

PORTLAND DEVELOPMENT COMMISSION

Portland, Oregon

RESOLUTION NO. 7020

AUTHORIZING AN AMENDMENT TO THE INTERGOVERNMENTAL AGREEMENT WITH THE PORTLAND BUREAU OF PLANNING AND SUSTAINABILITY AND PORTLAND BUREAU OF TRANSPORTATION IN AN AMOUNT NOT TO EXCEED \$1,194,231 FOR THE CENTRAL CITY 2035 PLAN

WHEREAS, the Portland Development Commission (“PDC”), as the duly-designated urban renewal agency of the City of Portland (the “City”), is granted broad powers under Oregon Revised Statutes 457.170 for the planning and implementation of urban renewal projects;

WHEREAS, on June 1, 2010, the City’s Bureau of Planning and Sustainability (“BPS”) initiated the Central City 2035 Plan, which will ultimately guide the prioritization of future plans and projects;

WHEREAS, the City’s Bureau of Transportation (“PBOT”) has actively contributed to the Central City 2035 Plan through revisions to the Central City Transportation Management Plan;

WHEREAS, BPS and PBOT promote integrated land use and transportation planning and development based on sustainability principles and practices, as well as the development and implementation of policies and programs that provide environmental, economic, and social benefits to residents, businesses, and government, which strengthen Portland's position as an international model of sustainable practices and commerce;

WHEREAS, Downtown Waterfront, River District, North Macadam, South Park Blocks, Education District, and Central Eastside Urban Renewal Areas (collectively, the “Central City URAs”) have boundaries within the Central City 2035 planning area; and

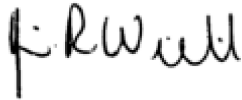
WHEREAS, the Central City 2035 planning process will benefit PDC’s efforts in the Central City URAs including concept planning, review and modifications to zoning, and other updates and changes to subsequent district plans.

NOW, THEREFORE, BE IT RESOLVED, that the PDC Board of Commissioners authorizes the Executive Director to enter into an Intergovernmental Agreement (“IGA”) amendment with BPS and PBOT for fiscal year 2013-14, substantially in the form attached hereto as Exhibit A;

BE IT FURTHER RESOLVED, that the Executive Director may approve changes to the IGA if such changes, in the opinion of the Executive Director in consultation with General Counsel, do not materially change PDC’s obligations or risks; and

BE IT FURTHER RESOLVED, that this resolution shall become effective immediately upon its adoption.

Adopted by Portland Development Commission on August 20, 2013

A handwritten signature in black ink, appearing to read "Gina Wiedrick". The signature is written in a cursive, somewhat stylized font.

Gina Wiedrick, Recording Secretary

FIRST AMENDMENT

to
INTERGOVERNMENTAL AGREEMENT
Between
Portland Development Commission
And
Portland Bureau of Planning and Sustainability
And
Portland Bureau of Transportation

For the Central City 2035 Plan

This First Amendment to Intergovernmental Agreement (this “Amendment”) is effective as of _____, 20__, (the “Effective Date”) by and among the Portland Development Commission (“PDC”), the City of Portland, Bureau of Planning and Sustainability (“BPS”) and the City of Portland Bureau of Transportation (“PBOT”). PDC, BPS, and PBOT may be referred to collectively in this Amendment as the “Parties” or individually as a “Party.”

RECITALS

- A. PDC, BPS, and PBOT entered into that certain Intergovernmental Agreement dated June 27, 2012 (the “IGA”).
- B. PDC, BPS, and PBOT desire to amend the IGA as set forth herein.

AGREEMENT

NOW THEREFORE, in consideration of the undertakings and mutual covenants of the Parties, and for other good and valuable consideration, the receipt and legal sufficiency of which are hereby acknowledged, PDC, BPS, and PBOT agree as follows:

1. **Definitions.** Capitalized terms used herein without definition shall have the meaning ascribed to them in the IGA.

2. **Summary of Work and Budget.** Section I.B.2 is hereby amended to include the budget for FY 2013-14 as set forth below and in Attachment A (the “Scope of Work and Budget”)

BPS

Urban Renewal Area	Acreage	Distribution	Allocation
Downtown Waterfront	237	18.37%	\$42,114.53
Education	144	11.16%	\$25,588.58
North Macadam	402	31.16%	\$71,434.78
River District	351	27.21%	\$62,372.16
South Park Blocks	156	12.09%	\$27,720.96
Central Eastside	692	N/A*	\$15,000.00
Total	1,982	100.00%	\$244,231.00

*See Attachment A

PBOT

Urban Renewal Area	Acreage	Distribution	Allocation
Downtown Waterfront	237	18.37%	\$9,186.05
Education	144	11.16%	\$5,581.40
North Macadam	402	31.16%	\$15,581.40
River District	351	27.21%	\$13,604.65
South Park Blocks	156	12.09%	\$6,046.51
Total	1,290	100.00%	\$50,000.00

PDC

Urban Renewal Area	Acreage	Distribution	Allocation
N/A	N/A	N/A	\$10,000.00

Funding/Compensation/Allowable costs. Section III.A is hereby amended to include the following: “Funding Agency shall pay BPS a sum not to exceed TWO HUNDRED FORTY-FOUR THOUSAND TWO HUNDRED THIRTY-ONE DOLLARS (\$244,231) in FY 2013-14, and shall pay PBOT a sum not to exceed FIFTY THOUSAND DOLLARS (\$50,000) in FY 2013-14 for accomplishment of the Work. BPS shall pay PDC a sum not to exceed TEN THOUSAND DOLLARS (\$10,000) in FY 13-14 for SE Quadrant Market Analysis work outside urban renewal areas.”

3. **Termination Date.** The date “September 30, 2013” referenced in Section V.A.1 of the IGA is hereby deleted and replaced with the date “September 30, 2014”.

4. **Miscellaneous.** Except as expressly modified hereby, the IGA remains unmodified and in full force and effect. This Amendment may not be amended except in writing signed by the Parties so authorized as stipulated in the IGA.

(Signatures appear on the following page)

IN WITNESS WHEREOF, the Parties hereto have caused this Amendment to be executed by their duly authorized representatives as of the Effective Date.

PDC:

BPS:

THE CITY OF PORTLAND, a municipal corporation
of the State of Oregon, acting by and through the
PORTLAND DEVELOPMENT COMMISSION

By: _____

Patrick Quinton, Executive Director

By: _____

Susan Anderson, Director, Portland Bureau of
Planning and Sustainability

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____

PDC Legal Counsel

By: _____

City Attorney

By: _____

City Auditor

PBOT:

By: _____

Leah Treat, Director, Portland
Bureau of Transportation

APPROVED AS TO FORM:

By: _____

City Attorney

By: _____

City Auditor

ATTACHMENT A

IGA BPS Goal: Rather than specifying specific deliverables for this IGA, PDC wants to ensure that the BPS staff is intending to address the following issues through this West Quadrant process as well as the companion SE Quadrant process. We understand that the CC2035 planning process, which includes the West and Southeast Quadrant Plans, is part of the Comprehensive Plan and that specific decisions regarding any comprehensive plan, zoning or other regulation changes will be determined through a public involvement and public hearing process. These changes will go into effect with or following completion of the Comprehensive Plan.

It is BPS's intent to complete the West and Southeast Quadrant Plans in a timely manner and to have the West Quadrant Plan adopted by City Council by resolution approximately summer 2014 and the Southeast Quadrant Plan also adopted by City Council resolution approximately by fall 2014. Based on the framework established by the CC2035 Concept Plan, adopted by City Council Resolution 36970 in October 2012, BPS staff will address the following implementation strategies as part of the public process and in collaboration with partner agencies and bureaus:

SE Quadrant –The Southeast Quadrant Plan will be developed by BPS in collaboration with PDC to further the City's Economic Development Strategy for job creation, business expansion and retention, innovation, catalytic projects, and ecosystems that nurture entrepreneurs and small businesses that utilize PDC projects and programs in the Central Eastside URA. Current projects and initiatives include the Innovation Quadrant, Produce Row, Burnside Bridgehead, and the ODOT Blocks. This collaboration in the SE Quadrant required under this IGA is in part for consideration of PDC's contribution for the Westside Quadrant due to additional third party resources BPS was able to obtain for the SE Quadrant.

BPS in partnerships with PDC, TriMet, and Metro will be developing Employment Transit Oriented Development (ETOD) Plans for the OMSI, Clinton, Rhine, and Holgate Stations. BPS was awarded a Metro Construction Excise Tax CET Grant to develop these station plans. BPS will provide PDC with \$10,000 for technical assistance for market analysis outside urban renewal areas.

The following are implementation strategies for the Southeast Quadrant and ETOD Plans:

- A. Explore and develop zoning options in the southern triangle (the area bounded by SE Powell, King-Grand Viaduct, PMLRT alignment) to provide for flexible employment zoning as available in other parts of the CES.
- B. Work with TriMet, Metro, and PDC to identify key parcels adjacent to the light rail stations at OMSI and Clinton for development opportunity analyses. PDC will be assisting in this effort.

- C. Explore and develop zoning options for flexible mixed use zoning around the proposed Clinton Street Station with funds provided by BPS from the Metro CET Grant.
- D. Assist TriMet and PDC to create a plan to assist the businesses that are being displaced by the light rail construction.
- E. Based on the ETOD analyses, BPS will explore and develop zoning options that could create incentives for denser development in other subareas of the Central Eastside, including East Burnside-Couch, ODOT Properties, and areas adjacent to the streetcar stops.
- F. Identify for the CC2035 Plan infrastructure improvements that would incent job creation through private investments in the Central Eastside.

West Quadrant

The following are potential implementation strategies for the West Quadrant Plan:

Old Town/Chinatown (OT/CT)

- A. Harness creative energy, using institutions as lasting anchors to attract creative companies.
- B. Address the conundrum between a need for more development with stronger design guidelines, and the restrictions of the height, demolition denial and other limitations that have created economic barriers to redevelopment in both historic districts.
- C. Explore ways to create greater flexibility in the application of the seismic and other code requirements for older historic buildings and any land use incentives that would help offset these costs.
- D. With PBOT and other bureaus, identify infrastructure improvements for improved access, connectivity, and amenities that will encourage private investment in the OT/CT district.

Goose Hollow

- A. Explore more flexible zoning in the lower portions of Goose Hollow including the Lincoln High School site to promote future redevelopment.

- B. Identify infrastructure improvements that will encourage private investment in Goose Hollow.

Downtown/Central Waterfront

- A. Explore, with PBOT and other partners including Multnomah County, removing or reconfiguring unnecessary transportation infrastructure that currently encumbers land around the various bridgeheads.
- B. Examine and revise development entitlements including height and Floor to Area ratios FAR at bridgehead sites to encourage redevelopment and bring more activity to face Naito Parkway, Waterfront Park, and the Willamette River.
- C. Create strategies and actions to allow the Naito Parkway corridor to achieve its potential in terms of denser mixed-use development with views of and access to the river.
- D. Identify infrastructure improvements that will encourage private investment in Downtown/Central Waterfront.
- E. Explore strategies that could strengthen the Innovation Quadrant concept in both the West Quadrant and Southeast Quadrant Plans.

University

- A. Explore more flexible zoning and development entitlements in and around the Portland State University campus to support university growth and related development.
- B. Consider increases to entitlement along the recently renovated transit mall through the University District.
- C. Identify infrastructure improvements needed to encourage private investment in this vibrant center for learning and innovation.

Pearl

- A. Explore the potential and issues related to employment campus type design and development of the USPS site.
- B. Address the unresolved issues with the North Pearl Plan, including land use and zoning regulations regarding the type and scale of development along the waterfront and issues related to natural resources and wildlife.

South Waterfront

- A. Continue to support PDC's development-related activities in South Waterfront, including the ZRZ property.
- B. Identify infrastructure improvements that would incent private job creation investments in the South Waterfront district.
- C. Explore strategies that could strengthen the Innovation Quadrant concept in both the Westside Quadrant and Southeast Quadrant plans.

Central City Zoning and Implementation Issues

- A. Similar to the North/Northeast Quadrant Plan, the West Quadrant Plan and the Southeast Quadrant Plan will identify zoning recommendations. The implementation of these recommendations will be incorporated into the next phase that will result in the adoption of the CC2035 Plan as an amendment to the Comprehensive Plan and zoning code amendments to Title 33: Zoning Code. The current schedule to adopt the full CC2035 package is FY 2015-16. This package will include an update to the Central City Plan District and other parts of the zoning code to implement the CC2035 policies and Quadrant Plans.
- B. Incentives for commercial/job creation uses similar to the incentives that were very successful in generating market rate housing in the Central City.
- C. Amendments to simplify and address complexities within the current regulations for development in the Central City.

IGA PBOT Goal:

The Central City Parking Policy Project will update the policies and zoning that regulate development and use of the Central City's parking supply, known collectively as the Central City Transportation Management Plan (CCTMP). The end products will be clearer, simpler policies and regulations that will advance the goals and objectives of the City's Comprehensive Plan, facilitate economic development, expedite the development review process, and provide more flexibility for the management of City-owned parking resources.

This work will be complete in early 2015 and will be adopted as part of CC2035 in FY 2015-16. While this IGA provides \$50,000, the total cost for this work is approximately \$300,000. PBOT is currently seeking the additional funding and will not draw any of these PDC funds until the remaining funding is in place.

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RESOLUTION TITLE:

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Adopted by the Portland Development Commission on August 20, 2013

PRESENT FOR VOTE	COMMISSIONERS	VOTE		
		Yea	Nay	Abstain
<input checked="" type="checkbox"/>	Chair Scott Andrews	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Commissioner Aneshka Dickson	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Commissioner John Mohlis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Commissioner Steven Straus	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Commissioner Charles Wilhoite	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Consent Agenda		<input checked="" type="checkbox"/> Regular Agenda		

CERTIFICATION

The undersigned hereby certifies that:

The attached resolution is a true and correct copy of the resolution as finally adopted at a Board Meeting of the Portland Development Commission and as duly recorded in the official minutes of the meeting.

	Date: September 19, 2013
Gina Wiedrick, Recording Secretary	