Hills Park and Recreation District sought to acquire a property in Beaverton to expand park facilities. This property was once the site of a gas station. The district needed to know the extent of petroleum contamination before it purchased the site to ensure its safety for public use. The site is adjacent to a creek and there was potential contamination of the storm sewer system. Metro determined that there was one remaining underground storage tank along with residual petroleum products associated with previous tanks and a fuel pump island. Working closely with Oregon Department of Environmental Quality, additional assessment was completed, along with a redevelopment plan, to finalize a PPA (Prospective Purchasers Agreement) between the park district and DEQ. The park district closed on the property in early June 2011 and is moving forward with plans to remediate the contamination and expand the existing park.

Troutdale

A property owner of a site in downtown Troutdale had already performed environmental assessment and cleanup on several portions of the property, which includes a historic service station. Running up against expiring funds, the owner applied to Metro's program to cover the remaining costs. Metro provided grant funding to assess the remainder of the site, including water and soil sampling and a beneficial water use survey for the surrounding properties. The property is located along the historic Columbia River Highway in the Troutdale town center. Upon completion of the assessment work, the property owner intends to market the property for sale and redevelopment.

Downtown Milwaukie

The City of Milwaukie owns four separate, but contiguous, properties in the downtown area, located adjacent to a future stop on the MAX light rail extension, scheduled to begin construction in late 2011. Previously, during a demolition of an existing building on the property, the city had found a leaking heating oil tank, and was concerned that additional tanks could appear once redevelopment started. Metro funded a detailed geophysical survey of the property to look for additional sources of potential contamination. No further tanks were found during this assessment. Grant funds were also used to assess the large amount of fill material on the property, due to its proximity to Kellogg Creek. The creek is part of the city's revitalization efforts downtown, and will be brought back to its original condition as fish habitat. Additional funds from Clackamas County were leveraged to extend testing on the fill for hazardous substances and on an adjacent, but privately owned, property in an attempt to prepare the entire block for redevelopment. No contamination issues were identified.

Wood Village

The City of Wood Village wanted to relocate its city offices and allow the current site to redevelop with a mix of housing and businesses. Metro provided grant funds to identify petroleum contamination on the site which allowed the city to remove the contamination, increasing the site's market value, and preparing it for new uses.

Cornelius

A property owner in Cornelius where a gas station was located in the 1930s was concerned about potential contamination and the cost of cleanup. The site is on a corner lot on a main street with high redevelopment potential. Grant funds were used to fund a Phase 1 assessment which defined the range of potential contamination and cost estimates associated with those conditions.

Sherwood

A property owner of a site in downtown Sherwood that was a service station in the 1940s wanted to sell the property, but didn't know what type or how much contamination might be on the site. Metro provided grant funding to assess the site which allowed for the eventual removal of four underground storage tanks. The assessment leveraged cleanup from DEQ, returning the property to the market. Given its downtown location in an urban renewal district, the site has a high redevelopment potential for jobs, commercial uses and housing.

Milwaukie

A property owner in Milwaukie wanted to sell a former gas station. Because of past uses, the owner knows that contamination exists on the property. The owner was not able to sell the property until the contamination and potential liability was defined. Metro provided grant funds to identify the extent of contamination and connected the property owner with the Oregon DEQ for ongoing management of the contamination. Metro also provided information on cleanup resources and potential insurance recovery options.

EDUCATION AND TECHNICAL ASSISTANCE

- Provided technical assistance to a business owner in Milwaukie who was purchasing a gas station from the parent company. This assistance allowed the buyer to perform a more informed negotiation for the purchase of the property and saved the owner \$20,000.
- Assisted property owners in Beaverton who owned property that had been a gas station. The property is close to the Elmonica MAX station and the owners were interested in selling the property but did not know the extent of contamination on the site. The city requires master planning for this site and surrounding properties. Staff brought together Metro's Transit-oriented Development Program, Oregon Solutions, and the City of Beaverton to determine if surrounding property owners would agree to be involved in a collaborative master planning process. While an assessment was not conducted for this property, staff and the environmental consultant worked with the property owners to help them understand their options and potential cleanup costs.
- Provided technical assistance to the City of Hillsboro as they explored the redevelopment of a city-owned parcel along the MAX Blue Line in downtown Hillsboro. Metro reviewed the existing material related to the site, including a Phase I performed by TriMet when the Blue Line was under construction, and advised the city regarding future assessment needs as they solicited bids for redevelopment from the private sector.
- Assisted the City of Milwaukie with a site along McLoughlin Boulevard that they were seeking to acquire from the Oregon Department of Transportation. The site is the current location of equipment storage and various office spaces. The city was interested in the property as a sports park/entertainment development that

(education and technical assistance: continued)



This program site in Wood Village is located along the Halsey Street corridor, an area designated for vertical, residential and commercial mixed-use development. Assessment work leveraged cleanup and site improvements by the city.



The City of Milwaukie hopes to leverage redevelopment of this parcel with the soon-to-be constructed light rail extension into downtown.



Previously used as an auto-repair facility, assessment of the Handy property in downtown Troutdale provides a highly visible redevelopment opportunity along the historic Columbia River Highway.



This program site in Beaverton needed an assessment to determine if the site could be used to expand current park facilities. THPRD has purchased the property and cleanup is scheduled for summer 2011.

NEXT STEPS

Although Metro has not applied for additional funding from EPA, the Metro Council remains committed to fostering the redevelopment of underused land and promoting the revitalization of neighborhoods. Metro's Brownfields Recycling Program demonstrates the need for brownfield cleanup and redevelopment by assessing the impacts of brownfields in the region's downtowns, main streets, town and regional centers, and employment areas.

In the next fiscal year, Metro's brownfields program will conduct additional research identifying brownfields and a range of solutions and best practices for the Portland metropolitan area. The report will provide direction for prioritizing investments and making the most of the region's existing resources. The results of this work will inform the ongoing conversation regarding how brownfields impact the region and what actions can be taken to restore and reuse this land for developments that bring jobs, housing, and services to community residents.

For more information

www.oregonmetro.gov/brownfields

Stay in touch with news, stories and things to do.

www.oregonmetro.gov/connect

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would have access to the future MAX Orange Line, set to begin construction in late 2011. Metro convened ODOT, the City of Milwaukie and Business Oregon to determine what funding sources could be used to move the

project forward. Additionally, Metro provided technical assistance with the formal application to the State of Oregon in an attempt to use state funds to advance the project.

OUTREACH AND COORDINATION

- The Brownfields Task Force, appointed by the Metro Council in 2007, directs the program's efforts and selects grant recipients. The task force represents a broad range of elected officials, real estate investors, and community development professionals, who help the program's outreach and education efforts reach a larger audience.
- A technical workshop for developers, lenders, local government staff and community leaders was organized to discuss opportunities available through the brownfields program. A panel of property owners and developers who successfully completed brownfields redevelopment projects in the region discussed their experiences.
- Metro sponsored, along with Pacific Northwest Title of Oregon, a continuing education class for commercial brokers and property managers on how to address liability concerns of possible brownfield sites and what public resources are available for the redevelopment of these properties.
- Metro collaborated with other agencies with brownfields programs, including the cities of Portland and Gresham, Clackamas County, the Oregon Department of Environmental Quality and the Oregon Economic and Community Development Department. This collaboration included the facilitation of training and workshops, participation on Metro's Brownfields Task Force, and sharing information and resources. As inquiries are made, Metro serves as a resource helping connect people with appropriate agencies.
- Metro drafted, printed and distributed flyers to local building permit counters. This flyer provides information about Metro's brownfields program and is targeted to property owners, developers and potential purchasers of brownfields sites.
- A website devoted to the brownfields program was developed (www.oregonmetro.gov/brownfields) that provides information including application and referral forms for potential sites to be considered for assessment funding.
- Staff presented information at multiple State of Oregon and Western Regional Brownfield conferences on Metro's experiences in building a regional brownfields inventory and identifying and prioritizing potential program sites.
- Metro distributed news releases to regional and neighborhood news media on the awarding of the grant and the process for applying for funding as well as local brownfield redevelopment projects.