

## ATTACHMENT 1

CONSTRUCTION EXCISE TAX GRANT  
INTERGOVERNMENTAL AGREEMENT

Metro – City of Portland

82<sup>nd</sup> Avenue Study Understanding Barriers to Development Project

This Construction Excise Tax Grant Intergovernmental Agreement (“Agreement”) 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 (“Metro”), and the City of Portland (“City”), located at 1900 SW 4<sup>th</sup> Avenue, Portland, OR 97201 are 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 entered into separately between Metro and the local collecting jurisdictions; and

WHEREAS, the City has submitted a CET Grant Request (“Grant Request”) for the 82<sup>nd</sup> Avenue Study Understanding Barriers to Development Project (“Project”); which will be coordinated with the City’s separate Cycle 4 CET Grant project: Building Healthy Connected Communities Along the Powell-Division Corridor Project; and

WHEREAS Metro has agreed to provide the City CET Grant funding for the Project in the amount of \$200,000, subject to the terms and conditions set forth herein, 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, 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 and subject to the “funding conditions” recommended by the Metro Chief Operating Officer and adopted by the Metro Council in Resolution No. 15-4640. The City shall coordinate work on the Project with the work being done by the City under the separate CET Grant project: Building Healthy Connected Communities Along the Powell-Division Corridor Project. (See Exhibit B.) 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:

City of Portland  
 Attention: Anthea Tan  
 Bureau of Planning and Sustainability  
 1900 SW 4<sup>th</sup> Avenue, Ste 7100  
 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.

(b) 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.

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, as well as records and documentation relating to the financial match being provided by the City for the Project. 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, including records demonstrating how City matching 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.

7. 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.

8. Amendment. This Agreement may be amended only by mutual written agreement of the Parties.

9. Other Agreements. This Agreement does not affect or alter any other agreements between Metro and the City.

10. 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 the 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

City of Portland

By: \_\_\_\_\_  
Martha Bennett

By: \_\_\_\_\_  
Charlie Hales

Title: Metro Chief Operating Officer

Title: Mayor

Date: \_\_\_\_\_

Date: \_\_\_\_\_

Approved as to Form:

Approved as to Form:

By: \_\_\_\_\_  
Alison R. Kean

By: \_\_\_\_\_

Title: Metro Attorney

Title: City Attorney

Date: \_\_\_\_\_

Date: \_\_\_\_\_

Attachments:

Exhibit A – Milestones and Deliverables Schedule

Exhibit B – Adjustment to Original Scope of Work

Exhibit C – City's Grant Request

## Exhibit A

### IGA for Community Planning and Development Grants funded with CET City of Portland *82nd Avenue Study: Understanding Barriers to Development Project*

#### Milestone and Deliverables Schedule for Release of Funds

Milestone	Deliverable	Date Due*	Grant Payment
1	<b>Completion of Scope of Work and Execution of CET Grant IGA.</b> <ul style="list-style-type: none"> <li>a) Signed IGA document</li> <li>b) Develop strategy with “Building Healthy Communities Along the Powell Division Corridor” CET funded study</li> <li>c) Finalization of scope of work and narrative outlining the capacity and qualification of planning staff who will work on the project.</li> </ul>	March 31, 2016	\$2,000
2	<b>Fall 2016 review by advisory committee (either by 82<sup>nd</sup> Ave project work group, including intra-agency partners; or city’s internal cross-bureau project team)</b> <ul style="list-style-type: none"> <li>a) Progress report #1 – initial progress report</li> <li>b) Public engagement strategy memo; Event #1: Focus groups/1-on-1 conversations with property owners to talk about perceived barriers; coordination with Powell-Division project and ODOT’s 82<sup>nd</sup> Avenue of Roses project</li> <li>c) DRAFT outline of final product of this project: Recommendation for Overcoming Barriers to Development on 82<sup>nd</sup> Avenue</li> <li>d) DRAFT performance measures list</li> </ul>	September 30, 2016	\$40,000
3	<b>Spring 2017 review by advisory committee (either by 82<sup>nd</sup> Ave project work group, including intra-agency partners; or city’s internal cross-bureau project team)</b> <ul style="list-style-type: none"> <li>a) Progress report #2 – Mid-term progress report</li> <li>b) Opportunity site identification</li> <li>c) Prototype property location identification</li> </ul>	March 31, 2017	\$100,000



	<ul style="list-style-type: none"> <li>d) Supplemental street cross sections</li> <li>e) Revised outline of final product: Recommendation for Overcoming Barriers to Development on 82nd Avenue</li> <li>f) Consultant DRAFT report, including:               <ul style="list-style-type: none"> <li>1. Mechanisms for public investment in infrastructure funding to facilitate private investment</li> <li>2. Work plan to establish Light Industrial Council, including self-sustaining operations</li> <li>3. Research opportunities for “creative development districts”</li> </ul> </li> <li>g) Public engagement strategy: Community engagement events #2 &amp; #3 (in concert with Powell-Division community-led workshops); including Business District Coordination Event</li> <li>h) Building and Site Design Prototypes (6 to 8)</li> <li>i) Proposed performance measures</li> </ul>		
4	<p><b>Summer 2017 review by advisory committee (either by 82<sup>nd</sup> Ave project work group, including intra-agency partners; or city’s internal cross-bureau project team)</b></p> <ul style="list-style-type: none"> <li>a) Progress report #3 – 95% progress report</li> <li>b) Public engagement strategy: Final Community engagement events #4 (in coordination with Powell-Division project and ODOT’s 82<sup>nd</sup> Avenue of Roses project)</li> <li>c) Consultant final report; findings to be rolled into deliverable “d” (below).</li> <li>d) Proposed DRAFT Recommendations for Overcoming Barriers to Development on 82<sup>nd</sup> Avenue</li> </ul>	June 30, 2017	\$48,000

5	<b>Winter 2017 review by advisory committee (either by 82<sup>nd</sup> Ave project work group, including intra-agency partners; or city's internal cross-bureau project team)</b> a) Final progress report (#4)—with list of final deliverables <ol style="list-style-type: none"> <li>1. Final of performance measures report</li> <li>2. Planning &amp; Sustainability Commission (PSC) Hearing <ol style="list-style-type: none"> <li>i. Hearing, discussion, and public testimony of proposed FINAL project recommendations/plan.</li> <li>ii. PSC recommendation to City Council for adoption of FINAL project recommendations/plan.</li> </ol> </li> <li>3. City Council <ol style="list-style-type: none"> <li>i. Work session and adoption of proposed FINAL Recommendations for Overcoming Barriers to Development on 82<sup>nd</sup> Avenue (plan)—including approval of resolution that adopts implementation of desired actionable elements.</li> </ol> </li> </ol>	December 31, 2017	\$10,000
<b>TOTAL REIMBURSABLE AMOUNT</b>			<b>\$ 200,000</b>

\* 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.

Portland \$0.00 Financial Match and **\$60,500 In-kind Match** (23% of Total Project Costs)

## Exhibit B

### ADJUSTMENT TO ORIGINAL SCOPE OF WORK for

#### Community Planning and Development Grants funded with CET City of Portland

#### *82nd Avenue Study: Understanding Barriers to Development Project*

Metro recommended funding \$200,000 of the \$362,500 requested grant.

Given the partial amount, the following describes modest adjustments to the original proposed scope of work (Exhibit C) for the *82nd Avenue Study: Understanding Barriers to Development Project* ("project"), in part, to comply with the proposed conditions for funding.

### ADJUSTMENT TO ORIGINAL SCOPE OF WORK

The primary change in this scope of work from the original scope of work (Exhibit C: the original proposal) is identifying the barriers to development in four focus areas instead of five:

1. Roseway Neighborhood Center at Fremont and 82<sup>nd</sup> Ave (Mixed Use)
2. Montavilla Neighborhood Center near Stark St/Washington St and 82<sup>nd</sup> Ave (Employment and Mixed Use)
3. Lents Town Center at Foster and 82<sup>nd</sup> Ave intersection (Mixed Use)
4. 82<sup>nd</sup> Ave south of Bybee Blvd, near the city boundary with Clackamas County

Work originally scoped for the 5<sup>th</sup> focus area will be combined with the Powell-Division project.

5. Jade District Neighborhood Center between Division St and Powell Blvd on 82<sup>nd</sup> Ave.

Additionally, public engagement opportunities will be combined with the Powell-Division project and ODOT's 82<sup>nd</sup> Avenue of Roses Implementation Project processes.

Otherwise, the original scope of work and tasks remains generally the same, but only for four focus areas:

1. Identify strategic and representative focus areas. (See above.)
2. Analyze the development potential and barriers of a sample of typical sites in these focus areas, including but not limited to:
  - a. Parcel size and pattern
  - b. Roadway section and public realm development standards
  - c. Parking needs and requirements
  - d. Building development standards
  - e. Pedestrian and bicyclist safety and access
  - f. Real estate market conditions
3. Recommend actions and phasing to promote development
  - a. Identify opportunity sites
  - b. Design and test prototype development
  - c. Market capacity for employment and light industrial business development
  - d. Linking community development objectives and street design

## EXHIBIT C

Community Planning and Development Planning Grant  
Cover Sheet

Check one:

☐ Letter of Intent☒ Full Application

Project Name	82nd Ave Study - Understanding Barriers to Development	Applicant Organization	City of Portland
Contact Name	Alexandra Howard	Address	1900 SW 4th Ave., Suite 7100, Portland, OR, 97201
Phone	503-823-7849	Fax	
Email	alexandra.howard@portlandoregon.gov	Fed. Tax ID #	93-6002136

Fiscal Agent Organization (if different from applicant)

Contact Name	<input type="text"/>	Address	<input type="text"/>
Phone	<input type="text"/>	Fax	<input type="text"/>
Email	<input type="text"/>		

## Project Location Description (25 words or less)

Commercial and employment zoned parcels on 82nd Ave, from north of Fremont Street to the Portland's southern boundary.

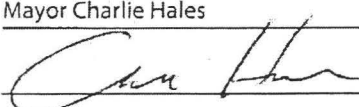
## Project Summary (50 words or less)

Enhance employment and mixed-use development readiness on 82nd Ave in five key areas on 82nd Ave corridor: Roseway Neighborhood Center, Montavilla Neighborhood Center, Lents Town Center and south of Bybee Blvd.

CPDG funding request	\$	<input type="text" value="362,500"/>	If submitting more than one proposal, please rank this proposal in order of priority <input type="text" value="3"/>	Metro Council District of Project <input type="text" value="56"/>
Total project cost	\$	<input type="text" value="483,500"/>		

We, the undersigned, attest that to the best of our knowledge the information in this application is true and that all signatories have authorization to submit this grant application to Metro's Community Planning and Development Grants Program.

## Applicant

Organization Name City of Portland  
 Printed Name Mayor Charlie Hales  
 Signature  Date 5/29/2015

## Fiscal Agent

Organization Name \_\_\_\_\_  
 Printed Name \_\_\_\_\_  
 Signature \_\_\_\_\_ Date \_\_\_\_\_

To ensure complete letter of intent or full application, please see section 2 of the CPDG Application Handbook for a complete list of necessary documents for submittal.





Office of Mayor Charlie Hales  
City of Portland

May 27, 2015

Martha Bennett  
Chief Operating Officer, Metro  
600 NE Grand Avenue  
Portland, Oregon 97232-2736

Dear Ms. Bennett,

The City shares the Metro Council's goals for encouraging good planning that readies land for development, removes barriers to investment and improves livability, while promoting equity and climate smart communities. Metro's Community Planning and Development Grant program is instrumental in helping local jurisdictions plan and implement projects to meet these shared regional and City of Portland goals.

We greatly appreciate the grants we have been awarded in the past through Community Planning and Development Grant program. From the Powell-Division Transit and Development Project, to the Mixed Use Zones Project and the Barbur Concept Plan, these grants have helped us complete great work to benefit Portlanders and the region.

I am pleased to submit the following planning and development project applications for your consideration.

1. **Improving Multi-Dwelling Development**  
*New Standards and Regulatory Improvement*
2. **Powell Division Corridor - Building Transit and Healthy Connected Communities**  
*Community Development and Station Area Design*
3. **82nd Avenue Study - Understanding Barriers to Development and Design**  
*Mixed Use and Employment Site Designs and Road Cross-Section and Access Analyses*
4. **N/NE Community Development - Pathway 1000 Initiative**  
*Complementing Portland Housing Bureau's N/NE Neighborhood Housing Strategy*
5. **Improving the Design Review System**  
*Improving Infill Development Outcomes and Building Support for Infill*

We look forward to receiving feedback from Metro staff on these projects. Please do not hesitate to contact Bureau of Planning and Sustainability staff with any questions.

Sincerely,

Charlie Hales

Mayor

CC: Susan Anderson, Director, Planning and Sustainability  
Joe Zehnder, Chief Planning, Bureau of Planning and Sustainability

## **Application: 82<sup>nd</sup> Avenue – Understanding Barriers to Development and Design**

### **Project Narrative**

#### **A. Project Description**

82<sup>nd</sup> Avenue, a State highway and former US highway, remains one of Portland's major streets in terms of traffic, transit and development. It crosses Portland from north to south—from the Portland International Airport to Clackamas County. Uses along the street range from industrial, to single-dwelling residential to institutional, commercial, and mixed-use commercial and multi-family.

Portland's Proposed Draft Comprehensive Plan identifies 82<sup>nd</sup> Ave. as a Civic Corridor. This designation is given to certain major streets and corridors that we need to become locations for successful infill development. To continue to grow as a compact city of livable and economically viable centers and complete neighborhoods, we need these streets to not only serve traffic, freight and transit. We need them to become well-designed places with transit-supportive densities of housing, businesses and jobs.

However, despite good transit service, generous development allowances, excellent airport and freeway access and connections to myriad neighborhoods, 82<sup>nd</sup> Ave has seen limited private sector mixed-use and employment development investment in recent years. Also, based on work related to the development potential along the Powell/Division Corridor, we know that it could be a while before rents along 82<sup>nd</sup> reach levels that support higher density and mixed-use development other than at a couple of major nodes.

This proposed CPDG project is intended to give us a more realistic understanding of the development potential of properties along 82<sup>nd</sup> Avenue and to identify barriers to that development that can be addressed in the near term. These barriers could be related to traffic, safety, access, transit, streetscape, parcel size or other factors. The project would assess typical redevelopment sites along the corridor. For a sample of sites the project would analyze in greater detail the barriers and provide examples of how these barriers could be addressed to produce mixed use and employment development.

The goal of this study is to raise the profile of opportunities for businesses and property development on 82<sup>nd</sup> Avenue, to identify the most strategic locations for public action or investment to support redevelopment, to inform the current ODOT study potential reconfiguration and jurisdictional transfer of 82<sup>nd</sup>. We also intend to use the results of the study to market the areas along 82<sup>nd</sup> identified for employment and light industrial uses and part of the City strategy to meet forecast job-related land supply needs.

This project will complement and be coordinated with the ODOT 82<sup>nd</sup> Avenue of Roses Implementation Plan that will begin in Summer 2015; be coordinated with and contribute to the Project Development phase work for the Powell-Division Transit and Development Project (PDTDP); integrate actions identified through the Foster Lents Integration Partnership in recent years; and test ways to implement land use designations and policy changes included in the City of Portland's 2035 Comprehensive Plan, which is scheduled to go to the Portland City Council in fall 2015. Relationships to these project and programs are addressed in the project background section.

Project Name: 82<sup>nd</sup> Avenue – Understanding Barriers to Development and Design

Applicant: City of Portland

### Scope of Work and Tasks

#### 1. Identify strategic and representative Focus Areas

While barriers to development may exist along the entire corridor, to focus this work, the proposed project will focus on five locations. These areas contain a combination of mixed use and employment proposed land use designations. These focus areas will provide sufficient understanding to apply lessons learned to other portions of the 82<sup>nd</sup> Ave corridor.

- Roseway Neighborhood Center at Fremont and 82<sup>nd</sup> Ave (Mixed Use)
- Montavilla Neighborhood Center near Stark St/Washington St and 82<sup>nd</sup> Ave (Employment and Mixed Use)
- Jade District Neighborhood Centers between Division St and Powell Blvd on 82<sup>nd</sup> Ave (Mixed Use)
- Lents Town Center at the Foster and 82<sup>nd</sup> Ave intersection (Mixed Use)
- 82<sup>nd</sup> Ave. south of Bybee Blvd, near the City boundary with Clackamas County (Employment)

#### 2. Analyze the Development Potential and Barriers of a sample of Typical Sites in these Focus Areas

Through the development of prototype site designs, staff and the consulting team will test assumptions about stated barriers to development, including, but not limited to the following:

- Parcel size and parcelization pattern
- Roadway section and public realm development standards
- Parking needs and requirements
- Building development standards
- Pedestrian and bicyclist safety and access
- Real estate market conditions

#### 3. Recommend Actions and Phasing to promote development.

Testing these assumed barriers will provide the information needed to develop remedies, which could range from changes to regulatory allowances and requirements to programmatic changes or new programs to spur community-desired and needed development.

To accomplish these objectives, staff will work with the community, consultants and agency partners to complete the tasks summarized below:

1. *Identify Opportunity Sites* – Staff will work with a team that combines design and real estate/development consultants to inventory and assess the range of sites and their characteristics in the focus areas along the corridor. Opportunity sites for mixed use and, employment and light industrial businesses will be identified.
2. *Design and Test Prototype Development* – The consultant team will identify a smaller set of sites to use to explore physical development potential for mixed-use and employment/light industrial uses. The team will build on connections established through the PDTDP and through work completed as part of the Lents Urban Renewal Area, as well as relationships established through BPS' on-going economic development and district liaison work, to focus work on properties with willing and interested property owners.

Project Name: 82<sup>nd</sup> Avenue – Understanding Barriers to Development and Design  
 Applicant: City of Portland

Prototype development will include building and site design and will explore alternative parking concepts. Illustrations and images developed will be shared with and reviewed by community members. Outreach will be coordinated with the PDTDP, ODOT's Avenue of Implementation Project and Lents Urban Renewal outreach. This work will directly contribute to the technical business assistance and development opportunity services work that will be completed through the Complete Communities project in the Jade District.

Information will be funneled through community organizations active in the area. Work products will be highly visual with limited amounts of text to translate. Some funds from this project may be used to translate materials to facilitate outreach to Limited English Proficiency populations. Small focus groups may be conducted to generate feedback on the prototypes.

3. *Market Capacity for Employment and Light Industrial Business Development* – To further support employment and light industrial development on 82<sup>nd</sup> Avenue, which will help increase access to living wage jobs for East Portland residents, the project team will work with a consultant, property and business owners to create a work plan to establish a light industrial council and forge stronger relationships with businesses in the Central Eastside and the Columbia Corridor. This work will be coordinated with related efforts to support the Lents Urban Renewal Area and will build on the existing work of BPS economic development staff.
4. *Linking Community Development Objectives and Street Design* – To support and complement ODOT's Avenue of Roses Implementation Plan, through this grant the project team will work with the community to develop an urban design concept, streetscape and roadway designs for 82<sup>nd</sup> Ave, as well as a connectivity plan for the Jade District multi-dwelling residential area east of 82<sup>nd</sup> Ave. This will enrich and expand the work completed by ODOT, and that will support future mixed use and employment development.

There is significant concern that the expected increased attractiveness to private development will increase the likelihood of involuntary commercial and residential displacement. Through this Community Planning and Development Grant Cycle, the cities of Portland and Gresham are submitting a joint application to plan for station area development along the new Powell-Division high capacity transit line. This project includes tasks focused on increasing access to housing for low-income communities and communities of color in the Powell-Division corridor.

Lessons learned through the Powell-Division project are transferable to the 82<sup>nd</sup> Avenue project. Bureau of Planning and Sustainability staff is also developing approaches to address gentrification and displacement citywide. Those approaches will apply to 82<sup>nd</sup> Avenue.

## **B. Project Site Description**

The project site includes properties that face 82<sup>nd</sup> Ave, from north of Fremont St to the City's southern boundary. The core work of the project will focus on commercial (mixed use) and employment designated parcels at the following nodal areas along 82<sup>nd</sup> Ave: Roseway, Montavilla, Jade District, Lents, and the employment designated area south of Bybee Blvd. Existing development in the area is primarily arterial or strip commercial development with minimal pedestrian or transit orientation. Most employment in the area is retail employment, with a few exceptions.



Project Name: 82<sup>nd</sup> Avenue – Understanding Barriers to Development and Design  
 Applicant: City of Portland

### C. Project Background

This proposed project builds on significant work completed by other projects in the region. A summary of related projects and how this work will complement and further them is provided below.

***ODOT's Avenue of Roses Implementation Plan*** – The ODOT Avenue of Roses Implementation Action Plan will include an in-depth analysis of alternative roadway cross-sections for 82<sup>nd</sup> Avenue. The City's 82<sup>nd</sup> Ave Study will use the cross-sections developed by ODOT's consulting team, and potentially develop additional cross-sections, to use when creating prototype buildings and site plans. The prototype buildings and site plans may change depending on the roadway cross-section. The processes of developing building prototypes and site designs will provide valuable information about the different roadway cross-sections.

The CPDG 82<sup>nd</sup> Ave. Study will address modifications and creation of new cross-sections. If timing permits, results from the City's 82<sup>nd</sup> Ave study may be used in community outreach completed for ODOT's project. Work from the City's project may help residents and business owners understand the implications of different roadway cross-sections and of a potential jurisdictional transfer of 82<sup>nd</sup> Ave from ODOT to the City of Portland.

***Powell-Division Transit and Development Project*** – The PDTDP Steering Committee is scheduled to define the Locally Preferred Alternative for the project by early winter 2015/16. That is when we anticipate knowing whether the new bus rapid transit line will travel on 82<sup>nd</sup> Ave between Powell Blvd and Division St or if the line will cross Division St at 82<sup>nd</sup> Ave.

This decision is especially relevant to redevelopment of the Jade District focus area. Working with the community, the scope of the CPDG 82<sup>nd</sup> Avenue Study will be adjusted to help advance the redevelopment strategy. Also, through the outreach process for the PDTDP, the Jade District community identified the need for improvements and analysis to improve safety of pedestrian crossings and pedestrian/bicycle connections to the multi-dwelling residential area, located just east of 82<sup>nd</sup> Ave. Having complete walkable communities with access to 82<sup>nd</sup> Ave commercial areas is necessary for the Jade District Neighborhood Center to succeed.

The 82<sup>nd</sup> Ave Study will complete a pedestrian/urban design study for the multi-dwelling residential area that would provide a significant amount of the residential density needed to support economic development on 82<sup>nd</sup> Ave. Finally, this work will build on the real estate research completed by the PDTDP and provide information that will help the PDTDP develop transit oriented development at the 82<sup>nd</sup> Ave and Division St Station Opportunity Area.

If this grant and the Building Complete Communities along the Powell-Division Corridor (Complete Communities) grant are both awarded, staff will be able to combine outreach efforts for the Jade District station area planning. Additionally, the site and building prototypes will aid the Jade District and PDC to implement the technical business assistance and development opportunity services grants that may be funded through the Complete Communities grant. They will help property owners envision their sites and their business growth potential.

***Foster Lents Integration Partnership and Lents Five Year Action Plan*** – In Lents, PDC is actively looking to promote business development, take advantage of opportunities to construct new multifamily housing units, promote commercial vitality and facilitate the development and expansion of industrial properties. The analyses completed through this grant-funded project will complement, but not duplicate the actions in the Lents Five-Year Action Plan. The site and building analyses completed with this project will provide useful information for

Project Name: 82<sup>nd</sup> Avenue – Understanding Barriers to Development and Design  
 Applicant: City of Portland

tailoring PDC programs to best fit local needs and the prototypes will provide property owners with ideas and inspiration for redevelopment.

**2035 Comprehensive Plan** – The Comprehensive Plan designates 82<sup>nd</sup> Ave a Civic Corridor, establishes boundaries for new Neighborhood Centers (equivalent to Metro 2040 Main Streets) at Roseway and the Jade District, creates new employment-only zoning near Montavilla, and maintains industrial designations at the southern end of 82<sup>nd</sup> Ave. This project will identify implementation measures that are needed to realize the vision of the Comprehensive Plan.

#### **D. Evaluation Criteria**

Expected Development Outcomes – This project will reduce barriers to development by actively identifying opportunity development sites and performing site feasibility analyses that will provide owners and interested developers and investors with critical pre-development analyses, which will help reduce risk and initial project costs. Some information will be translatable to other sites in the study area.

The project focuses on identifying likely development sites, analyzing approaches to support development and designing feasible street cross-sections. These discrete tasks are realistic deliverables that can be completed within the time frame of the grant. Additionally, this project does include social network development. While this is not a discrete task, staff and consultants will be able to take specific steps to encourage and foster the development of new relationships within the course of the grant.

The study area, 82<sup>nd</sup> Ave, is poised for growth. Property values west of 82<sup>nd</sup> have resulted in increased interest in the area. Research completed for the Powell-Division Transit and Development Project shows that properties on 82<sup>nd</sup> Ave will soon be feasible to develop. At the same time, local communities around 82<sup>nd</sup> Ave have come together to develop shared visions for the corridor. APANO/Jade District developed a vision and action document. The 82<sup>nd</sup> Avenue Improvement Coalition is actively working to realize their goals for the corridor. Finally, the Oregon Department of Transportation (ODOT) is kicking off the 82<sup>nd</sup> Avenue of Roses Implementation Plan. This proposed project will complement each of those existing efforts, as well as the work happening in the Lents Urban Renewal Area to the south.

The City of Portland's Bureau of Planning and Sustainability (BPS) will have lead responsibility for completing this project, including the selection of real estate, development and design consultants needed to help complete many key tasks. BPS will also work directly with the Portland Bureau of Transportation (PBOT), whose staff will be funded through this grant, and ODOT to ensure that all land use development complements transportation goals and vice versa. BPS will also coordinate with the Portland Development Commission (PDC), so that any land use and development work funded through this project is consistent with the goals and objectives of the Jade District Neighborhood Prosperity Initiative and Lents Urban Renewal Area. Finally, BPS has a successful track record of working with community organizations in the area and will continue to do so.

Regional Significance – Vibrant communities where people can easily access their everyday needs on foot, by bike or by transit cannot be exclusive places for wealthier households. It is essential to ensure that areas with high levels of service and access have housing choices for households of all incomes. The study area for this project has excellent and comprehensive bus service and access to fixed rail transit service. Its proximity to both downtown and riverfront employment areas, as well as vibrant main streets means that residents will have the opportunity to use transit to reach work and school, which will help contribute to reducing carbon emissions and maintaining a healthy ecosystem. As noted earlier in this letter, a core motivation of this project is to ensure



Project Name: 82<sup>nd</sup> Avenue – Understanding Barriers to Development and Design  
Applicant: City of Portland

that communities of color and low-income Portlanders benefit from the public and private investments that make Inner North and NE Portland such an attractive place to live. This project aims to increase middle-wage and better employment opportunities on 82<sup>nd</sup> Ave, which will benefit residents of East Portland.

Centers, Corridors, Station Communities and Main Streets – 82<sup>nd</sup> Avenue includes both Corridor and Main Street segments and bisects the Lents Town Center. It is also near Station Communities for the Green MAX line and may be the home of future station communities for the Powell-Division Transit and Development Project. The length and arrangement of Main Street and Corridor segments will be analyzed through this project and in coordination with the ODOT Avenue of Roses Implementation Plan.

Other Locations – The 2040 Urban Growth Concept shows employment land along 82<sup>nd</sup> Ave near the Springwater Corridor, and some employment land north of 82<sup>nd</sup> Ave, south of Sandy Blvd. Through the Comprehensive Plan process, the City of Portland also proposes adding employment land south of Stark St on 82<sup>nd</sup> Ave, to add to the City's employment land supply. This project aims to spur development and investment on employment lands on 82<sup>nd</sup> Ave through opportunity site identification and predevelopment feasibility analyses.

There are concentrations of underserved and underrepresented groups who live along 82<sup>nd</sup> Ave. Within one half mile of 82<sup>nd</sup> Ave and Division St, 66-percent of residents earn less than 80 percent of the median family income and 41 percent of residents identify as communities of color. Improving access to employment in the corridor and increasing access to services will increase the livability of the area for current residents. Coupled with the housing work proposed with the Powell-Division Transit and Development Project, this study should markedly improve conditions for residents of the area.

Best Practices – 82<sup>nd</sup> Ave is what is often referred to as an “orphan highway.” An orphan highway is a highway that was formerly a U.S. numbered highway that is no longer a principal route for passing through a state. For example, when I-205 was built, it took over the role that 82<sup>nd</sup> Ave once played. These highways now have decreased importance to statewide transportation and typically only receive routine maintenance, even though greater attention may be warranted. ODOT is currently working to remedy this condition by working on a study that, among other things, will explore the costs and benefits of transferring jurisdiction of 82<sup>nd</sup> Ave to the City of Portland. There are numerous orphan highways in Portland and the region. Lessons learned from this project could be applied to many other highways in the region, as local jurisdictions look to invest and redevelop these important roads to meet local needs.

Leverage – As noted above, ODOT is beginning the Avenue of Roses Implementation Plan. ODOT and the City of Portland will dedicate resources to that project. This proposed project will both benefit from and contribute to the ODOT-led project.

Matching Fund/Potential – The City of Portland will provide more than a ten percent local match in the form of in-kind staff work and materials and services.

Growth Absorption – Portland is projected to grow by more than 120,000 households. Much of that growth will be in Portland's Centers, Corridors and on Main Streets. 82<sup>nd</sup> Ave is a major artery in the city and is poised to see notable growth. This project will help guide that development in ways that support community visions, and in coordination with transportation needs. Portland also needs to support employment growth to meet the job

Project Name: 82<sup>nd</sup> Avenue – Understanding Barriers to Development and Design  
 Applicant: City of Portland

growth forecast. Given pressures on riverfront areas, it is essential to cultivate light industrial development in other areas of the city, particularly those with good access to freeways and the airport.

Public Involvement – Public involvement for this project will be coordinated with outreach for the Powell-Division Transit and Development Project and with the ODOT 82<sup>nd</sup> Avenue of Roses Implementation Plan. This project will also support small group and one-on-one outreach, building on relationships developed with previous projects. Materials will be translated to facilitate outreach with Limited English Proficiency Populations and outreach will feature collaborations and potentially event sponsorships with community organizations.

Governing Body – The final products developed through this grant will regulatory and advisory. The project may yield recommended amendments to the Zoning Code and transportation development review regulations. These changes will be implemented by the City of Portland through a typical legislative process. Some regulatory changes may need to be forwarded to ODOT for adoption through a separate process, consistent with the outcomes of the 82<sup>nd</sup> Avenue of Roses Implementation Plan. Other recommendations may include voluntary design guidelines that will be shared with property owners. Finally, this project may sow the seeds for future development. BPS does not construct projects, so BPS will need to convene and pass on projects to a variety of bureaus or agencies with development programs, such as PHB, PDC, TriMet or Metro or to non-profit or private partners who would like to move a project forward.

Capacity of Applicant – This project will require real estate development, urban design, civil and architectural design skills; as well as transportation engineering. This project will also require knowledge of light industrial business operational needs and economic development. Public involvement and relationship building skills will also be required. A combination of BPS and PBOT and consulting team staff will have the skills needed to support the successful completion of this project.

#### **E. Collaborations**

The City of Portland, Bureau of Planning and Sustainability will lead this project and will work with community organizations active in the area and will coordinate with the Powell-Division Transit and Development Project and the 82<sup>nd</sup> Avenue of Roses Implementation Plan, as well as major institutions such as Portland State University and property owners; however, these partners are not expected to contribute funding to this project. Staff assigned to this project will also serve as the BPS staff contact for ODOT Avenue of Roses Implementation Plan and will maintain a relationship with the Lents Urban Renewal Area staff and constituents.

#### **F. Proposed Project Milestones and Deliverables**

Deliverable to document the work described above will be provided according to the schedule outlined below.

Completion of Intergovernmental Agreement between City of Portland and Metro	January 2016
Supplemental Street Cross Sections	June 2016
Opportunity Site Identification	June 2016
Focus Groups/One-on-one Conversations to Discuss Perceived Barriers	June 2016
Prototype Property Location Identification	October 2016
Business District Coordination Event	October 2016
Building and Site Design Prototypes (Six to Eight)	February 2017
Community Engagement Events	February 2017
Draft Recommendations	March 2017



Project Name: 82<sup>nd</sup> Avenue – Understanding Barriers to Development and Design  
Applicant: City of Portland

Community Engagement Events	April 2017
Final Recommendations	June 2017

**G. Project Management**

Alexandra Howard, Project Coordinator  
Bureau of Planning and Sustainability  
[alexandra.howard@portlandoregon.gov](mailto:alexandra.howard@portlandoregon.gov)  
503-823-7849

Project Name: 82<sup>nd</sup> Ave Study – Understanding Barriers to Development and Design  
 Applicant: City of Portland

## **Application: 82<sup>nd</sup> Avenue Study – Understanding Barriers to Development and Design**

### **Budget Narrative**

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#### **APPLICANT PERSONNEL**

##### **Program Coordinator - TBD**

*Grant: \$87,000*

*Hourly rate (salary and benefits): \$52*

*Estimated time: 1673 hours over 18 months*

- Grant compliance
- Contract management
- Coordinate work with the ODOT Avenue of Roses Implementation Plan
- Coordinate work with the Powell-Division Transit and Development Project
- Manage the BPS staff team
- Maintain and expand community relationships along 82<sup>nd</sup> Ave and with industrial business districts
- Outreach and engagement

##### **Senior Planner, Urban Design – Mark Raggett**

*In-kind match: \$20,000*

*Hourly rate (salary and benefits): \$62*

*Estimated time: 322 hours over 18 months*

- Provide urban design direction to consultants
- Review consultant's urban design products
- Ensure coordination with City urban design objectives and other projects

##### **Assistant Program Specialist, Urban Design – Marc Asnis**

*Grant: \$48,000*

*Hourly rate (salary and benefits): \$38*

*Estimated time: 1263 hours over 18 months*

- Develop design objectives for the study area, based on the Comprehensive Plan, the Urban Design Framework and the Urban Design Direction
- Prepare illustrations
- Review ODOT-produced materials and participate on the ODOT regional team as needed as an urban design expert

##### **City Planner II, District Liaison – Marty Stockton**

*In-kind match: \$66,000*

*Hourly rate (salary and benefits): \$52*

*Estimated time: 1269 hours over 18 months*

- Conduct outreach and engagement
- Ensure consistency with recent Comprehensive Plan policies and build upon lessons learned from Comprehensive Plan process and engagement
- Advise on and review new development regulations

Project Name: 82<sup>nd</sup> Ave Study – Understanding Barriers to Development and Design  
 Applicant: City of Portland

#### **City Planner II, Code Development – Phil Nameny**

*In-kind match: \$22,500*

*Hourly rate (salary and benefits): \$52*

*Estimated time: 433 hours over 18 months*

- Provide advice on how to structure and approach revisions to development standards to achieve desired ends in station opportunity areas.

#### **Senior Transportation Planner – April Bertelsen**

*Grant: \$36,000*

*Hourly rate (salary and benefits): \$75*

*Estimated time: 480 hours over 18 months*

- Coordinate with land use and urban design work
- Review and contribute to the 82<sup>nd</sup> Avenue of Roses Implementation Plan
- Review regulations for compatibility and implications to transportation decisions
- Provide findings for land use legislative review process
- Lead process to develop a street plan for the 82nd Ave corridor from approximately 70th Ave to I-205.
- Lead process to assess connectivity, particularly the pedestrian and bicycle network around and connecting to 82nd Ave
- Lead process to identify new future connections and prioritize key routes and potential improvements.

#### **Associate Transportation Planner**

*Grant: \$22,000*

*Hourly rate (salary and benefits): \$46*

*Estimated time: 480 hours over 18 months*

- Assist with developing a street plan for the 82nd Ave corridor from approximately 70th Ave to I-205.
- Assist with assessing connectivity, particularly the pedestrian and bicycle network around and connecting to 82nd Ave
- Assist with identifying new future connections and prioritize key routes and potential improvements.

#### **Transportation Modeler**

*Grant: \$20,000*

*Hourly rate (salary and benefits): \$71*

*Estimated time: 280 hours over 18 months*

- Conduct transportation modeling using the City of Portland model and traffic analysis for the 82<sup>nd</sup> corridor to supplement ODOT analysis.
- This analysis will evaluate changes to the existing cross-section, to assess the impacts, including travel time and diversion.

#### **Traffic Engineer**

*Grant: \$12,500*

*Hourly rate (salary and benefits): \$94*

Project Name: 82<sup>nd</sup> Ave Study – Understanding Barriers to Development and Design  
 Applicant: City of Portland

*Estimated time: 160 hours over 18 months*

- Review cross-sections and develop revisions and/or new cross-sections to analyze
- Work with the transportation modeler to analyze cross-sections
- Contribute to the pedestrian analysis for the Jade District urban design/pedestrian plan work
- Produce findings and staff recommendations
- This analysis will evaluate changes to the existing cross-section, to assess the impacts, including travel time and diversion.

#### **Transportation Civil Engineer**

*Grant: \$12,000*

*Hourly rate (salary and benefits): \$99*

*Estimated time: 120 hours over 18 months*

- Review cross-sections and develop revisions and/or new cross-sections to analyze
- Contribute to the pedestrian analysis for the Jade District urban design/pedestrian plan work
- Review street plans and potential improvements for feasibility, help develop conceptual designs and prepare planning level cost estimates
- Produce findings and staff recommendations

#### **Principal Planner – TBD**

*In-kind match: \$10,000*

*Hourly rate (salary and benefits): \$112*

*Estimated time: 89 hours over 18 months*

- Provide strategic advice and direction
- Meet weekly with project manager
- Provide strategic advice and communicate with executive colleagues as necessary and appropriate.

#### **CONSULTANT AND OTHER PARTNERS**

##### **Real Estate, Development, and Consultants**

*Grant: \$120,000*

- Identify opportunity sites, based on established criteria, including a high likelihood of development
- Engage with property owners
- Develop feasible site design and building prototypes for mixed-use development and employment at key opportunity sites
- Assess parking regulations and access requirements
- Identify ideal minimum site size and site design needs to support light industrial/employment development on 82<sup>nd</sup> Avenue
- Identify ideal minimum site size and site design needs to support mixed use development in focus areas
- Develop recommendations for developing/refining shared parking arrangements, including concept designs, to reduce the amount of land dedicated to parking and to increase site design efficiency
- Develop new development regulations to support desired development

#### **MATERIALS AND SERVICES**



Project Name: 82<sup>nd</sup> Ave Study – Understanding Barriers to Development and Design  
Applicant: City of Portland

**Translation**

*Grant: \$5,000*

- Support the translation of materials into appropriate languages and to provide live translation services
- Support outreach and engagement, which may include conducting focus groups or event sponsorships with community partners to reach underserved or underrepresented populations.

**Events**

*In-kind match: \$2,500*

- Room and event rental
- Event production and refreshments for attendees
- Printing

**Construction Excise Tax Planning Grant Program**  
**Project Budget Form**

**Budget Form**

**PROJECT COSTS**

1) Estimate the hours of work directly related to your project for agency personnel, consultants, and non-profit personnel. You can delete rows that do not apply and/or add more for specific descriptors.

2) Explain the tasks each is expected to complete *in the budget narrative* (i.e., design development, construction estimates, public involvement, technical research, code analysis, etc.).

<b>Personnel Costs</b>	<b>Financial Match</b>	<b>In-Kind Match</b>	<b>CET Grant Request</b>	<b>TOTAL</b>
Agency staff		118500	237500	356000
Consultants			120000	120000
Non-profit staff				
Other, please list:				
Translation and outreach		2500	5000	7500
<b>Total for Planning Services</b>		121000	362500	483500

<b>Other Costs</b>				
Overhead/Indirect costs - these can only be used as match				
<b>Total for Other Costs</b>				

<b>TOTAL PROJECT COSTS</b>		121,000	362500	483,500
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*Note: See pages 27-29 of the CET Application Handbook for detail instructions.*

Community Planning & Development Grant 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
General Fund	<input type="radio"/> Financial	<input checked="" type="radio"/> In Kind	<input type="radio"/> Pending	<input checked="" type="radio"/> Secured	\$ 121,000.00	
	<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	\$	
	<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 \$ 121,000.00

187647

**ORDINANCE NO. 187137**

\*Authorize application to Metro Regional Government for a package of five grants for a total amount of \$1,559,500 as part of the Community Planning and Development Grant program (Ordinance)

The City of Portland ordains:

Section 1. The Council finds:

1. The Portland City Council shares the Metro Council's goals for smart planning that readies land for development, removes barriers to private investment for development, improves regional livability and promotes equity.
2. Staff in the Bureau of Planning and Sustainability has reviewed the grant program, coordinated with other City bureaus and agencies, submitted initial letters of intent to Metro in April 2015, and received feedback on five potential proposals in April 2015.
3. The Bureau of Planning and Sustainability (BPS) seeks a grant of \$310,500 for the 'Better Multi-Dwelling Development Project.' City of Portland matching funds in the amount of \$188,750 will be provided by BPS in the form of salary, benefits, and materials and services in the FY 2015-16 and FY 2016-17 budgets of BPS. If the grant is awarded and accepted, this work will improve development outcomes in multi-dwelling zones, including supporting better street connectivity and pedestrian-oriented design in East Portland, and open space and amenities in multi-dwelling zones citywide.
4. BPS seeks a grant of \$539,000 for the 'Building Complete Communities along the Powell-Division Corridor Project.' City of Portland matching funds in the amount of \$172,850 will be provided by BPS in the form of salary, benefits, and materials and services in the FY 2015-16 and FY 2016-17 budgets of BPS. This grant will be a joint City of Portland-City of Gresham grant application. The amounts listed above apply only to work that will be completed by the City of Portland, should this grant be awarded and accepted. If this grant is awarded and accepted, the work will complement, inform and contribute to the Portland Bureau of Transportation's (PBOT) work on the regional Powell-Division Transit and Development Project, and support collaboration with the Portland Development Commission and community organizations to promote equitable transit oriented development. This grant will also support a portion of PBOT's work on this project.
5. BPS seeks a grant of \$365,000 for the '82<sup>nd</sup> Avenue - Development Readiness Project.' City of Portland matching funds in the amount of \$121,000 will be provided by BPS in the form of salary, benefits, and materials and services in the FY 2015-16 and FY 2016-17 budget of BPS. This work will complement the Oregon Department of Transportation's (ODOT) Avenue of Roses Implementation Plan and will identify remedies to barriers to employment and mixed-use investment on 82<sup>nd</sup> Ave and support roadway design analysis that will contribute to ODOT's project. It will also support a portion of PBOT's work on this project.
6. BPS seeks a grant of \$200,000 for the Pathway 1000 Implementation Strategy. City of Portland matching funds in the amount of \$33,000 will be provided by BPS in the form of

salary, benefits and services in the FY 2015-16 and FY 2016-17. This project will support community-driven work to develop affordable housing and inclusive community development in North and Northeast Portland. The Portland Community Reinvestment Initiative will be collaborator on this project.

7. The Bureau of Planning and Sustainability (BPS) seeks a grant of \$145,000 for the 'Design Review Process and Outcome Improvement Project'. City of Portland matching funds in the amount of \$29,000 will be provided by BPS in the form of salary, benefits, and materials and services in the FY 2015-16 and FY2016-17 budget of BPS. This project will assess the outcomes of the design review process and include recommendations for revisions to the process to improve efficiency, clarity and the quality of development.
8. Charges for indirect overhead cannot be paid for with Metro Regional Government Community Planning and Development grant funds.

NOW THEREFORE, The Council directs:

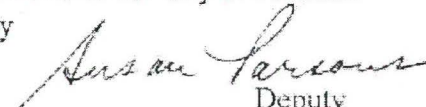
- a. The Mayor is hereby authorized to make application to the Metro Regional Government Community Planning and Development Grants program for a package of five grants in the amount of \$1,559,500.
- b. The Mayor is authorized to provide such information and assurances as are required for the grant period.
- c. The Mayor hereby authorizes a waiver of overhead for any Community Planning and Development Grants awarded to the City of Portland by the Metro Regional Government during the 2015 grant application cycle.
- d. The OMF Grants Office is authorized to perform all administrative matters in relation to the grant application, grant agreement or amendments, requests for reimbursement from the grantor, and to submit required online grant documents on the Mayor's behalf.
- e. Local match in the amount of \$544,600 will be provided by in the form of salary, benefits, and materials and services in the FY 2015-16 and 2016-17 budget of the Bureau of Planning and Sustainability, if all grants that are applied for under this ordinance are awarded and accepted.

The Council declares that an emergency exists because grant applications are due no later than June 1, 2015. Therefore this ordinance shall be in full force and effect from and after its passage by the Council.

Passed by the Council: **MAY 27 2015**

Mayor Charlie Hales  
Prepared by: Alexandra Howard  
Date Prepared: May 13, 2015

**Mary Hull Caballero**  
Auditor of the City of Portland  
By

  
Deputy



187 647

523

Agenda No.  
**ORDINANCE NO. 187137**  
 Title

\*Authorize application to Metro Regional Government for a package of five grants for a total amount of \$1,559,500 as part of the Community Planning and Development Grant program (Ordinance)

INTRODUCED BY Commissioner/Auditor: <b>Charlie Hales</b>	CLERK USE: DATE FILED <u>MAY 22 2015</u>
COMMISSIONER APPROVAL Mayor—Finance and Administration - Hales Position 1/Utilities - Fritz Position 2/Works - Fish Position 3/AFairs - Saltzman Position 4/Safety - Novick	Mary Hull Caballero Auditor of the City of Portland  By: <u><i>Luan Pearson</i></u> Deputy
BUREAU APPROVAL Bureau: BPS <u><i>Joe Lehner</i></u> Bureau Head: <u><i>Susan Anderson</i></u>  Prepared by: Alexandra Howard Date Prepared: May 13, 2015  Impact Statement Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/>  Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input type="checkbox"/> No <input type="checkbox"/>  City Auditor Office Approval: required for Code Ordinances  City Attorney Approval: required for contract, code, easement, franchise, comp plan, charter  Council Meeting Date <b>May 27, 2015</b>	ACTION TAKEN:

AGENDA	FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:	
<b>TIME CERTAIN</b> <input type="checkbox"/> Start time: _____  Total amount of time needed: _____ (for presentation, testimony and discussion)		YEAS	NAYS
<b>CONSENT</b> <input checked="" type="checkbox"/>	1. Fritz	1. Fritz	✓
<b>REGULAR</b> <input type="checkbox"/>	2. Fish	2. Fish	✓
Total amount of time needed: 0 (for presentation, testimony and discussion)	3. Saltzman	3. Saltzman	✓
	4. Novick	4. Novick	✓
	Hales	Hales	✓



# Oregon

Kate Brown, Governor

## Department of Transportation

Planning and Development Unit

123 NW Flanders

Portland, OR 97209

Phone: (503) 731-3087

May 29, 2015

Martha Bennett  
Chief Operating Officer  
Metro  
600 NE Grand Avenue  
Portland, Oregon 97232-2736

Dear Ms. Bennett,

On behalf of the Oregon Department of Transportation (ODOT) Region 1, I would like to express my support for the City of Portland's Community Planning and Development Grant application for the 82<sup>nd</sup> Avenue Development Readiness Project.

The City of Portland's proposed project will complement and inform ODOT's work on the upcoming 82<sup>nd</sup> Avenue of Roses Implementation Plan (anticipated to begin in August 2015). ODOT's Plan will identify areas where improvements and investment will be focused. The City's grant, meanwhile, would specifically provide additional funding for the City of Portland to enhance engagement and involvement in the ODOT project.

The 82<sup>nd</sup> Avenue Development Readiness Project will also generate new information on the site access and site configurations needed to support market-feasible development on 82<sup>nd</sup> Avenue. This work will contribute valuable information that will enhance the quality of our analysis of the implications of jurisdictional transfer of 82<sup>nd</sup> Avenue and could influence design choices along the corridor. With ODOT responsible for transportation along 82<sup>nd</sup> Avenue, and land use policy determined by the city, it is important to ensure that these two issues are coordinated.

We look forward to the opportunity to collaborate with the City of Portland, a partnership that together will improve the transportation facilities and land uses along 82<sup>nd</sup> Avenue.

Thank you,

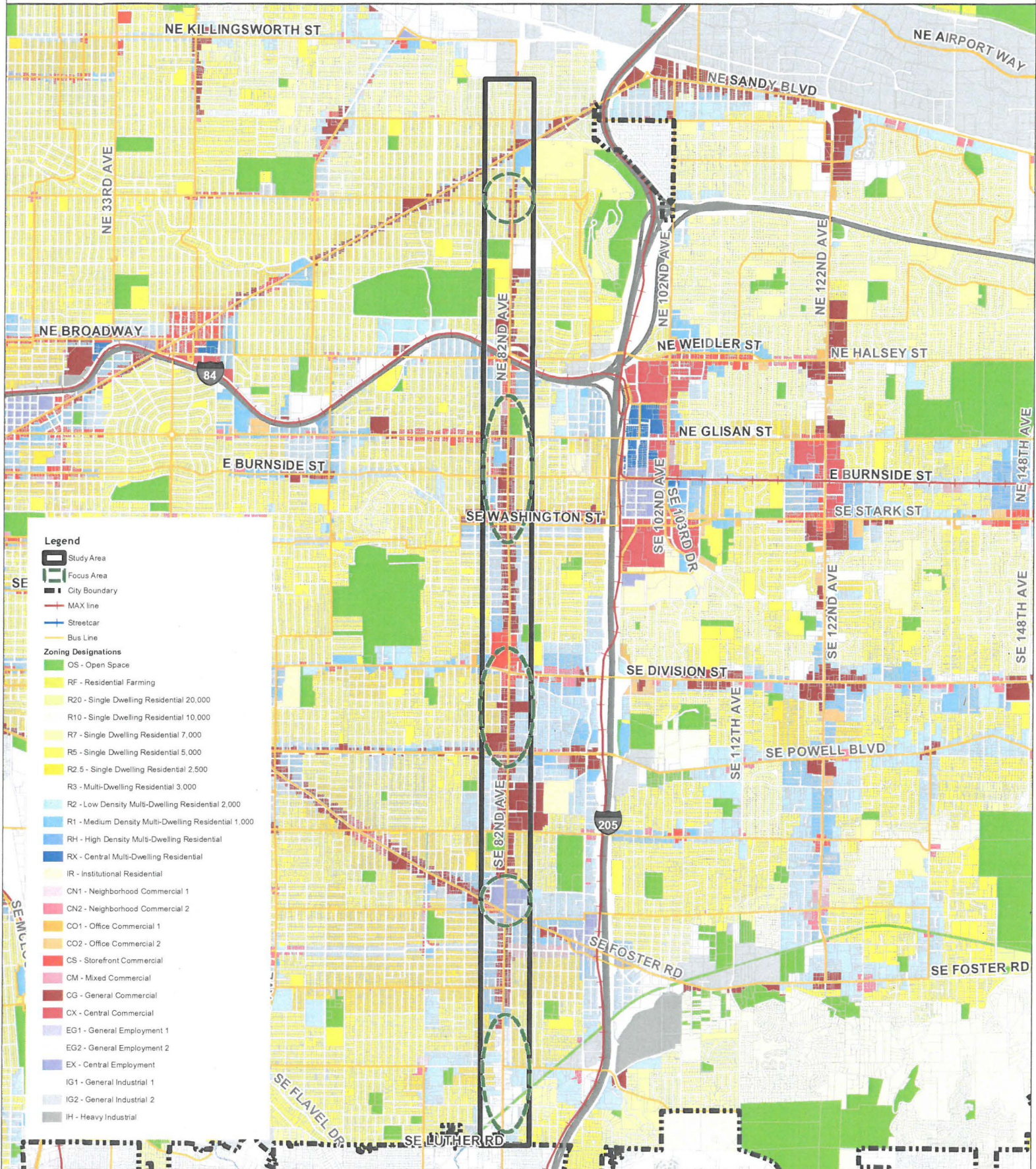
Kelly Brooks

Interim Planning and Development Unit Manager



# 82nd Avenue Study Area

187 647



May 29, 2015

City of Portland, Oregon ||  
Bureau of Planning and Sustainability ||  
Geographic Information Systems



0 0.5 1 Miles



Bureau of Planning and Sustainability



City of Portland  
Bureau of Planning and Sustainability

The information on this map was derived from City of Portland GIS databases. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for error, omissions or positional accuracy.

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