

**CONSTRUCTION EXCISE TAX GRANT
INTERGOVERNMENTAL AGREEMENT**

Metro – City of Portland

**Portland-Milwaukie Light Rail Transit: Employment Transit Oriented Development
(PMLRT: E-TOD) Project**

This Construction Excise Tax Grant Intergovernmental Agreement ("CET Grant IGA") is effective on the last date of signature below, and is entered into by and between Metro, a metropolitan service district organized under the laws of the state of Oregon and the Metro Charter, located at 600 Northeast Grand Avenue, Portland, OR, 97232-2736 ("Metro"), and the City of Portland ("the City"), located at 1221 SW Fourth Avenue, OR 97204, collectively referred to as "Parties."

WHEREAS, Metro has established a Construction Excise Tax ("CET"), Metro Code Chapter 7.04, which imposes an excise tax throughout the Metro regional jurisdiction to fund regional and local planning that is required to make land ready for development after inclusion in the Urban Growth Boundary; and

WHEREAS, the CET is collected by local jurisdictions when issuing building permits, which the local jurisdictions then remit to Metro pursuant to Construction Excise Tax Intergovernmental Agreements to Collect and Remit Tax ("CET Collection IGAs") entered into separately between Metro and the local collecting jurisdictions; and

WHEREAS, the City has submitted a CET Grant Request ("Grant Request") to Metro for Four Hundred Eighty-Five Thousand Dollars (\$485,000) for the Portland-Milwaukie Light Rail Transit Employment Transit Oriented Project ("Project"), and the parties wish to set forth the funding amounts, timing, procedures and conditions for receiving grant funding from the CET fund for the Project.

NOW THEREFORE, the Parties hereto agree as follows:

1. Metro Grant Award. Metro shall provide CET grant funding to the City for the Project as described in the City's CET Grant Request, attached hereto as Exhibit B and incorporated herein ("Grant Request"), in the amounts and at the milestone and deliverable dates as set forth in Exhibit A attached hereto and incorporated herein ("Deliverables Schedule"), subject to the terms and conditions in this Agreement.
2. City Responsibilities. The City shall perform the Project described in the Grant Request and as specified in this Agreement and in Exhibit A, subject to the terms and conditions specified in this Agreement. The City shall obtain all applicable permits and licenses from local, state or federal agencies or governing bodies related to the Project, and the City shall use the CET funds it receives under this Agreement only for the purposes specified in the Grant Request and to achieve the deliverables and/or milestones set forth in Exhibit A.
3. Payment Procedures. Within 30 days after the completion of each deliverable/milestone as set forth in Exhibit A, the City shall submit to Metro an invoice describing in detail its expenditures as may be needed to satisfy fiscal requirements. Within 30 days of receiving the City's invoice and supporting documents, and subject to the terms and conditions in this Agreement, Metro shall reimburse the City for its eligible expenditures for the applicable deliverable as set forth in Exhibit A. Metro shall send CET payments to:

The City of Portland
Bureau of Planning and Sustainability
Attention: Troy Doss
Portland, OR 97201

4. Funding Provisions.

(a) CET Funds. Metro's funding commitment set forth in this Agreement shall be fulfilled solely through the programming of CET funds; no other funds or revenues of Metro shall be used to satisfy or pay any CET Grant funding commitments. The parties recognize and agree that if the CET is ever held to be unenforceable or invalid, or if a court orders that CET funds may no longer be collected or disbursed, that this Agreement shall terminate as of the effective date of that court order, and that Metro shall not be liable in any way for funding any further CET grant amounts beyond those already disbursed to the City as of the effective date of the court order. In such case the City shall not be liable to Metro for completing any further Project deliverables as of the date of the court order.

(c) Waiver. The parties hereby waive and release one another for and from any and all claims, liabilities, or damages of any kind relating to this Agreement or the CET in excess of the liability limitations set forth herein.

5. Project Records. The City shall maintain all records and documentation relating to the expenditure of CET Grant funds disbursed by Metro under this Agreement. The City shall provide Metro with such information and documentation as Metro requires for implementation of the CET grant process. The City shall establish and maintain books, records, documents, and other evidence in accordance with generally accepted accounting principles, in sufficient detail to permit Metro or its auditor to verify how the CET Grant funds were expended. Metro and its auditor shall have access to the books, documents, papers and records of the City that are directly related to this Agreement, the CET grant moneys provided hereunder, or the Project for the purpose of making audits and examinations.

6. Audits, Inspections and Retention of Records. Metro and its representatives shall have full access to and the right to examine, during normal business hours and as often as they deem necessary, all City records with respect to all matters covered by this Agreement and Exhibit A. Such representatives shall be permitted to audit, examine, and make excerpts or transcripts from such records, and to make audits of all contracts, invoices, materials, payrolls and other matters covered by this Agreement. All documents, papers, time sheets, accounting records, and other materials pertaining to costs incurred in connection with the project shall be retained by the City and all of their contractors for three years from the date of completion of the project, or expiration of the Agreement, whichever is later, to facilitate any audits or inspection.

8. Term. This Agreement shall be effective on the date it is executed by both parties, and shall be in effect until all deliverables/milestones have been achieved, all required documentation has been delivered, and all payments have been made as set forth in Exhibit A, unless terminated earlier pursuant to this Agreement.

9. Amendment. This CET Grant IGA may be amended only by mutual written agreement of the Parties.

10. Other Agreements. This CET Grant IGA does not affect or alter any other agreements between Metro and the City.

11. Authority. City and Metro each warrant and represent that each has the full power and authority to enter into and perform this Agreement in accordance with its terms; that all requisite action has been taken by City and Metro to authorize the execution of this Agreement; and that the person signing this Agreement has full power and authority to sign for the City or Metro, respectively.

Metro

The City of Portland

By: Martha Bennett

By: Charlie Hales

Title: Metro Chief Operating Officer

Title: Mayor

Date: _____

Date: _____

By: N/A

By: LaVonne Griffin-Valade

Title: City Auditor

Date: _____

Approved as to Form

APPROVED AS TO FORM

BY: Alison Kean Campbell

Title: Deputy Metro Attorney

Date: _____

By: James H. Van Dyke
CITY ATTORNEY
City Attorney

Date: 4/17/13

Attachments:

Exhibit A – Deliverables Schedule

Exhibit B - City's Grant Request

Exhibit A

CET Grant IGA PMLRT: ETOD Project- - Deliverables Schedule

| Milestones* | Deliverables | Due Date* | Grant Amount |
|-------------|--|-------------------|--------------|
| 1 | Execution of CET Grant IGA - Project Start-up | June 1, 2013 | \$30,000 |
| 2 | Project Start-up <ol style="list-style-type: none"> 1. Finalize project scope and project organization <ol style="list-style-type: none"> a. Form Project Management Team b. Consultant Selection 2. Prepare Public Involvement Plan <ol style="list-style-type: none"> a. Form Stakeholder Advisory Committee (SAC) b. Form Two (2) Station Work Groups (SWG): OMSI-Clinton Stations and Rhine-Holgate Stations | July 1, 2013 | \$60,000 |
| 3 | Station Area Plan Development <ol style="list-style-type: none"> 1. Existing Conditions and Issues, Opportunities, and Constraints Workbook <ol style="list-style-type: none"> a. SWG Sessions b. Station Area Walks 2. Draft Station Area Policy Framework <ol style="list-style-type: none"> a. Draft Station Concepts b. Draft Goals, Draft Policies and Objectives | September 1, 2013 | \$100,000 |
| 4 | Plan Development: Concept Plan Development <ol style="list-style-type: none"> 1. Comprehensive Plan Development for Rhine and Holgate Stations 2. Southeast Quadrant Plan Development and OMSI and Clinton Station Area Plan Development | November 1, 2013 | \$100,000 |
| 5 | Plan Development: Alternative Concepts Development <ol style="list-style-type: none"> 1. Develop Alternative Scenarios with SAC 2. Evaluation of Alternative Scenarios | February 1, 2014 | \$100,000 |
| 6 | Plan Development: Final Draft Southeast Quadrant Plan and PMLRT Employment Transit Oriented Development Plan <ol style="list-style-type: none"> 1. Draft Recommended Southeast Quadrant Plan and PMLRT Employment Transit Oriented Development Plan 2. SAC Review 3. Public Review | May 1, 2014 | \$ 65,000 |
| 7 | Adoption of Southeast Quadrant Plan and PMLRT Employment Transit Oriented Development Plan <ol style="list-style-type: none"> 1. SAC review and endorsement 2. Comprehensive Plan: Rhine and Holgate Station Plans <ol style="list-style-type: none"> a. Portland Planning and Sustainability Commission review and recommendations b. Portland City Council Adoption 3. Southeast Quadrant Plan and PMLRT Employment | October 1, 2014 | \$ 30,000 |

| | | | |
|--|--|--|-------------------|
| | Transit Oriented Development Plan a. Portland Planning and Sustainability Commission review and recommendations b. Portland City Council adoption | | |
| | TOTAL CET GRANT AMOUNT | | \$ 485,000 |

*If the Grant contained any Funding Conditions, Grantee shall demonstrate satisfaction with those conditions at the applicable milestone or deliverable due dates.

* Due dates are intended by the parties to be hard estimates of expected milestone completion dates. If the City anticipates that a due date cannot be met due to circumstances beyond its control, it shall inform Metro in writing no later than ten (10) days prior to the due date set forth above and provide a revised estimated due date; and Metro and the City shall mutually agree upon a revision to the milestone due dates set forth in this Agreement.

Exhibit B

City's CET Grant Request

Portland-Milwaukie LRT: E-TOD Plan

Scope of Work

Introduction

The following is the proposed scope of work for the Metro CET Grant for the Portland-Milwaukie LRT-Employment Transit Oriented Development Plan (ETOD). Metro previously approved the CET Grant in 2010. The E-TOD work scope recognizes that much has changed since the original grant application. The following summarizes some of the key efforts that will provide a foundation for the overall approach and scope of work for the ETOD Grant:

- TriMet's Portland-Milwaukie Light Rail Possibilities Project-2011
- TriMet/ Metro's Clinton Station Area Development Opportunity Study-2011
- Reworks Inc. Gideon Street Development Concepts-2013
- University of Oregon's DIY Employment Transit Oriented Development-2011
- City of Portland's Employment Opportunity Analysis-2012
- TriMet/Metro's Holgate Development Opportunity Study-2012
- TriMet's Request for Qualifications for SE Boise to SE Mall Properties on SE 17th Avenue
- City of Portland's Portland Plan-adopted April 2012
- Central City 2035 (CC2035) Concept Plan-Adopted October 2012

The adoption of the Portland Plan and CC2035 Concept Plan provide the overall framework for proceeding with station area planning for the OMSI, Clinton, Rhine and Holgate Stations. A key change from the 2010 Work Scope for the CET Grant application is that the ETOD Project will now be integrated with the Central City 2035 (CC2035) plan and Portland's Comprehensive Plan processes. Specifically, the stations will be examined together, but implementation for the Rhine and Holgate Stations will be accomplished as part of the Comprehensive Plan process and the OMSI and Clinton Station will be part of the CC2035 Plan process. The following are the key dates for both of these two long range plans:

Portland's Comprehensive Plan

- Plan Adoption: Fall 2014
- Implementation Adoptions: Summer 2015

CC2035

- West Quadrant Plan: City Council Approval: Summer 2014
- Southeast Quadrant Plan: City Council Approval: Fall 2014
- CC2035 Plan and Implementation: Comprehensive Plan and Zoning Code Adoption, approximately 2015-2016

The development of the ETOD Plan will be developed in two parts: Part 1-Concept and Plan Development and Part 2-Implementation. Part 1 will be funded by the Metro CET Grant, and Part 2 will be part of the adoption of the Portland Comprehensive Plan or the CC2035 Plan and other with other resources. The following scope provides the work tasks for Part I. The scope includes the ETOD, Comprehensive Plan and SE Quadrant Plan to indicate the relationships between the CET Grant process for ETOD and the integration with the these two City of Portland long-range plans. The budget table will highlight the specific items for CET Grant funding.

Part I is divided into four phases:

- Phase I: Station Area Planning Framework-develop planning framework for the ETOD Station communities;
- Phase II: E-TOD and Southeast Quadrant Plan and Comprehensive Plan Framework Plan Development.
- Part III: Plan Development for ETOD Station Plans for the Comprehensive Plan and the Southeast Quadrant Plan.
- Part IV : Recommended Plan and Approvals

The Comprehensive Plan process includes preparing findings for the employment land supply by employment geographies and identifying the 25-year land demand needs for industrial and commercial uses as required by Goal 9 of the Statewide Planning Goals. A key issue for the ETOD process will be to define the relationships between industrial land supply and the mix of uses and activities for an employment focused station community. The Rhine and Holgate E-TOD Station Plans will be adopted as part of the Comprehensive Plan.

The Southeast Quadrant Plan will include the OMSI and Clinton Station E-TOD Plans, and will be adopted by City Council resolution. This plan should be completed by Fall 2014. The Southeast Quadrant Plan would be integrated into the CC2035 Plan as a ordinance adopting Comprehensive Plan amendment to replace the Central City Plan and/or related implementation plans and the zoning code ordinances.

Part I: Project Startup and Concept Development

Schedule: January – April 2013

Task 1: Establish Project Management Team

The Bureau of Planning and Sustainability (BPS) will establish the Project Management Team (PMT), which will include lead contacts for the participating agencies in this effort (such as Metro, TriMet, PDC, and PBOT).

Scheduling & Assignments: It is anticipated that the PMT would meet monthly or as needed and that BPS produce quarterly progress reports for the team as well as grant administrator.

Task 2: Finalize Work Program, Schedule & Budget

The PMT will finalize the work program (scope of work and deliverables) and project schedule based the budget available for the project.

Task 3: Consultant RFP Process

BPS will work with the PMT to initiate a process to select and hire a consultant team needed to complete key work tasks for the E-TOD Plan. The consultant team is anticipated to provide the following range of services:

- Stakeholder Advisory Committee and Station Working Group Facilitation
- Urban Design / Land Use Analysis and Services
- Traffic Engineering, Modeling, and Analysis
- Market Research and Development Feasibility Analysis

Task 4: Create Public Involvement Program & Schedule

BPS will prepare the Public Involvement Plan (PIP). The tasks and deliverable associated with this will include but are not limited to:

- Review the PIP with the Comprehensive Plan's Community Involvement Committee (CIC).
- Public outreach program detailing outreach strategy, key events, deliverables, and schedule.
- Communications strategy, including project website, mailing list, internet tools such as Facebook and Twitter, media outreach, and public notifications.

Task 5: Create Stakeholder Advisory and Station Area Working Groups

BPS will work with the PMT to establish the overall SE Quadrant Stakeholder Advisory Committee (SAC) representing a wide range of stakeholders from the SE Quadrant including equitable representation of the

diversity of community members and district interests. In addition to the SAC, the project will include two station area working groups (SWG): OMSI/Clinton Station Area Working Group (OMSI/Clinton SWG) and the Rhine/Holgate Station Area Working Group (Rhine/Holgate SWG).

Task 6: Existing Conditions and Issues and Opportunities Workbook

BPS, with assistance of the members of the PMT, will prepare Southeast Quadrant and PMLRT Station Area Workbook and would include the following:

1. Existing Conditions Summary
 - An inventory of existing land uses and zoning for each station area.
 - An inventory of potential development / redevelopment sites/development capacity for each station area.
 - Review and summary of area-wide transportation existing conditions, with supporting diagrams and maps.
 - Review and summary of existing analysis of market / economic condition and opportunities for office, industry, retail, and residential development for the study areas associated with each station.
 - Review and summary of environmental conditions, including natural resource inventory and known contamination sites.
2. Summary of Previous Plans
 - Existing policy directions from Portland Plan, Comprehensive Plan, CC2035 Concept Plan and other related adopted plans and policies.
 - Review and summary of previous station area planning documents.
 -
3. Case Study of transit stations located in industrial/employment areas
 - Summary report of national/international examples and relevant lessons.
 - Incorporate key findings into the Handbook.
4. Issues and Opportunities Summary.
 - Summary of issues, opportunities and constraints based on review of previous plans and stakeholder meetings.
 - Issues and Opportunities diagrams

Part I: Plan Development

| Phase I | Community Event | Station Area Start-up | Stations and Southeast Quadrant |
|-----------|-------------------------------------|--|---|
| May 2013 | Station Areas Working Group Meeting | Introduction & Project Orientation Initiate stakeholder process by presenting: <ul style="list-style-type: none"> Project overview Relationship to rest of SE Quadrant Role of Station Area Working Group Anticipated deliverables Review and discussion of Workbook | May to August Central Eastside and OMSI/Clinton Station Area Economic Discussion Groups : Purpose: Discussion of Issues and Opportunities by Economic Sectors in the Central Eastside, including OMSI and Clinton Station area. Potential Sectors, to be finalized with CEIC and PDC: <ul style="list-style-type: none"> Manufacturing, Warehousing and distribution, etc. Software, technology, films, etc. Industrial offices, DIY/Incubator/small start-up Production and distribution of food and drink (catering, brewery, distillery) Product: <ul style="list-style-type: none"> Summary of Economic Discussion Groups sessions. |
| June 2013 | Neighborhood Walk 1 | Neighborhood walks to discuss issues and opportunities. <ul style="list-style-type: none"> OMSI-Clinton Station Walk Rhine-Holgate Station Walk Products: Summary of Station Walks | |
| | Station Areas Working Group Meeting | Issues, opportunities, and constraints work sessions <ul style="list-style-type: none"> OMSI Station Area/ Powell Triangle Clinton Station Area Rhine Station Area Holgate Station Area Product: Revised Issues, Opportunities and Constraints | |
| | | Station Area Plan Development Phase | |
| July 2013 | Station Area Charrette | Two-day charrette with stakeholders from: <ul style="list-style-type: none"> OMSI and Clinton Station Areas as well as stakeholders of Powell Triangle. Rhine and Holgate Station Areas Products: <ul style="list-style-type: none"> Charrette Summary Draft set of alternative land use, urban design, and transportation concepts | |
| Aug 2013 | Station Areas Working Group Meeting | Select/refine alternatives for further study <ul style="list-style-type: none"> OMSI/Clinton alternative to be forwarded to SE Quadrant SAC Rhine/Holgate alternatives to be considered by a | |

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| | | Brooklyn Station Areas Working Group. Products: <ul style="list-style-type: none"> Meeting minutes Draft set of alternative land use, urban design and transportation concepts. | |
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| Phase II Plan Development: Rhine / Holgate Stations: Comprehensive Plan | | |
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| | | Rhine/Holgate Station Area Plan would be integrated with the update of the Portland Comprehensive Plan. <ul style="list-style-type: none"> Comprehensive Plan Southeast District Liaison will be the Project Manager to Preferred E-TOD Rhine/Holgate Station Plan for the Comprehensive Plan. Rhine/Holgate Station Working Group (R/H SWG) will be the community advisory committee to develop plan recommendation. Rhine/Holgate E-TOD Station Plan will be adopted as part of the Comprehensive Plan. |
| Sept. to Nov. 2013 | R/H SWG meeting | Refine station concepts: <ul style="list-style-type: none"> Refine concepts from Station Area Charrette Complete analysis of concepts |
| Dec to Feb 2014 | R/H SWG meeting | Preferred Station Concept <ul style="list-style-type: none"> Develop preferred station concept. Identify Comprehensive Plan and/or Zoning Map amendments. Identify action items to implement the plan. |
| Spring 2014 | | Public Review of the Preferred Plan |
| Spring 2014 | | Incorporate Rhine/Holgate E-TOD Station Plan as part of the final DRAFT Comprehensive Plan |

| Phase II | Plan Development: CC2035: Southeast Quadrant Plan | | |
|----------------------------|---|---|--|
| Sept 2013 – May 2014 | | Rhine and Holgate Station Concepts integrated into Comprehensive Plan Update. | |
| Aug to Oct 2013 | Economic Development Evaluation of Potential Targeted Redevelopment Sites | Development Evaluation <ul style="list-style-type: none"> Develop alternative building prototypes based on E-TOD Station concepts <ul style="list-style-type: none"> Identify conceptual massing, Job density targets, Height details, Parking and access; Identify available infrastructure and capacities, Identify sites constraints for selected types of development, and and other site requirements Preliminary Financial feasibility analysis, including identification of residual land value Develop evaluation criteria | |
| | Community Event | Station Area Concept Development | Southeast Quadrant |
| Sep 2013 | SAC Meeting 1 Introduction & Project Orientation | Initiate stakeholder process for the development of the CC2035 SE Quadrant Plan and E-TOD Plan: <ul style="list-style-type: none"> Project overview Relationship to other efforts Role of Stakeholder Advisory Committee Anticipated deliverables Existing conditions, existing policy, recent planning efforts, general district direction | |
| | | PLMRT Stations <ul style="list-style-type: none"> Metro CET Grant: E-TOD Overview of Station Working Groups | SE Quadrant <ul style="list-style-type: none"> Overview of Workbook Overview of Economic Sector Forums |
| | | Product: SAC Meeting Minutes | |
| Sept 2013 | SE Quadrant Survey | <ul style="list-style-type: none"> Web survey that seeks community input on key issues and opportunities in the SE Quadrant and station areas. Product: <ul style="list-style-type: none"> Summary of survey results | |
| Oct 2013 | SE Quadrant Walk | | Southeast Quadrant walks to discuss issues and opportunities. |

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| | | <ul style="list-style-type: none">▪ EOS Study Area▪ MLK-Grand Corridor▪ Eastern Transition | | |
| | | Products: Summary of Walk ideas | | |
| Oct 2013 | SAC Meeting 2 | <p>Work session to identify issues, opportunities, and constraints for future development in SE Quadrant and PMLRT Stations, including policy issues related to include but not limited to:</p> <ul style="list-style-type: none">▪ Land Use Zoning Issues:<ul style="list-style-type: none">○ IH Zoned areas○ IG1 Zoned areas○ IG1-with Employment Overlay Subarea○ EX Zoned area○ EG 1 and EG2 Zoned area▪ Urban Design<ul style="list-style-type: none">○ EX Corridors○ Land Use Eastern Edge Transition along 11th and 12th Avenues○ Burnside-Couch Corridor○ Urban Open Spaces▪ Access and Circulation<ul style="list-style-type: none">○ Freight Mobility and Access○ Pedestrian and Bicycle Safety and Access○ Access to transit <p>Subareas issues to be examine, but not limited to:</p> <table><tr><td>PMLRT Station:<ul style="list-style-type: none">▪ OMSI – Clinton Station Areas.▪ Powell Triangle</td><td>SE Quadrant<ul style="list-style-type: none">▪ EOS Study Area▪ IG1 Areas between 7th and 12th▪ MLK-Grand Corridor▪ East-West Main Street Corridors▪ 11th & 12th Avenue Couplet</td></tr></table> <p>Products:</p> <ul style="list-style-type: none">▪ SAC meeting minutes and revised issues, opportunities, and constraints.▪ Direction to draft SE Quadrant and Subareas goals and objectives. | PMLRT Station: <ul style="list-style-type: none">▪ OMSI – Clinton Station Areas.▪ Powell Triangle | SE Quadrant <ul style="list-style-type: none">▪ EOS Study Area▪ IG1 Areas between 7th and 12th▪ MLK-Grand Corridor▪ East-West Main Street Corridors▪ 11th & 12th Avenue Couplet |
| PMLRT Station: <ul style="list-style-type: none">▪ OMSI – Clinton Station Areas.▪ Powell Triangle | SE Quadrant <ul style="list-style-type: none">▪ EOS Study Area▪ IG1 Areas between 7th and 12th▪ MLK-Grand Corridor▪ East-West Main Street Corridors▪ 11th & 12th Avenue Couplet | | | |

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| Phase III | Plan Development: Draft Plan Concepts | |
| | Community Event | Station Area Concept Development |
| | | Southeast Quadrant |
| Nov 2013 | SAC Meeting 3 | Work session to identify SE Quadrant goals and objectives that will guide in development of land use, urban design, and overall plan alternatives developed during design charrette. |

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| | | <ul style="list-style-type: none"> ▪ Quadrant Goals and Objectives ▪ Subareas objectives Products: <ul style="list-style-type: none"> ▪ SAC meeting minutes ▪ SAC endorsement of preliminary SE Quadrant goals and objectives. |
| Jan 2014 | Quadrant-wide Charrette | <p>Multiple day charrette with SAC and key stakeholders to develop land use, urban design, and other system diagrams for entire quadrant. As part of this process, Station Area Charrette Products produced in August 2013 will be integrated with preliminary SE Quadrant Concepts</p> <p>Charrette will include opportunities for broader public participation and input.</p> |
| Feb 2014 | Process Charrette Input | <p>Work with consultant team to process input gathered at quadrant-wide charrette. Synthesize into land use, urban design and transportation alternatives for consideration by the SAC.</p> Products: <ul style="list-style-type: none"> ▪ Summary of Charrette ▪ Draft set of alternative land use, urban design, and transportation concepts |
| Feb 2014 | SAC Meeting 4 | <p>Work Session:</p> <ul style="list-style-type: none"> ▪ Review ideas from charrette ▪ Refine alternatives for further study, including station areas. Products <ul style="list-style-type: none"> ▪ Meeting Minutes ▪ Direction to develop 2-3 concept alternatives for the SE Quadrant and PMLRT Station |
| March 2014 | Charrette Follow-up | Technical Tasks: <ul style="list-style-type: none"> ▪ Land Use Analysis of alternative <ul style="list-style-type: none"> ○ Prepare Alternative Concept Plan Layers <ul style="list-style-type: none"> - Land Use - Scale - Street Character - Green Systems - Open Space and parks ○ Analysis of alternatives ▪ Economic development analysis of alternatives <ul style="list-style-type: none"> ○ Identify potential redevelopment sites for Development Opportunity Strategy ○ Identify potential public-private partnership |

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| | | <ul style="list-style-type: none">▪ E-TOD Building Prototypes<ul style="list-style-type: none">○ Narrow options○ Identify potential sites▪ Transportation analysis of alternatives▪ Preliminary set of conclusions and recommendations <p>Products</p> <ul style="list-style-type: none">▪ 2-3 concept alternative layers for the SE Quadrant and PMLRT Station▪ Summary of analysis of alternatives | | |
| March 2014 | SAC Meeting 5 | <p>Work Session</p> <ul style="list-style-type: none">▪ Review and discussion of 2-3 alternatives▪ Endorsement of alternatives for the Open House▪ Direction for developing a "preferred alternative." <p>Products: Meeting Minutes</p> | | |
| March 2014 | Open House 1 | <p>Present draft concepts emerging from charrette and SAC Meeting 5</p> <p>Products: Summary of public comments.</p> | | |
| April 2014 | SAC Meeting 6 | <p>Work Session</p> <ul style="list-style-type: none">▪ Review and refinement of alternatives▪ Discussion of a "preferred alternative."▪ Develop district and subareas specific policies and action items. <table><tr><td><p>Development of E-TOD Plan</p><ul style="list-style-type: none">▪ Land Use Concept▪ Urban Design Concept▪ Transportation Concept▪ Economic Development Concept</td><td><p>SE Quadrant and Subarea Concept Plan</p><ul style="list-style-type: none">▪ Land Use Concept▪ Urban Design Concept▪ Transportation Concept▪ Green Systems Concept▪ Parks and Open Space</td></tr></table> | <p>Development of E-TOD Plan</p> <ul style="list-style-type: none">▪ Land Use Concept▪ Urban Design Concept▪ Transportation Concept▪ Economic Development Concept | <p>SE Quadrant and Subarea Concept Plan</p> <ul style="list-style-type: none">▪ Land Use Concept▪ Urban Design Concept▪ Transportation Concept▪ Green Systems Concept▪ Parks and Open Space |
| <p>Development of E-TOD Plan</p> <ul style="list-style-type: none">▪ Land Use Concept▪ Urban Design Concept▪ Transportation Concept▪ Economic Development Concept | <p>SE Quadrant and Subarea Concept Plan</p> <ul style="list-style-type: none">▪ Land Use Concept▪ Urban Design Concept▪ Transportation Concept▪ Green Systems Concept▪ Parks and Open Space | | | |
| April to June 2014 | Design-Developers Forum or ETOD Prototype Buildings | <p>To be determine upon completion of draft E-TOD Plan and Southeast Quadrant Plan.</p> <p>Design-Developer Forum or ETOD Design Competition to identify specific strategies to implement the E-TOD development concepts with an emphasis on Class B or C new building construction.</p> | | |

| PHASE IV: Plan Development: Final DRAFT Southeast Quadrant Plan Development | | |
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| | Community Event | Southeast Quadrant |
| May 2014 | SAC Meeting 7 | <p>Work session</p> <ul style="list-style-type: none"> ▪ Endorse a final preferred alternative for SE Quadrant including ETOD Station Plan ▪ Review and direction on draft policy framework and plan action items. |
| | | <p>Southeast Quadrant Plan</p> <ol style="list-style-type: none"> 1. Quadrant District Goals and Policies 2. Quadrant Urban Design Principles 3. Recommended Quadrant Concept 4. Quadrant Subarea <ol style="list-style-type: none"> a. Goals and Policies b. Urban Design elements c. Implementation Actions 5. E-TOD Station Area land use and zoning objectives for each station. <ol style="list-style-type: none"> a. Recommended Urban Design Concepts, including: <ol style="list-style-type: none"> i. Urban Form ii. Street Character/Typology iii. Green Systems iv. Open space b. Recommend Zoning Code amendments that would promote successful E-TOD typology to encourage desirable growth as well as mixed use development where appropriate. c. E-TOD Station Area Economic Development Plan <ol style="list-style-type: none"> i. Development/redevelopment goals for each station area. <ul style="list-style-type: none"> - Near term development goals-including development sites - Long term development goals ii. Summary of technical analyses of development sites identified in Phase III: <ul style="list-style-type: none"> - Site planning - Alternative building prototypes - Market feasibility - Financial feasibility by completing preliminary pro forma - Conceptual massing, including density, height details and other site requirements iii. Recommended development plan for each station area. |

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| | | <ul style="list-style-type: none"> - Identify sites for DOS - Identify next steps. - Development Agreements <p>d. E-TOD Station Area Transportation Plan</p> <ol style="list-style-type: none"> Develop transportation objectives for E-TOD Station Area Plan. Summary of transportation analysis, including traffic impacts, cost estimates, and community impacts. Identify proposed street improvements. Identify potential capital funding for the proposed project. <p>Note: See CC2035 North/Northeast Quadrant Plan as an example of quadrant plan, link below: http://www.portlandoregon.gov/bps/article/422031</p> |
| May 2014 | Open House Event | Present Draft Plan Recommendations at Public Open House |
| June 2014 | Commission Briefings | Briefings with Planning and Sustainability, Landmarks and Design Commissions |
| June 2014 | SAC Meeting 8 Plan review | Present revised draft plan and public input. Based on SAC direction, the plan will either be endorsed or further refined and presented at a follow-up meeting. |
| July 2014 | SAC Meeting 9 Plan Endorsement | Present revised draft of plan for SAC review and endorsement. |
| PHASE V | | |
| Recommended Southeast Quadrant Plan and PMLRT Employment Transit Oriented Development Plan | | |
| Aug 2013 | Produce Final Plan | Work with consultant team (as necessary) to produce final version of proposed plan for public review. |
| Sept 2014 | PSC Hearing | Public hearing with Planning & Sustainability Commission (PSC) with intent of producing a recommendation from PSC for City Council to adopt plan by resolution. |
| Oct 2014 | City Council Hearing | Public hearing with Portland City Council review PSC recommended plan. Intent is for Council to adopt plan by resolution. |

Part 2: CC2035 Plan Implementation

Schedule: Fall 2014 – Winter 2016

Part 2: Plan Implementation is not funded by the Metro CET Grant and would be funded by City of Portland Bureau of Planning and Sustainability and will be finalized as part of the budget process.

The E-TOD Plans for Rhine-Holgate Stations will be incorporated with the update of Portland's Comprehensive Plan and related amendments to the zoning code. Similarly, the OMSI-Clinton Station will be incorporated in the SE Quadrant Plan, which in turn will be incorporated in the CC2035 Plan as the formal update to the Central City Plan and as an amendment to the Portland Comprehensive Plan and amendments to the Zoning Code. The following provide brief descriptions of Plan Implementation.

Comprehensive Plan Amendments

The Rhine-Holgate E-TOD Plan would likely require Comprehensive Plan amendments and would be incorporated with or following adoption of the City's new Comprehensive Plan which currently is undergoing periodic review. It is anticipated that the Comprehensive Plan will be adopted by late 2014. As part of this process the following amendments to the Comprehensive Plan may need to occur:

- Comprehensive Plan Policy Amendments
- Comprehensive Plan Map Amendments
- Transportation Systems Plan (TSP) Amendments

Changes to the zoning would be the next phase of the Comprehensive Plan and code amendments are scheduled for completion Summer/Fall 2015. This phase will be funded by the City of Portland Bureau of Planning as part of the Comprehensive Plan.

Central City 2035 – Comprehensive Plan, Zoning Code & Map Amendments

CC2035 Plan will include an update to Central City goals and policies, district goals and policies, action items and would be adopted as amendments to the Comprehensive Plan. Additionally CC2035 would include amendment provisions to the Zoning Code, Design Guidelines, and the Zoning Map. The full set of Comprehensive Plan and Zoning Code amendments is currently anticipated for completion in 2015.

Additional Legislative Implementation Measures

The SE Quadrant Plan and E-TOD Station plan could also include a range of other implementation measures needed in some form of action by the Planning and Sustainability Commission, Portland Development Commission, and Portland City Council. These could include but would not be limited to:

- Street Plan Amendments
- Urban Renewal Plans or Amendments
- Public-Private Development Agreements
 - Complete DOS for target sites.
 - Draft Development Agreements to proceed with E-TOD type of development projects.

This final phase of the CC2035 resulting in amendments to the Comprehensive Plan, zoning code and map amendments will be funded by the City of Portland Bureau of Planning and Sustainability.

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Budget

| | Jan-April 2013 | | | | May-June 2013 | | | |
|------------------------------------|------------------|------------------|-------------------|------------------|-----------------------|------------------|-------------------|------------------|
| | Project Start-up | | | | Station Area Start-up | | | |
| | Financial Match | In-Kind Match | CET Grant Request | Total | Financial Match | In-Kind Match | CET Grant Request | Total |
| | Hours | Hours | Hours | Hours | Hours | Hours | Hours | Hours |
| BPS Senior Planner-Project Manager | 0 | 362 | 0 | 362 | | 104 | | 104 |
| BPS Senior Planner | 0 | 362 | 0 | 362 | | 104 | | 104 |
| BPS Urban Designer | 0 | 107 | 0 | 107 | | 56 | | 56 |
| BPS Community Service Aide | 0 | 0 | 0 | 0 | | 0 | | 0 |
| PBOT Capital Project | 0 | 103 | 0 | 103 | | 32 | | 32 |
| PBOT Senior Planner | 0 | 0 | 0 | 0 | | 0 | | 0 |
| PBOT Trans Modeling | 0 | 0 | 0 | 0 | | 0 | | 0 |
| BPS District Planner | 0 | 31 | 0 | 31 | | 16 | | 16 |
| BPS Economic Planner | 0 | 54 | 0 | 54 | | 24 | | 24 |
| PDC Program Coordinator | 0 | 16 | 0 | 16 | | 16 | | |
| BPS Planner Supervisor | 0 | 392 | 0 | 392 | | 72 | | 72 |
| BPS Senior Planner | 0 | 18 | 0 | 18 | | 8 | | 8 |
| BPS Senior Urban Designer | 0 | 18 | 0 | 18 | | 24 | | 24 |
| BPS City Planner | 0 | 0 | 0 | 0 | | 0 | | 0 |
| BPS Associate Planner | 0 | 9 | 0 | 9 | | 8 | | 8 |
| BPS Program Assistant | 0 | 0 | 0 | 0 | | 0 | | 0 |
| Total Hours | 0 | 1471 | 0 | 1471 | | 464 | | 464 |
| Staff Budget | 0 | \$ 90,622 | \$ - | \$ 90,622 | | \$ 27,688 | | \$ 27,678 |
| PBOT Technical Services | | | | | | | | |
| Materials and Services | | | | | | \$ 5,000 | 0 | \$ 5,000 |
| Professional Services | | | | | | | \$ 10,000 | \$ 10,000 |

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| | July 2013-June 2014 | | | | July -October 2014 | | | |
|--------------------------------|---------------------|-------------------|-------------------|-------------------|--------------------|------------------|-------------------|------------------|
| | Plan Development | | | | Recommended Plan | | | |
| | Financial Match | In-Kind Match | CET Grant Request | Total | Financial Match | In-Kind Match | CET Grant Request | Total |
| | Hours | Hours | Hours | Hours | Hours | Hours | Hours | Hours |
| BPS Senior Planner-Proj Man | 0 | 0 | 1,517 | 1,517 | 0 | 380 | 0 | 380 |
| BPS Senior Planner | 0 | 0 | 1,517 | 1,517 | 0 | 380 | 0 | 380 |
| BPS Urban Designer | 0 | 0 | 736 | 736 | 0 | 141 | 0 | 141 |
| BPS Community Service Aide | 0 | 0 | 1,244 | 1,244 | 0 | 0 | 0 | 0 |
| PBOT Capital Project | 0 | 0 | 559 | 559 | 0 | 35 | 0 | 35 |
| PBOT Senior Planner | 0 | 0 | 223 | 223 | 0 | 35 | 0 | 35 |
| PBOT Trans Modeling | 0 | 0 | 223 | 223 | 0 | 0 | 0 | 0 |
| BPS District Planner | 0 | 607 | 0 | 607 | 0 | 176 | 0 | 176 |
| BPS Economic Planner | 0 | 312 | 0 | 312 | 0 | 0 | 0 | 0 |
| PDC Program Coordinator | 0 | 175 | 0 | 275 | 0 | 160 | 0 | 160 |
| BPS Planner Supervisor | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| BPS Senior Planner | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 35 |
| BPS Senior Urban Designer | 0 | 312 | 0 | 312 | 0 | 70 | 0 | 70 |
| BPS City Planner | 0 | 104 | 0 | 104 | 0 | 35 | 0 | 35 |
| BPS Associate Planner | 0 | 104 | 0 | 104 | 0 | 35 | 0 | 35 |
| BPS Program Assistant | 0 | 208 | 0 | 208 | 0 | 0 | 0 | 0 |
| Total Hours | 0 | 1,922 | 6,020 | 7,942 | 0 | 1,482 | 0 | 1,482 |
| Staff Budget | | \$ 102,219 | \$ 310,000 | \$ 412,218 | 0 | \$ 85,139 | \$ - | \$ 85,139 |
| PBOT Technical Services | | | \$ 15,000 | | | | | |
| Materials and Services | | \$ 5,000 | \$ 5,000 | | | \$ 5,000 | | |
| Professional Services | \$ 50,000* | | \$ 145,000 | \$ 50,000 | | | | |

*Portland Development Commission will be providing \$50,000 in professional services for Economic Development Studies.

| | Summary-TOTALS | | | |
|------------------------------------|------------------|-------------------|-------------------|---------------------|
| | Financial Match | In-Kind Match | CET Grant Request | Total |
| | Hours | Hours | Hours | Hours |
| BPS Senior Planner-Project Manager | 0 | 845 | 1,517 | 2,362 |
| BPS Senior Planner | 0 | 845 | 1,517 | 2,362 |
| BPS Urban Designer | 0 | 304 | 736 | 1,040 |
| BPS Community Service Aide | 0 | 0 | 1,244 | 1,244 |
| PBOT Capital Project | 0 | 170 | 559 | 729 |
| PBOT Senior Planner | 0 | 35 | 223 | 258 |
| PBOT Trans Modeling | 0 | 0 | 223 | 223 |
| BPS District Planner | 0 | 830 | 0 | 830 |
| BPS Economic Planner | 0 | 390 | 0 | 390 |
| PDC Program Coordinator | 0 | 467 | 0 | 467 |
| BPS Planner Supervisor | 0 | 464 | 0 | 464 |
| BPS Senior Planner | 0 | 61 | 0 | 61 |
| BPS Senior Urban Designer | 0 | 425 | 0 | 425 |
| BPS City Planner | 0 | 139 | 0 | 139 |
| BPS Associate Planner | 0 | 156 | 0 | 156 |
| BPS Program Assistant | 0 | 208 | 0 | 208 |
| Total Hours | 0 | | 6,020 | |
| Staff Budget | \$ | \$ 305,666 | \$ 310,000 | \$ 615,666 |
| PBOT Technical Services | \$ - | \$ | \$ 15,000 | 15,000 |
| Materials and Services | \$ - | \$ 15,000 | \$ 5,000 | 20,000 |
| Professional Services | \$ 50,000* | \$ | \$ 155,000 | \$ 205,000 |
| In-Kind Overhead | | \$ 257,833 | | |
| Grand Total | \$ 50,000 | \$ 578,499 | \$ 485,000 | \$ 1,113,498 |

*Portland Development Commission will be providing \$50,000 in professional services for Economic Development Studies. Staff Assignments and allocation of work hour may changes pending Bureau of Planning and Sustainability adopted budget for FY2013-2014.

Community Planning and Development Grants Program
F2 - Match Form

Instructions: If your "Match Source" is a professional or technical service received as "In Kind," use the market average or actual salary or bid for that individual or service. Use the "Notes" field to document methodology.

| Match Source | Choose One | | Choose One | | Amount | Notes |
|--|--|--|--|-------------------------------|---------------|--|
| City of Portland Bureau of Planning and Sustainability | <input type="radio"/> Financial | <input checked="" type="radio"/> In Kind | <input checked="" type="radio"/> Pending | <input type="radio"/> Secured | \$ 445,378.00 | In-kind staff salary plus fringe and benefits. Overhead all staff. |
| City of Portland Bureau of Transportation | <input type="radio"/> Financial | <input checked="" type="radio"/> In Kind | <input checked="" type="radio"/> Pending | <input type="radio"/> Secured | \$ 82,628.00 | Overhead for PBOT grant staff costs. |
| Portland Development Commission | <input checked="" type="radio"/> Financial | <input type="radio"/> In Kind | <input checked="" type="radio"/> Pending | <input type="radio"/> Secured | \$ 50,000.00 | Professional services funding by PDC |
| Portland Development Commission | <input type="radio"/> Financial | <input checked="" type="radio"/> In Kind | <input checked="" type="radio"/> Pending | <input type="radio"/> Secured | \$ 35,492.00 | In-kind salary plus fringe, benefits and overhead. |
| City of Portland Bureau of Planning and Sustainability | <input type="radio"/> Financial | <input checked="" type="radio"/> In Kind | <input checked="" type="radio"/> Pending | <input type="radio"/> Secured | \$ 15,000.00 | Materials and services |
| | <input type="radio"/> Financial | <input type="radio"/> In Kind | <input type="radio"/> Pending | <input type="radio"/> Secured | \$ | |
| | <input type="radio"/> Financial | <input type="radio"/> In Kind | <input type="radio"/> Pending | <input type="radio"/> Secured | \$ | |
| | <input type="radio"/> Financial | <input type="radio"/> In Kind | <input type="radio"/> Pending | <input type="radio"/> Secured | \$ | |
| | <input type="radio"/> Financial | <input type="radio"/> In Kind | <input type="radio"/> Pending | <input type="radio"/> Secured | \$ | |

Total \$ 628,498.00