

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING FY 2012-)	RESOLUTION NO. 13-4450
2013 FUNDING FOR COMMUNITY PLANNING)	
AND DEVELOPMENT GRANTS FUNDED)	Introduced by: Chief Operating Officer
WITH CONSTRUCTION EXCISE TAX)	Martha Bennett in concurrence with Council President Tom Hughes

WHEREAS, in 2006, Metro adopted Ordinance No. 06-1115, establishing a construction excise tax (CET) to provide funding to local governments for regional and local planning that is required to make land ready for development after its inclusion in the Urban Growth Boundary; and

WHEREAS, since 2006 Metro has provided approximately \$10 million in CET revenue as grants to local governments, who used the grants to fund their concept and comprehensive planning requirements for land added to the Urban Growth Boundary since 2002; and

WHEREAS, in June of 2009, in accordance with the recommendations of a CET Advisory Committee and Metro Policy Advisory Committee, Metro adopted Ordinance No. 09-1220 extending the Metro CET to September 2014 and maintaining the existing CET tax rate, to provide funding for regional and local planning that is required to make land ready for development after its inclusion in the Urban Growth Boundary; and

WHEREAS, in accordance with Metro Code Chapter 7.04 and the Construction Excise Tax Administrative Rules, the COO established a CET grant applications screening committee (“Grant Screening Committee”) consisting of stakeholders with broad expertise to provide the COO an assessment of the strength of each grant request in accordance with the criteria for the grants program as set forth in Metro Code Chapter 7.04 and the CET Administrative Rules; and

WHEREAS, Metro received twenty six (26) grant request applications from seventeen (17) local governments and their partners; and

WHEREAS, local governments submitted applications for funding of concept planning efforts in Urban Reserve Areas consistent with Metro Title 11 requirements for efficient urbanization of future urban areas; and

WHEREAS, local governments submitted applications for planning projects within the existing UGB that will result in on-the-ground development in centers and employment areas, reuse existing infrastructure, promote private and public partnerships, develop innovative practices that could be transferable to other locations, and realize local aspirations; and

WHEREAS, on July 22, 2013 the Grant Screening Committee submitted its recommendations to the COO of the projects they recommended grant funding; and

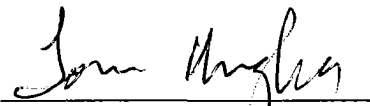
WHEREAS, in accordance with Metro Code Chapter 7.04 and the CET Administrative Rules, the COO reviewed the recommendations of the Grant Screening Committee, and presented to the Metro Council the COO’s grant recommendations, and the COO’s analysis of the Grant Screening Committee’s recommendations; and

WHEREAS, the Metro Council has reviewed the recommendations of the COO, the work done by the Grant Screening Committee, the grant applications, the grant evaluation criteria, and the public testimony of grant applicants and other interested members of the public;

NOW THEREFORE, BE IT RESOLVED as follows:


- (1) The Metro Council makes the grant awards for the FY 2012-2013 grant cycle totaling approximately \$4.2 million, as set forth in Exhibit A, attached hereto and incorporated herein, to those grant recipients and for those projects and in the amounts listed in Exhibit A, contingent upon receipt of adequate CET funds; and
- (2) The Metro Council hereby authorizes and directs the Metro COO and staff, and the Office of Metro Attorney and legal staff, to negotiate Intergovernmental Agreements ("IGAs") with the grant recipients in substantially the IGA format executed for the 2009 grant cycle or in a format approved by the Office of Metro Attorney, which IGAs shall set forth milestones and funding allocation dates that comply with the Metro Code Construction Excise Tax Chapter 7.04, the CET Administrative Rules, this Resolution No. 13-4450 and Exhibit A attached hereto; and
- (3) The Metro Council hereby directs the Metro COO and her staff to develop a program for monitoring success of the investments over time.

ADOPTED by the Metro Council this 15 day of August, 2013



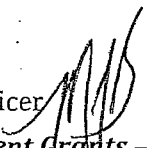
Tom Hughes, Council President

Approved as to Form:



Alison R. Kean
Metro Attorney

 Metro | Memo

Date: Tuesday, July 30, 2013
To: President Tom Hughes
Metro Council
From: Martha Bennett, Chief Operating Officer 
Subject: **Community Planning & Development Grants - Cycle 3**

I am pleased to present my recommendations for the Community Planning and Development Grants funded with the construction excise tax (CET). You will consider my recommendations contained in Resolution No. 13-4450. About 66 percent of the grants will increase the ability of local governments and the region to achieve on the ground development and redevelopment in centers and employment areas, promote public/private partnerships, develop innovative new practices and provide much-needed investment in our existing communities. The remaining 34 percent of the grants will support local governments to develop concept plans for the urban reserves prior to Metro Council decision to bring these areas into the urban growth boundary (UGB).

Earlier this year, I appointed a nine-member Screening Committee with expertise in the private and public sector. They presented their recommendations to me on July 22, 2013. I endorse their recommendations with minor changes to the grant amounts recommended. I am pleased to inform you that the Office of the Chief Financial Officer has revised the projected revenue for Cycle 3 grants up from \$3.7 million to \$4 million. As shown in Attachment A, I am recommending full funding for 15 projects and partial funding for 5 projects for a total of \$4.0 million. These projects will be completed over a one year to three year time period. Six projects were not recommended for funding and I encourage the applicants to refine their proposals in case the CET is extended. Attachment B contains the information we will use for the intergovernmental agreements with the local governments you award grants to, including funding conditions and applicant match.

These recommendations reflect the efforts of many other contributions over the last year. On September 25, 2012 I came to you with Planning and Development Department staff for direction on how to evaluate applications for projects proposed in the new urban areas and Urban Reserves since 50 percent of projected revenue for Cycle 3 grants is earmarked for planning projects in those areas. In November 2012, I convened the CET Administrative Rules Advisory Committee to review the Administrative Rules and recommended new criteria for evaluating projects proposed in the new urban areas and Urban Reserves and recommended changes to the existing criteria for evaluating projects proposed inside the UGB. After consultation with you, I approved revised Administrative Rules that stated the criteria for evaluating applications for projects proposed in areas outside the UGB and areas inside the UGB.

After reading the applications, I believe you will share with me an appreciation for the high quality of planning and development in our region and pride for the contribution that Metro can make to these efforts through these grants. Please let me or Gerry Uba, project manager, know if you have any questions.

Attachments

EXHIBIT A
COMMUNITY PLANNING & DEVELOPMENT GRANTS RECIPIENTS, AMOUNTS, AND CONDITIONS*
FOR FUNDING FOR FY 2012-13 CYCLE

*Funding conditions to be addressed in the Intergovernmental Agreement (IGA)

Projects Outside the UGB

Jurisdiction	Project	Award
Beaverton	South Cooper Mountain Planning	\$469,397 (Applicant Match: \$769,833)

Project Description:

Preparation of a concept plan establishing a long-term vision for urbanizing the 2,300 acre project area, including: the 2002 Cooper Mountain UGB addition; the 2011 South Cooper Mountain UGB Addition; and the balance of urban reserve 6B. Title 11 compliant community plans will be prepared for the areas in the UGB to implement the vision in the near-term.

Funding Conditions:

- Develop the deliverables that payments to the city are linked too.
- Metro staff should serve on the city’s technical committee/s overseeing the planning work.
- They should make sure to address financing and governance commitment.
- Offer transportation choices.

Cornelius	Urban Reserves Concept Plan	\$73,000 (Applicant Match: \$7,000)
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Project Description:

The purpose of this project is to prepare and position the Cornelius Urban Reserves for UGB expansion, urbanization and annexation into the City. The project proposes to inventory conditions, estimate build-out, analyze transportation and utility services for development of a Concept Plan.

Funding Conditions:

- Metro should explore encouraging the county to provide matching funds
- Metro staff should serve on the city’s technical committee/s overseeing the planning work.
- They should make sure to address financing and governance commitment.
- Adresse sustainability, including stormwater/low impact development
- Offer transportation choices.

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Forest Grove	Westside Planning Program	\$123,000 (Application Match: \$49,000)
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Project Description:

Adoption of land use plan, sustainability framework, geo-technical analysis, conceptual traffic network to streamline development review process and issuance of building permits in the developing western portion of city. This project includes completion of a UGMFP Title 11 concept plan for Urban Reserve 7B to support large lot industrial needs.

Funding Conditions:

- It would be good for Forest Grove to talk to Gresham about their eco-industrial site project.
- They should get and use the eco-industrial brochures so they would be aware of those kinds of projects.
- Metro staff should serve on the city’s technical committee/s overseeing the planning work.
- Address sustainability, including stormwater/low impact development.
- They should make sure to address financing and governance commitment.
- Offer transportation choices.

Sherwood	West Concept Plan	\$221,139 (Applicant Match: \$24,570)
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Project Description:

This project identifies the location and type of housing that will best meet the community needs and support multi-modal access and well-connected transportation systems consistent with Title 11. This project will assess barriers and identify the infrastructure investments necessary to support the full build out of the area. Finally, this project will develop a phasing plan for incremental development or inclusion in the UGB while laying the foundation for full build out and provide coordination with Washington County.

Funding Conditions:

- They should be open to best practices and innovation.
- Metro staff should serve on the city’s technical committee/s overseeing the planning work.
- Address sustainability, including stormwater/low impact development.
- They should make sure to address financing and governance commitment.
- Offer transportation choices.

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Wilsonville	Frog Pond/Advance Road Planning	\$341,000 (Applicant Match: \$117,500)
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Project Description:

The project will create one Concept Plan for the Frog Pond and Advance Road areas, and a more detailed Master Plan for the Frog Pond area. The outcome will be Title 11-compliant plans that resolve land use and infrastructure issues and position each area for the next step in urbanization. The Master Plan would detail the land use policies to be applied upon annexation of the property into the city, and include a financing plan for providing needed sewer infrastructure.

Funding Conditions:

- Address sustainability, including stormwater/low impact development.
- Metro staff should serve on the city’s technical committee/s overseeing the planning work.
- They should make sure to address financing and governance commitment.
- Offer transportation choices.

Washington County	Concept Planning of Area 93	\$122,605 (Applicant match: \$97,000)
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Project Description:

Once the area is legislatively redistricted, Washington County proposes to complete the concept plan initiated by Multnomah County in 2009. The revised plan will meet county standards, continue public engagement, include existing conditions and transportation framework analysis, and re-initiate partnership support with service providers.

Funding Conditions:

- Address sustainability, including stormwater/low impact development.
- Metro staff should serve on the city’s technical committee/s overseeing the planning work.
- They should make sure to address financing and governance commitment.
- Offer transportation choices.

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Projects Inside the UGB

Gresham	Vista Business Park Eco-Industrial Strategies	\$100,000 (Applicant Match: \$415,300)
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Project Description:

The Gresham Vista Business Grant Park grant request – a partnership between the City of Gresham and Port of Portland – will implement four strategies identified in the Gresham Vista Eco-Efficient Implementation Action Plan, provide a framework for eco-industrial development at the site, and a lessons learned report to guide other industrial developments in the region.

Cities of Gresham and Portland	Powell-Division Transit and Development Project	\$681,000 (Applicant(s) Match: \$166,864)
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Project Description:

Gresham: This project, a collaborative effort of Gresham, Portland, Metro and TriMet, will engage the community to create a concept plan for the Inner Powell – Outer Division corridor that identifies a preferred transit mode and concept alignment, and potential transit station areas with the greatest development and placemaking opportunities.

Portland: Engage the community to create a Concept Plan for the Inner Powell –Outer Division Corridor that identifies a preferred transit mode and concept alignment, and potential transit station areas with the greatest development and place-making opportunities.

Funding Conditions:

- Revise the scope of work and budget to match amount of award
- Funding should be used for mostly consultant and/or staff that know how to achieve the assigned objective.
- Metro staff should serve on the city’s technical committee/s overseeing the planning work.
- Leverage knowledge from other (corridor) work done.

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Happy Valley	RCEC Infrastructure Funding Plan	\$53,100 (Applicant Match: \$20,500)
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Project Description:

The preliminary scope of the project is to create a RCEC Infrastructure Funding Plan as the next toward “development ready” sites in this approximately 200 buildable acre, Regionally Significant Industrial/Employment Area.

Funding Conditions:

- Encourage city to be creative.
- Metro has a tool kit they can utilize.
- City must guarantee the match.

King City	King City Town Center Plan & Implementation Strategy	\$75,000 (Applicant Match: \$15,000)
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Project Description:

Refine the King City Town Center/Corridor concepts developed by Metro and Tigard into a specific plan including: land use/urban design/circulation/redevelopment provisions, a detailed implementation strategy, with a focus on redevelopment, spelling out tasks to complete immediately and in the short-long-term, the responsible parties, known and funding sources, and necessary coordination.

Funding Conditions:

- Metro should build conditions into the IGA that the City go back to the private sector for some involvement; This provides an opportunity for a strong letter of interest from a developer who will consider implementation.
- Contacting property owners could be done as an early milestone in the IGA.
- City should involve a contract city engineer.
- City must guarantee the match.
- They should consider and address how this project would leverage the work done in the Southwest Corridor Plan.

Lake Oswego	SW Employment Area Plan	\$80,000 (Applicant Match: \$71,000)
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Project Description:

The City proposes creation of a special district plan that will involve the community a redevelopment plan for an underdeveloped industrial area in southwestern Lake Oswego. The plan will address the mix of uses to be permitted, transportation and multi-modal improvements, regulatory standards, and financing strategies.

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Oregon City	Willamette Falls Legacy Project	\$300,000 (Applicant Match: \$281,641)
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Project Description:

The purpose of this grant is to select a Consulting Team to assist the City of Oregon City, in cooperation with the bankruptcy trustee, in completing a Master Plan and Rezoning of the former Blue Heron Paper Mill Site. This planning project will create a vision for the site through a robust public process that respects the history and nature of the land and provides needed certainty to the development community by removing or reducing barriers to site redevelopment.

Funding Conditions:

- A primary factor for the Screening Committee comments and recommendations was the mandate to focus on applications that produce short-term investment and implementation. In that spirit, there was a consensus that this is an important project and recommends a potential grant of \$300,000, which is however, conditioned on the applicant submitting a revised proposal that addresses the committee’s concern that the goals of the owners as represented by the trustee, City of Oregon City, Metro, and the wishes and ideas resulting from public involvement in the design consultant team process, will align with the capabilities and willingness of the purchaser. The concern is, can the process effectively lead to implementation. The overriding basis for recommending funding is the assurance that implementation and the methods for accomplishing such are the immediate focus, and it is in that spirit that the Committee provides this important upfront communication about capacity to implement.
- Metro could fund an initial start-up cost to see if the trustee will work with the city and/or to develop an agreement between the two. It is pointless to fund a property for someone else to develop without them being involved. The potential owner needs to get involved somehow.
- What complicates this application is that now there are new circumstances due to a possible buyer and the committee wants to make sure that the conditions reflect the current development.

**The COO recommends Metro allocate an additional \$100,000 from the Natural Areas Programs for this project.*

Portland (Ranked #1)	Mixed-Use Zoning Project	\$380,759 (Applicant Match: \$207,900)
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Project Description:

Revise Portland’s mixed use zoning regulations to better implement new Comprehensive Plan policies that focus growth and development in mixed-use centers, corridors, and station areas across the city, providing local services, additional housing, and employment opportunities. Engage neighborhoods and the development community to ensure that both perspectives are represented in solutions.

Funding Conditions:

- Revise the scope of work and budget to match amount of award
- City must guarantee the match.
- Shift some of the labor from staff to consultant/s

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Tigard (Ranked #1)	Terrace Community Plan Implementation	\$245,000 (Applicant Match: \$432,473)
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Project Description:

A concept plan has been prepared for the area and adopted by the City. This grant application will fund two critical elements of the River Terrace Community Plan: a Public Facility Plan Update; and an infrastructure Financing Strategy. All other aspects of the Community Plan will be funded by the City with existing resources.

Tigard (Ranked #2)	Downtown Tigard Mixed-Use Development Projects	\$100,000 (Applicant Match: \$130,340)
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Project Description:

The Tigard Mixed-Use Development Project will focus on two significant catalytic redevelopment opportunities that require pre-development analysis and strategy in order to be successful. George Diamond Properties and the City’s urban renewal agency will partner on: a site owned by the City of approximately 3.26 acres; and a separate 3 acre site to be acquired by the developer.

Funding Conditions:

- The project could be conditioned based on the environmental clean-up.
- City must guarantee the match

Sherwood & Washington County	<ol style="list-style-type: none"> 1) City of Sherwood/Tonquin Employment Area Implementation Plan 2) Washington County/ Industrial Lands Analysis 	Recommendation: Combined Partial Funding for City of Sherwood and Washington County: \$255,000 (Combined Match: \$116,378)
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Project Description:

Sherwood project: The City proposes to conduct implementation planning efforts for the Tonquin Employment Area, brought into the UGB in 2009 as a future employment area, and initially concept planned in 2010 and part of the 2012 Regional Industrial Site Readiness project. This project will refine the infrastructure needs for development with potential phases for annexation, re-examine the market conditions to determine highest and best use, identify barriers to those sectors, and develop a marketing strategy with SW Tualatin Concept Plan.

Washington County project: A partnership with Washington County and the cities of Hillsboro, Forest Grove, Sherwood, Tualatin and Wilsonville, with assistance from the Port of Portland. This project utilizes the framework of the 2012 Regional Industrial Site Readiness Project to complete detailed site assessments for 15 large lot industrial sites within Washington County.

Funding Conditions:

- Funding conditions considered for these two projects in the same County with similar work scope of work:

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- Combine the two projects and state that Sherwood has to be studied for sure, as long as the direction to the jurisdictions is clear.
- Washington County and City of Sherwood should share information
- County and City should revise the scope of work and budget to match amount of award
- City must guarantee the match.

West Linn	Arch Bridge/Bolton Center	\$220,000 (Applicant Match: \$80,000)
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Project Description:

The City requests funding for a master plan and financing strategy for the Arch Bridge/Bolton area, identified as a town center in the Metro 2040 Growth Concept, to guide redevelopment in the area, to maximize the potential of the area, complement plans for the redevelopment of the former Blue Heron mill across the river, and avoid independent actions that may foreclose preferred redevelopment options for the area.

Clackamas County (Ranked #1)	Clackamas County Strategically Significant Employment Lands	\$200,000 (Applicant Match: \$273,110)
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Project Description:

Clackamas County has created an inventory of employment lands that has varying states of readiness. This Project will provide a better understanding of the investment required to make significant sites “development ready” as well as associated economic return, in order to ensure the County’s competitiveness.

Funding Conditions:

- Revise the scope of work and budget to match amount of award

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Clackamas County (Ranked #3)	Clackamas Regional Center Area Performance Measures and Multi Modal Area Project	\$160,000 (Applicant Match: \$20,000)
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Project Description:

The Project will recommend alternative transportation system performance measures and the designation of a Multi-modal Mixed-use Area (MMA) for the Clackamas Regional Center Area as allowed by the Transportation Planning Rule. The Project may also recommend an alternate approach to transportation infrastructure funding within the MMA.

Funding Conditions:

- The County should identify upfront what MMA best practices information they get and commit to sharing with Metro so that region learns from it.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 13-4450, FOR THE PURPOSE OF APPROVING FY 2012-2013 FUNDING FOR COMMUNITY PLANNING AND DEVELOPMENT GRANTS FUNDED WITH CONSTRUCTION EXCISE TAX

Date: July 30, 2013

Prepared by: Gerry Uba, 503-797-1737

BACKGROUND

Over the years, Metro and local governments have used the 2040 Growth Concept to manage growth in this region, and have made progress in creating vibrant and livable centers and communities across the region. Despite the progress, this region continues to face challenges in providing jobs, improving aging infrastructure, providing transportation and housing choices, supporting sustainable development, and carrying out planning and development to accommodate the growth expected. These challenges prompted the Metro Council to establish the construction excise tax (CET) grant in 2006 to promote planning activity that makes land ready for development, removes barriers to private investment in development and realize the aspirations of communities in the region. The first grant cycle funded concept planning projects in areas brought into the Urban Growth Boundary in 2002 and 2004.

In 2009, The Metro Chief Operating Officer (COO) appointed a CET Advisory Committee to provide advice regarding the extension of the CET for the purpose of funding local and regional planning efforts. The committee concluded that it was in the best interest of the region to extend the CET. In June 2009, Metro Council adopted Ordinance No. 09-1220 which extended the Metro CET to September 2014, and maintained the existing CET tax rate to provide funding for local and regional planning. Per council direction, the Chief Operating Officer promulgated administrative rules for the CET that specify a competitive grant application process, eligibility requirements, evaluation criteria, and call for review of the grant applications by an outside grant screening committee.

As stated in the Administrative Rules, 50 percent of projected revenue for Cycle 3 grants is earmarked for planning projects in areas added to the UGB since 2009 and Urban Reserves. In November 2012, the COO convened the CET Administrative Rules Advisory Committee to review the Administrative Rules and recommended new criteria for evaluating projects proposed in the new urban areas and Urban Reserves, and recommended changes to the existing criteria for evaluating projects proposed inside the UGB. After consultation with the Metro Council, the Chief Operating Officer (COO) approved revised Administrative Rules that stated the criteria for evaluating community planning and development projects proposed in areas outside the UGB and areas inside the UGB.

The chart below shows the distribution of the grant funds since 2006 with 25 planning projects receiving the fund from Cycle 1, and 17 projects receiving Cycle 2 grant awards in FY 2009-10.

Grant Cycles	Project Type	Start	Total Grant Awards	Number of Projects
Cycle 1	Focused on concept planning for areas recently brought into UGB	FY 2006-2007	\$6.2 million	25
Cycle 2	Focused on community and economic development inside the UGB	FY 2009-2010	\$3.7 million	17
Cycle 3	Intended for community and economic development inside the UGB and 50% for new urban areas and urban reserves.	Proposed FY 2012-2013	(Anticipated funding revised up from \$3.7m to \$4.0m)	TBD

On January 16, 2013, the Cycle 3 grant process was initiated with a pre-application meeting with potential applicants and solicited applications from all 25 cities and three counties within the Metro jurisdictional boundary, and any other local governments as defined in ORS 174.116 in partnership with such city or county. Staff used the Application Handbook to explain the grant process and the evaluation criteria (summarized below).

Evaluation Criteria

The CET Administrative Rules established two sets of criteria; one for use in evaluating the applications for projects in new urban areas and Urban Reserves, and the other set for use in evaluating the applications for projects inside the UGB.

The criteria for evaluating the applications for projects proposed in new urban areas and Urban Reserves are summarized as:

- *Title 11 requirements for concept plan or comprehensive plan:* Describe how the proposed planning grant will address the requirements for either a concept plan or comprehensive plan or both as described in Title 11.
- *Requirements for meeting local needs and contributing solutions to regional need:* Describe how the proposal will meet community needs such as mixed use development and/or large lot industrial sites which are anticipated to continue to be regional needs.
- *Title 11 requirements for jurisdictional and service provider commitments:* Describe the commitment of all local governments involved in the planning effort, and describe how governance issues, including roles and responsibilities will be resolved through the planning process.
- *Readiness of land for development in areas added to the UGB since 2009:* Demonstrate that market conditions would be ready to support development and efficient use of land or how the project would influence market conditions.
- *Best practices:* Highlight the elements of the proposed project that reflect best practices and how the expected outcomes from the project will be shared.
- *Leverage:* Describe how the proposed project will leverage past or future public or private investments such as past or future investments in high capacity transit in station areas.
- *Match Fund/Potential:* Describe the match potential, committed or pending, and document same in the proposed budget and in letters of commitment and supports.

Final Draft

- *Equity*: Describe the extent that your community has or has not received grants funded through the CET and the extent that your community generates these funds. Describe the special resource needs for your jurisdiction.
- *Public Involvement*: Describe how the public, including citizens and businesses and appointed advisory committees will be involved in the proposed project.

The criteria for evaluating the applications for projects proposed inside the UGB are summarized as:

- *Expected development outcome*: Describe the partnerships with property owners or other conditions that affect your estimate that the proposed project will lead to issuance of development permits within two or five years. For community readiness, describe the past investments and actions that are in place now that will support the expected outcomes of the project.
- *Regionally significant*: Describe the elements of the project that will support vibrant communities, economic prosperity, safe and reliable transportation, sustainability and climate smart communities, the healthy environment and equity, considering disadvantaged populations and other needs.
- *Location*: Describe how the proposed project will promote the vision for centers and corridors, employment and industrial areas on the 2040 Growth Concept map.
- *Best practices*: Highlight the elements of the proposed project that reflect best practices and how the expected outcomes from the project will be shared.
- *Leverage*: Describe how the proposed project will leverage past or future public or private investments such as past or future investments in high capacity transit in station areas.
- *Match Fund/Potential*: Describe the match potential, committed or pending, and document same in the proposed budget and in letters of commitment and supports.
- *Equity*: Describe the extent that your community has or has not received grants funded through the CET and the extent that your community generates these funds. Describe the special resource needs for your jurisdiction.
- *Public Involvement*: Describe how the public, including citizens and businesses and appointed advisory committees will be involved in the proposed project.

Letters of Intent and Applications

The Administrative Rules required applicants to submit pre-grant-letters of intent (LOI) for the Screening Committee and staff to review them for completeness and suggest how the proposals could be strengthened for full applications. By the February 15, 2013 deadline, Metro received 31 LOIs from 18 local governments. By the April 18, 2013 deadline for applications, Metro received six applications for projects outside the UGB submitted by six local governments requesting \$1,350,141, and 20 applications for projects inside the UGB from 12 local governments requesting \$4,098,198. In total, the applications requested approximately \$5.4 million (see Attachment 1).

The proposed projects fell into seven broad categories; a) concept planning; b) concept planning with development of comprehensive plan; c) development of area plans that promotes use of the infrastructure that is in place to boost redevelopment and revitalize the areas for sustainable new sectors; d) development of area plans for financing new infrastructure and infrastructure update to get employment land ready for development and attract private investment in these areas; e) implementation of strategies for attracting public and private investment in targeted mixed used areas; f) zoning regulation update to implement comprehensive plan goals and objectives; and g) longer term planning studies to identify locations to optimize urban land use patterns and develop the infrastructure

needed to meet local aspirations. Most of the proposed projects are in single locations of 3.26 acres to 2,300 acres scale, while few of them are intended to focus on multiple locations, and others will focus on long corridors of one to 13 miles.

Screening Committee and the Review Process

Upon approving the revised Administrative Rules in December 2012, the COO appointed the nine member Screening Committee reflecting varied expertise in the public and private sector in finance, planning, design and development fields. The Committee was required to review the applications with evaluation criteria and present their recommendations to the COO. The Screening Committee met and evaluated the 26 applications in May through July 2013. See Attachment 2 for the evaluation criteria in the Application Handbook.

Recommendations

The Screening Committee concluded that most of the proposed projects in the applications reflected a strong commitment to make this region a great place. On July 22, 2013 the Screening Committee submitted recommendations to the Metro COO, including recommended grant amounts for each application (see Attachment 3).

The Committee recommended funding as follows:

- Increase Funding for two projects for a total of \$275,000
- Full Funding for twelve projects for a total of \$2,456,241
- Partial Funding four projects for a total of \$1,005,000

After considering the Screening Committee recommendations, the COO prepared her recommendations, as presented in this resolution. The initial projected CET revenue was revised by the Office of the Chief Financial Officer from \$3.7 million to \$4 million. With these information, the COO recommendations call for:

- No increased funding for any project.
- Full Funding for 14 projects for a total of \$2,383,241
- Partial Funding six projects for a total of 1,616,759

The COO sent her recommendations to the Metro Council separately from this resolution. The recommendations reflect the Screening Committee recommendations with a few exceptions and the slight increase in projected CET revenue.

The recommended projects have the potential to create visible impact in the communities, attract a variety of partners, and produce innovative best practices that can be transferred to other communities. In total, the recommended projects have the ability to leverage an additional \$4 million in public and private match contributions.

The COO recommendations include some funding conditions to be fulfilled by grant recipients. These conditions are shown in Exhibit A to this resolution. These conditions are intended to ensure that the projects are successful and meet the objectives of the grant program.

The recommendations of the Screening Committee and the COO do not include funding for six applications. The COO encourages these jurisdictions to refine their project proposals and be ready to

resubmit them if the Metro Council extends the CET. In addition, the COO encourages local government staff to seek the input and assistance from Metro staff in refining their applications.

Upon award of the grants by the Metro Council, staff will negotiate intergovernmental agreements (IGA) with the grantees. Additional conditions may be included in the IGA, such as metrics for successful planning to be used to inform the citizens of the region about the results of individual projects, payment procedures, eligible expenses, documentation related to implementation of tasks involved in the projects, maintenance of project records, and audits, inspections and retention of records, and encouraged to seek out local minority-owned, women-owned and emerging small businesses for professional services.

ANALYSIS/INFORMATION

1. Known Opposition

There is no known opposition to the proposed Grant allocation amounts, except potentially from several of the grant applicants who will not be receiving CET funding.

2. Legal Antecedents

Ordinance 06-1115, "Creating a New Metro Code Chapter 7.04 Establishing a Construction Excise Tax" was adopted on March 23, 2006; Ordinance 09-1220, "Extending the Metro Construction Excise Tax and Amending Metro Code Chapter 7.04" was adopted on June 11, 2009.

3. Anticipated Effects

This Resolution designates Community Planning and Development Grant Awards funded with CET subject to receipt of CET funds. The planning projects will be implemented over a period of one to three and half years.

4. Budget Impacts

The FY 2012/2013 and FY 2013/2014 budgets included resources for staff in the Planning and development to work on this project. In the FY 2013/2014 budget there are sufficient funds to produce and distribute the next brochure to inform stakeholders and other citizens of the region about how the grant is supporting local communities and the region to put plans into actions.

RECOMMENDED ACTION

The Chief Operating Officer recommends adoption of Resolution No. 13-4450.

ATTACHMENT 1 (to Staff Report)

Metro Cycle 3 CPD Grants Applications and Amount Requested (7/29/13)

#	Jurisdiction	Proposed Project	Amount Requested
PROJECTS LOCATED IN AREAS ADDED TO THE UGB SINCE 2009 AND IN URBAN RESERVES			
1	Beaverton	South Cooper Mtn. Concept & Community Plan (1)	469,397
2	Cornelius	City of Cornelius Urban Reserves Concept Plan	73,000
3	Forest Grove	Forest Grove Westside Planning Program	123,000
4	Sherwood	West Sherwood Concept Plan	221,139
5	Wilsonville	Frog Pond / Advance Road Concept Plan	341,000
6	Washington County	Concept Planning of Area 93 (1)	122,605
Subtotal			\$1,350,141
PROJECTS LOCATED INSIDE THE UGB			
1	Gresham	GVBP Eco-Ind. Green Infra. MP Design/Dev. Standards (1)	100,000
2	Gresham & Portland	Powell-Division Transit & Dev. Project (2) (Gresham portion)	364,000
		Powell-Division Transit & Dev. Project (3) (Portland portion)	450,000
3	Happy Valley	RCEC Infrastructure Funding Plan	53,100
4	Hillsboro	Hillsboro Downtown 10th Avenue Corridor Plan	185,000
5	King City	King City Town Center Action Plan	75,000
6	Lake Oswego	Lake Grove Village Center Parking Plan (1)	60,000
7		Lake Oswego SW Employment Area Plan (2)	80,000
8	Oregon City	Willamette Falls Visioning/Master Plan	400,000
9	Portland	Mixed-used Zoning Project (1)	425,500
10		Central City Parking Policy Project (2)	250,000
11		Campus Institution Zoning Update (4)	110,000
12	Sherwood	Tonquin Employment Area Master Plan (?)	143,955
13	Tigard	River Terrace Community Plan Implementation (1)	245,000
14		Downtown Tigard Mixed-Use Dev. Projects (2)	100,000
15	West Linn	Arch Bridge / Bolton Center	220,000
16	Clackamas County	Strategically Significant Employment Lands Project (1)	221,000
17		Multi-Use Development in Corridors (2)	120,890
18		Performance Measures and MMA Project (3)	160,000
19	Washington County	Washington County Large Lot Ind. Site Assessments (2)	227,500
20		Urban Design Plan for N. Bethany Main Street (3)	107,253
Subtotal			\$4,098,198
GRANT TOTAL			\$5,448,339

ATTACHMENT 2 (to Staff Report)

Evaluation Criteria for Applications submitted for Cycle 3 Community Planning and Development Grants funded with construction excise tax

Evaluation criteria for projects located within the current Urban Growth Boundary (pre 2009)

Expected Development Outcomes: Explain how the proposed planning and development grant will increase ability to achieve on-the-ground development/redevelopment outcomes. Address:

- a) Identification of opportunity site/s within the boundary of the proposed project area with catalyst potential that focus on jobs growth and/or housing. Explain the characteristics of the site/s and how the proposed project will lead to a catalytic investment strategy with private and public sector support.
- b) The expected probability that due to this planning and development grant, development permits will be issued within two years;
- c) The expected probability that due to this planning and development grant, development permits will be issued within five years;
- d) The level of community readiness and local commitment to the predicted development outcomes; considerations include:
 - 1) Development sites of adequate scale to generate critical mass of activity;
 - 2) Existing and proposed transportation infrastructure to support future development;
 - 3) Existing urban form provides strong redevelopment opportunities;
 - 4) Sound relationship to adjacent residential and employment areas;
 - 5) Compelling vision and long-term prospects;
- e) Describe the roles and responsibilities of the applicant and county or city, and relevant service providers for accomplishing the goals of the proposed project.

Regionally Significant: Clearly identify how the proposed planning grant will benefit the region in achieving established regional development goals and outcomes, including sustainability practices¹, expressed in the 2040 Growth Concept and the six Desired Outcomes adopted by the region to guide future planning, which include:

- a. People live and work in vibrant communities where they can choose to walk for pleasure and to meet their everyday needs;
- b. Current and future residents benefit from the region's sustained economic competitiveness and prosperity;
- c. People have safe and reliable transportation choices that enhance their quality of life;
- d. The region is a leader in minimizing contributions to global warming;
- e. Current and future generations enjoy clean air, clean water and healthy ecosystems;
- f. The benefits and burdens of growth and change are distributed equitably.

¹ Explain how the proposed project will incorporate sustainability practices, such as using centers and corridors to refocus urban land uses, fostering urban redevelopment that uses existing infrastructure and recycling existing buildings, incorporating eco-industrial and eco-district development concepts, consideration of the impact of housing and transportation costs in planning and development decisions, incorporating natural areas, open spaces and green infrastructure development for treating waste and storm water, and incorporating urban agriculture and other means of enriching the regional food system.

Location: Discuss whether and how the proposed planning grant facilitates development or redevelopment of:

- a. Centers;
- b. Corridors/Main Streets;
- c. Station Centers; and/or
- d. Employment & Industrial Areas
- e. Areas where concept planning has been completed but where additional planning and implementation work is needed in order to make these areas development ready.

Best Practices Model: Consideration will also be given to applications that can be easily replicated in other locations and demonstrate best practices.

Leverage: Discuss whether and how the proposed planning grant will leverage outcomes across jurisdictions and service providers, or create opportunities for additional private/public investment. Investments can take the form of public or private in-kind or cash contributions to the overall planning activity.

Matching Fund/Potential: Discuss whether any portion of the total project cost will be incurred by the applicant and/or its partners. Explain specific portions of the work scope the match money would fund.

Equity: Discuss whether and how the proposed planning grant will further the equitable distribution of funds, based on collections of revenues, past funding, and planning resource needs.

Public Involvement: Discuss whether and how the public, including neighbors to the project, businesses, property owners and other key stakeholders, and disadvantaged communities including low income and minority populations, will be informed on the progress of the project and how their input will be used to strengthen the project outcome.

Attachment B (continued)

Evaluation Criteria for Applications submitted for Cycle 3 Community Planning and Development Grants funded with construction excise tax

Grant Evaluation Criteria for projects located within areas added to the UGB since 2009 and Urban Reserves

The grant request for proposed projects in both areas added to the UGB since 2009 and Urban Reserves shall specifically address how the proposed grant achieves, does not achieve, or is not relevant to the following criteria, drawn from the Urban Growth Management Functional Plan (UGMFP). While the UGMFP's Title 11 (Planning for New Urban Areas) calls for completion of a concept plan prior to Council decision to add the area to the UGB, Metro Council award of grants for concept planning in Urban Reserves should not be interpreted as a commitment by the Council to add the rest of the area to the UGB in the next cycle. Applications should note whether the planning project includes an Urban Reserve area currently being appealed in the Court of Appeals or other venues. The Screening Committee shall emphasize using available funds to spur development.

Addresses Title 11 requirements for concept plan or comprehensive plan: Clearly describe how the proposed planning grant will address the requirements for either a concept plan or comprehensive plan or both as described in Title 11.

- a) If not proposing to complete a full plan, describe how the portion proposed will result in an action that secures financial and governance commitment for the next steps in the planning process.
- b) If not proposing a planning grant for the full Urban Reserve area, describe how the proposal would address the intent for complete communities as described in the urban reserve legislative intent, Urban and Rural Reserve intergovernmental agreements between Metro and counties, and Title 11.

Addresses how the proposed projects will meet local needs and also contribute solutions to regional need: Describe how the proposal will meet a variety of community needs, including land uses such as mixed use development and/or large lot industrial sites which are anticipated to continue to be regional needs.

Demonstrates jurisdictional and service provider commitments necessary for a successful planning and adoption process: Applications should reflect commitment by county, city and relevant service providers to participate in the planning effort and describe how governance issues will be resolved through the planning process. Describe the roles and responsibilities of the county, city and relevant service providers for accomplishing the commitments.

Address readiness of land for development in areas added to the UGB since 2009: For applications in areas added to the UGB since 2009, demonstrate that market conditions would be ready to support development and efficient use of land or define the steps that the project would undertake to influence market conditions.

Best Practices Model: Consideration will also be given to applications that can be easily replicated in other locations and demonstrate best practices.

Leverage: Discuss whether and how the proposed planning grant will leverage outcomes across jurisdictions and service providers, or create opportunities for additional private/public investment. Investments can take the form of public or private in-kind or cash contributions to the overall planning activity.

Matching Fund/Potential: Discuss whether any portion of the total project cost will be incurred by the applicant and/or its partners. Explain specific portions of the work scope the match money would fund.

Equity: Discuss whether and how the proposed planning grant will further the equitable distribution of funds, based on collections of revenues, past funding, and planning resource needs.

Public Involvement: Discuss whether and how the public, including neighbors to the project, businesses, property owners and other key stakeholders, and disadvantaged communities including low income and minority populations, will be informed on the progress of the project and how their input will be used to strengthen the project outcome.

ATTACHMENT 3

(to Staff Report)

600 NE Grand Ave.
Portland, OR 97232-2736

www.oregonmetro.gov



Metro | Memo

Date: July 22, 2013

To: Martha Bennett, Chief Operating Officer

From: Tim Smith, Chair, CPDG Screening Committee

Subject: Community Planning & Development Grant Screening Committee Recommendations

A handwritten signature in black ink, appearing to read 'Tim Smith'.

As chair of the Community Planning and Development Grant Screening Committee, I am pleased to present our recommendations for the Cycle 3 grant awards. The Committee reviewed and provided comments on the Letters of Intent submitted by prospective applicants/local governments before they sent their full grant applications. Over three meetings in the last two months, we reviewed and evaluated 26 applications submitted by 16 local governments across the Metro region. Based on the mix of views and background of the committee members, we had a lively and thorough discussion of the merits of the applications. Our discussions were guided by an overarching direction in the Construction Excise Tax Administrative Rule – “The Screening Committee shall emphasize using funds to spur development.”

My colleagues on the Committee and I were impressed with most of the proposed community planning and development projects. These projects reflect a strong commitment to make the Metro region a great place. These applications addressed most or some of the two sets of criteria established in the Administrative Rules for projects proposed outside the UGB (in new urban areas and Urban Reserves) and inside the UGB. The total request for the six projects outside the UGB was \$1,350,141, while the total request for the 20 projects inside the UGB was \$4,096,858, bringing the grant total request to \$5,446,999. As you know, the estimated CET revenue for Cycle 3 grant awards was \$3.7 million, which meant that the Committee needed to make some tough decisions. Our recommended funding levels for projects both outside and inside the UGB has been revised up from \$3,697,131 to \$3,736,241 due to an error in the information we worked with at our last meeting. However your staff has assured me that the agency will be able to meet this funding level. We started our evaluation with projects outside the UGB because the total request (\$1,350,141) was less than 50% of estimated construction excise tax revenue (\$1,850,000), and the remaining balance was added to the fund available for projects inside the UGB.

Attachment A contains the lists of projects recommended for increased funding, full funding, partial funding, and no funding while Attachment B contains summary information for each project and our recommendation summary, concerns and funding conditions. Attachment B is organized by two major sections: “community planning and development projects recommended for funding” and “community planning and development projects recommended for no funding.” Within the first section, there are two subsections “projects outside the UGB” and “projects inside the UGB.”

Following are the community planning and development planning projects recommended for increased funding, full funding, partial funding, and for no funding.

Projects recommended for Increased Funding for a total of \$275,000:

These projects are needed and there was unanimous agreement that the cost of implementing these two projects were grossly underestimated by the applicants. We are recommending levels of funding that should be adequate, but have attached conditions to the increased funding. Our Committee strongly recommends that Metro should encourage applicants of these projects to implement the funding conditions (Attachment B) we recommend so as to achieve the goals of these projects. The projects are:

CPDG Screening Committee Recommendations

July 22, 2013

Page 2

- *Outside the UGB:* Cornelius: Urban Reserves Concept Plan
- *Inside the UGB:* King City: Town Center Action Plan

Projects recommended for Full Funding for a total of \$2,456,241:

These projects scored high on most of the evaluation criteria. The projects outside the UGB reflect viable future urban development. Those inside the UGB reflect broad geographic distribution, 2040 centers and corridors locations, and a mix of industrial and mixed use development. These projects also demonstrate potential to have visible results in the short term and make large impacts on the community. Most of them include business endorsements and partnerships and public involvement in the planning process. Many proposed innovative approaches that could be transferable to other locations and would serve needy areas. The applicants and projects are:

Outside the UGB:

- Beaverton: South Cooper Mountain Concept & Community Plan
- Forest Grove: Westside Planning Program
- Sherwood: West Sherwood Concept Plan
- Wilsonville: Frog Pond/Advance Road Concept Plan
- Washington County (County Rank #1): Washington County Concept Planning of Area 93

Inside the UGB:

- Gresham Vista Business Park Eco-Industrial Strategies
- Happy Valley: Rock Creek Employment Center Infrastructure Funding Plan
- Lake Oswego: SW Employment Area Plan
- Tigard (City Rank #1): River Terrace Community Plan Implementation
- Tigard (City Rank #2): Downtown Tigard Mixed-Use Development Projects
- West Linn: Arch Bridge/Bolton Center
- Clackamas County (County Rank #1): Strategically Significant Employment Lands Project
- Clackamas County (County Rank #3): Clackamas Regional Center Area Performance Measures and Multi Modal Area Project

The Committee has recommended conditions of funding for many of these projects.

Projects recommended for Partial Funding for a total of \$1,005,000:

These applications present the challenges of short/versus long-term planning for development projects that will start in two to five years. In most cases these projects proposed tasks and deliverables that were unclear, but proposed long term concept planning that has the potential to lay a solid foundation for the creation of livable and sustainable communities. Our Committee strongly recommends that Metro should encourage applicants of these projects to work with Metro to implement the funding conditions we recommend for achieving the goals of these projects. The applicants and projects are:

Outside the UGB: None

Inside the UGB:

- Gresham (City Rank #2) and Portland (City Rank #3): Powell-Division Transit & Development Project
- Oregon City: Willamette Falls Visioning/Master Plan
- Portland (City Rank #1): Mixed-Use Zoning Project
- Sherwood /Washington County (County Rank #2): Tonquin Employment Master Plan/ Washington County Large Lot Ind. Site Assessments

Projects recommended for No Funding:

Our Committee did not rate these projects highly for a variety of reasons including the following: The perception that the proposal was not persuasive; the proposal did not address most of the criteria well; the proposed tasks and deliverables were unclear; it was unclear who would benefit from the project; the proposal lacked buy-in of property owners, past efforts have been unsuccessful; and a lack of clarity as to how the project would leverage development. Our Committee strongly recommends that Metro should encourage applicants of those projects to improve their applications and re-submit them in the next grant cycle.

The applicants and projects are:

Outside the UGB: None

Inside the UGB:

- Hillsboro: Downtown 10th Avenue Corridor Plan
- Lake Oswego (City Rank #1): Lake Grove Village Center Parking Plan
- Portland (City Rank #2): Central City Parking Policy Project
- Portland (City Rank #4): Campus Institution Zoning Update
- Clackamas County (County Rank #2): Multi-use Development in Corridors
- Washington County (County Rank #3): Urban Design for North Bethany Main Street

Other Recommendations:

Our Committee also recommends the following actions for Metro:

- Consider forming a finance and governance team to provide technical assistance to the jurisdictions undertaking concept planning of urban reserves because most of the applications were weak in this area. This approach will minimize or eliminate the matter of local governments going through the same planning problems repeatedly.
- Consider creating an infrastructure analysis team to assist with concept planning of urban reserves. Predicting 50 or more percent of future required infrastructure is difficult. While a lot of concept planning has been completed it has not yielded a lot of development because of this infrastructure issue.
- Work closely with cities to coordinate and connect with neighboring jurisdictions embarking on similar community planning and development planning projects, such as Cooper Mountain and Frog Pond.
- Work closely with Clackamas County on the Clackamas Regional Center Area Performance Measures and Multi-Modal Area Project which could be an effective pilot project for other jurisdictions. Currently the transportation system performance measures and the designation of Multi-Modal Mixed Use Areas restrict development in centers. If this project is successful, it could be applied throughout the region.
- Consider using future changes to the CET Administrative Rules as the medium for addressing some the above recommendations, as well as review the skill set and structure of the Screening Committee so as to accommodate the absence of any skill during the evaluation meetings.

I will be happy to join you in presenting all of these recommendations to the Metro Council in August if you so desire.

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

Attachments

Attachment A (Chair Smith memo to COO)

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

Projects Recommended for Increase Funding (Outside & Inside UGB)

City/County	Project Name	Amount Requested	Funding Rec.	Outside/ Inside the UGB	Funding Condition Yes / No
Cornelius	Urban Reserves Concept Plan	\$73,000	\$125,000	Outside	Yes
King City	King City Town Center Action Plan	75,000	150,000	Inside	Yes
TOTAL		\$148,000	\$275,000		

Projects Recommended for Full Funding(Outside & Inside UGB)

City/County	Project Name	Amount Requested	Funding Rec.	Outside/ Inside the UGB	Funding Condition Yes / No
Beaverton	South Cooper Mtn. Concept & Community Plan	\$469,397	\$469,397	Full	Yes
Forest Grove	Forest Grove Westside Planning Program	123,000	123,000	Full	Yes
Sherwood	West Sherwood Concept Plan	221,139	221,139	Full	Yes
Wilsonville	Frog Pond / Advance Road Concept Plan	341,000	341,000	Full	Yes
Washington Co. (County Rank #1)	Concept Planning of Area 93	122,605	122,605	Full	Yes
Gresham (City Rank #1)	Gresham Vista Business Park Eco-Industrial Strategies	100,000	100,000	Inside	-
Happy Valley	Rock Creek Employment Center Infrastructure Funding Plan	53,100	53,100	Inside	Yes
Lake Oswego (City Rank #2)	Lake Oswego SW Employment Area Plan	80,000	80,000	Inside	-
Tigard (City Rank #1)	River Terrace Community Plan Implementation	245,000	245,000	Inside	-
Tigard (City Rank #2)	Downtown Tigard Mixed-Use Development Projects	100,000	100,000	Inside	Yes
West Linn	Arch Bridge/Bolton Center	220,000	220,000	Inside	-
Clackamas County (County Rank #1)	Strategically Significant Employment Lands Project	221,000	221,000	Inside	-
Clackamas County (County Rank #3)	Clackamas Regional Center Area Performance Measures and Multi Modal Area Project	120,890 160,000	160,000	Inside	Yes
TOTAL		\$2,456,241	\$2,456,241		

Attachment A (continued)

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

Projects Recommended for Partial Funding (Inside UGB)

City/County	Project Name	Amount Requested	Funding Rec.	Outside/ Inside the UGB	Funding Condition Yes / No
Gresham & Portland (Gresham Portion) (Gresham City Rank #2) (Portland Rank #3)	Powell-Division Transit & Development Project	\$812,290	\$200,000	Inside	Yes
Oregon City	Willamette Falls Visioning/Master Plan	400,000	300,000	Inside	Yes
Portland (Rank #1)	Mixed-Use Zoning Project	425,502	250,000	Inside	Yes
Sherwood (City Rank #2)/Washington County (City Rank #2)	Tonquin Employment Master Plan/Washington County Large Lot Ind. Site Assessments	371,495	255,000	Inside	Yes
TOTAL		\$2,009,287	\$1,005,000		

Projects Recommended for No Funding (Inside the UGB)

City/County	Project Name	Amount Requested
Hillsboro	Downtown 10th Avenue Corridor Plan	\$185,000
Lake Oswego (City Rank #1)	Lake Grove Village Center Parking Plan	60,000
Portland (City Rank #2)	Central City Parking Policy Project	250,358
Portland (City Rank #4)	Campus Institution Zoning Update	110,000
Clackamas County (County Rank #2)	Multi-use Development in Corridors	160,000
Washington County (County Rank #3)	Urban Design for North Bethany Main Street	107,253
TOTAL		\$872,611

**COMMUNITY PLANNING &
DEVELOPMENT GRANT PROJECTS
(20) RECOMMENDED FOR
FUNDING**

**ATTACHMENT B (Chair Smith memo to COO)
SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD**

PROJECTS OUTSIDE THE UGB

**Screening Committee Recommendations Summary – FY 2009-2010 Cycle
Community Planning and Development Grants Program**

Applicant/Project	City of Beaverton /South Cooper Mountain Planning	Recommendation:	\$469,397
Full Fund Amount		Requested Grant	\$469,397
Applicant Match	\$769,833	Total Project Cost	\$1,239,230
Project Description	Preparation of a concept plan establishing a long-term vision for urbanizing the 2,300 acre project area, including: the 2002 Cooper Mountain UGB addition; the 2011 South Cooper Mountain UGB Addition; and the balance of urban reserve 6B. Title 11 compliant community plans will be prepared for the areas in the UGB to implement the vision in the near-term.		
Project Location	Generally on the southwest edge of Beaverton, north of SW Scholls Ferry Road, south of SW Gassner Road, east of SW Tile Flat Road, west of 175 th Avenue.		
Scale of project location	2,300 acres		
2040 Design Type/Land use of project location	Urban reserve		
Proposed project timeline	1 year, 5 months		

Recommendation Summary

- This application has a lot to do with water delivery and an annexation to Beaverton.
- Staff explained a lot of infrastructure planning is involved in the application and the area involves land already added to the UGB as well as land in the urban reserve.
- Infrastructure planning underway.
- Staff explained that the grant application included and covered an existing IGA for the area.
- If Beaverton does the work laid out in the application, will the area get into the UGB?
- The work Beaverton has done and the work they plan to do by the time stated will culminate will likely be considered by the Metro Council for addition to the UGB.
- This area should be considered in light of the problems with Damascus, etc.
- The Homebuilders consider this area viable for development.
- The area encompasses 2,300 acres and could become a really significant urban development.
- Significant involvement of property owners, business owners, agencies and affected jurisdictions to date
- South Cooper Mountain (SCM) Annexation complete.
- Storm water management best practices included.
- Multi-modal transit models will be applied.
- Significant financial and in kind funding matches secured.
- Significant involvement of property owners, business owners, agencies and affected jurisdictions to date.
- This grant application is mostly about infrastructure.

ATTACHMENT B (Chair Smith memo to COO)
SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD

Concerns

None

Conditions for Funding

- Develop the deliverables that payments to the city are linked too.
- Metro staff should serve on the city's technical committee/s overseeing the planning work.
- They should make sure to address financing and governance commitment.
- Offer transportation choices.

ATTACHMENT B (Chair Smith memo to COO)
 SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD

**Screening Committee Recommendations Summary – FY 2009-2010 Cycle
 Community Planning and Development Grants Program**

Applicant/Project	City of Cornelius/Urban Reserves Concept Plan	Recommendation: <u>Increased Funding</u> - \$125,000	
Full Fund Amount		Requested Grant	\$73,000
Applicant Match	\$7,000	Total Project Cost	\$80,000
Project Description	The purpose of this project is to prepare and position the Cornelius Urban Reserves for UGB expansion, urbanization and annexation into the City. The project proposes to inventory conditions, estimate build-out, analyze transportation and utility services for development of a Concept Plan.		
Project Location	East and southeast of the abutting City of Cornelius boundary with 62 acres north of TV Highway and 210 acres south of TV Highway.		
Scale of project location	272 acres		
2040 Design Type/Land use of project location	Urban Reserve		
Proposed project timeline	No timeline provided		

Recommendation Summary

- The city wanted to move forward but did not see how they could do it with their budget restraints.
- They will never be up to the task if they don't get enough money for consultant work.
- The amount requested is too low for what they need to do.
- The equity criteria should be considered: Needs are actually part of the criteria.
- Perhaps equity should be clarified for the future since two kinds of equity are referred to throughout this process and can be confusing.
- Specific local needs identified (high school, parks).
- IGA's in place with Washington County, Clean Water Services.
- Leveraging critical partnerships with other jurisdictions – Washington County, Hillsboro School District
- Citizen Involvement Committee

Concerns

- They did not fully address Title 11 and equity requirements.
- They have \$65,000 in consultant proposals but don't have a Scope of Work (the problem with this is that we are now in the second round of evaluation of their proposal; this concern should have been addressed already between the Letter of Intent and full application period).
- Metro's concept planning requirements are more stringent than they used to be, and the City should be ready to address all the requirements if funded.
- Applicant is providing in-kind matching funds, although small percentage of total grant request. No financial match provided.

ATTACHMENT B (Chair Smith memo to COO)
SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD

Conditions for Funding

- Metro should explore encouraging the county to provide matching funds.
- They should make sure to address financing and governance commitment.
- Addressed sustainability, including stormwater/low impact development
- Offer transportation choices.

ATTACHMENT B (Chair Smith memo to COO)
 SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD

**Screening Committee Recommendations Summary – FY 2009-2010 Cycle
 Community Planning and Development Grants Program**

Applicant/Project	City of Forest Grove/Westside Planning Program	Recommendation:	\$123,000
Full Fund Amount		Requested Grant	\$123,000
Applicant Match	\$49,000	Total Project Cost	\$172,000
Project Description	Adoption of land use plan, sustainability framework, geo-technical analysis, conceptual traffic network to streamline development review process and issuance of building permits in the developing western portion of city. This project includes completion of a UGMFP Title 11 concept plan for Urban Reserve 7B to support large lot industrial needs.		
Project Location	Western portion of the Forest Grove area bounded by Gales Creek Road, UGB, Purdin Road, and Thatcher Road		
Scale of project location	1,140 acres		
2040 Design Type/Land use of project location	Urban Reserve		
Proposed project timeline	1 year, 5 months		

Recommendation Summary

“Forest Grove Westside Planning Program” ranked No. 3

- The application is relatively thin but they are starting at the very beginning of the process. They need the money to get going so should not be penalized for lack of detail in the application.
- Forest Grove has very limited resources but have provided CET funding.
- Starting from scratch. Get ahead of the “development pressure.” Clean slate opportunity to plan sustainably.

Concerns

- If the city is not addressing basic threshold issues like stormwater by now, that’s pretty bad.
- It’s not clear how Council Creek Regional Trail will be addressed in this project.
- Leverage existing transportation system.
- Matching funds are about 40% of grant requests, although the matches are in-kind. No financial matches.
- Communicated intent but minimal specifics.

Conditions for Funding

- It would be good for Forest Grove to talk to Gresham about their eco-industrial site project.
- They should get and use the eco-industrial brochures so they would be aware of those kinds of projects.
- Addressed sustainability, including stormwater/low impact development.
- They should make sure to address financing and governance commitment.
- Offer transportation choices.

**ATTACHMENT B (Chair Smith memo to COO)
SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD**

**Screening Committee Recommendations Summary – FY 2009-2010 Cycle
Community Planning and Development Grants Program**

Applicant/Project	City of Sherwood /West Concept Plan	Recommendation:	\$221,139
Full Fund Amount		Requested Grant	\$221,139
Applicant Match	\$24,570	Total Project Cost	\$245,709
Project Description	This project identifies the location and type of housing that will best meet the community needs and support multi-modal access and well-connected transportation systems consistent with Title 11. This project will assess barriers and identify the infrastructure investments necessary to support the full build out of the area. Finally, this project will develop a phasing plan for incremental development or inclusion in the UGB while laying the foundation for full build out and provide coordination with Washington County.		
Project Location	Urban Reserve 5B is comprised of 1,291 acres west of Sherwood. The description of the area in the Urban Reserve designation indicates: The area is bounded by Chapman Road to the south, Lebeau Road to the north, and generally extends approximately ¼ miles west of Sherwood. The area consists of parcels that are in residential or agricultural use, including small woodlots and orchards.		
Scale of project location	1,239 acre		
2040 Design Type/Land use of project location	Urban Reserve		
Proposed project timeline	No timeline provided		

Recommendation Summary

- It is a really big area so does provide an opportunity.
- Could do something similar to Cornelius; want to make sure those issues are addressed.
- It seems they might be trying to maintain flexibility to react to different contingencies. The region might not need the whole 1,140 acres right away.
- They recognize market flexibility and reality.
- Phase able planning approach to match demand.
- Intent to collaborate; demonstrated history by applicant.
- Suggested model for a staged inclusion into the UGB.
- Applicant has no resources other than this grant to fund this effort.
- They have the Westside Bypass area also.

Concerns

- The city could have been more creative.
- The application was not very innovative.
- 10% funding match (of total cost). In-kind match only, no financial match.

ATTACHMENT B (Chair Smith memo to COO)
SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD

Conditions for Funding

- They should be open to best practices and innovation.
- Address sustainability, including stormwater/low impact development.
- They should make sure to address financing and governance commitment.
- Offer transportation choices.

ATTACHMENT B (Chair Smith memo to COO)
SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD

Screening Committee Recommendations Summary – FY 2009-2010 Cycle
Community Planning and Development Grants Program

Applicant/Project	City of Wilsonville/Frog Pond/Advance Road Planning	Recommendation:	\$341,000
Full Fund Amount		Requested Grant	\$341,000
Applicant Match	\$117,500	Total Project Cost	\$458,500
Project Description	The project will create one Concept Plan for the Frog Pond and Advance Road areas, and a more detailed Master Plan for the Frog Pond area. The outcome will be Title 11-compliant plans that resolve land use and infrastructure issues and position each area for the next step in urbanization. The Master Plan would detail the land use policies to be applied upon annexation of the property into the city, and include a financing plan for providing needed sewer infrastructure.		
Project Location	The project will develop a Concept Plan for two adjacent areas of land, Frog Pond and Advance Road, and a Master Plan for Frog Pond. Frog Pond area was added to the UGB in 2002 but is unplanned; Advance Road is an adjacent Urban Reserve. Both areas are located in Clackamas County, immediately east of Wilsonville.		
Scale of project location	497 acres		
2040 Design Type/Land use of project location	Urban Reserve		
Proposed project timeline	2 years, 6 months		

Recommendation Summary

- They are considering the right mix of uses and want to make sure they are considering all the uses that make a complete community.
- Wilsonville has demonstrated ability to build a community with Villebois, a master-planned community.
- The area is close to other commercial areas.
- Making this area a walkable neighborhood community is important, but not something as big as a town center.
- This application also covers an area already inside the UGB and outside the UGB.
- Applicant is contributing funding matches of slightly over 40% of Grant Request, including financial match, in-kind match and consultant time match.
- Applicant has contributed significant revenue (CET taxes) and received no grants to date.
- What is important to the region is how does an area contribute to or create a community and what the Metro Council will consider when bringing areas into the UGB.

Concerns

- Wilsonville is not asking for a lot of money but there is not a lot of match either. The matching funds are not as good but a lot of the applications do not have any matching funds and this one has \$80,000 secured in matching funds.
- Can the project be tied to transportation choices more because it is a relatively compact area.
- It is hard to justify spending tax money on an area that won't come in for 40 years.

ATTACHMENT B (Chair Smith memo to COO)
SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD

Conditions for Funding

- Addressed sustainability, including stormwater/low impact development.
- They should make sure to address financing and governance commitment.
- Offer transportation choices.

**ATTACHMENT B (Chair Smith memo to COO)
SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD**

**Screening Committee Recommendations Summary – FY 2009-2010 Cycle
Community Planning and Development Grants Program**

Applicant/Project	Washington County /Concept Planning of Area 93	Recommendation:	\$122,605
Full Fund Amount		Requested Grant	\$122,605
Applicant Match	\$97,000	Total Project Cost	\$219,605
Project Description	Once the area is legislatively redistricted, Washington County proposes to complete the concept plan initiated by Multnomah County in 2009. The revised plan will meet county standards, continue public engagement, include existing conditions and transportation framework analysis, and re-initiate partnership support with service providers.		
Project Location	Bonny Slope West is in northwest Multnomah County, abutted by Washington County on the east and south. NW Thompson Road runs along the southern edge.		
Scale of project location	160 acres		
2040 Design Type/Land use of project location	Urban Reserve		
Proposed project timeline	1 year, 8 months		

Recommendation Summary

- Previous planning in this area was confronted with services couldn't be routed through Forest Park.
- The area is a rural reserve which is very hard to get services through also.
- This application has a lot of support letters and \$85,000 left over from grant to Multnomah County.
- This area will be transferred from Multnomah County to Washington County so that Washington County can receive the funds to complete their planning work and the planning work done by Multnomah County for this area.
- Prospective funding of CET revenue through development.

Concerns

- Recreational opportunities with Ward Creek were not addressed.
- Housing affordability opportunities should have been addressed.

Conditions for Funding

- Addressed sustainability, including stormwater/low impact development.
- They should make sure to address financing and governance commitment.
- Offer transportation choices.

ATTACHMENT B (Chair Smith memo to COO)
 SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD

PROJECTS INSIDE THE UGB

**Screening Committee Recommendations Summary – FY 2012 – 2013 Cycle
 Community Planning and Development Grants Program**

Applicant/Project	City of Gresham(Ranked #1)/Gresham Vista Business Park Eco-Industrial Strategies	Recommendation:	\$100,000
Requested Amount	\$100,000	Amount Funded	
Applicant Match	\$415,300	Total Project Cost	\$515,300
Project Description	The Gresham Vista Business Grant Park grant request – a partnership between the City of Gresham and Port of Portland – will implement four strategies identified in the Gresham Vista Eco-Efficient Implementation Action Plan, provide a framework for eco-industrial development at the site, and a lessons learned report to guide other industrial developments in the region.		
Project Location	221-acre industrial/mixed use site owned by the Port of Portland and located in the City of Gresham, Oregon – adjacent to the cities of Fairview, Troutdale and Wood Village.		
Scale of project location	221 acres		
2040 Design Type/Land use of project location	Corridor		
Proposed project timeline	1 year, 3 months		

Recommendation Summary

- Very important project, potentially ground-breaking project because of focus on job creation in eastern portion of region and for the innovation around sustainability and best practices.
- Good partners.
- Good financial commitments.
- Need to address non-auto-oriented access.
- Would like to see more partners devoted to waste streams, food systems, local economics; perhaps some local non-profits in these areas.
- Large 100 acre site and proximity to I-84 and I-205 as well as airport make this regionally significant.
- There is no model presently for LEED best practices. This project would potentially create a standard.
- The project leverages multiple agencies and over time, significant private investment.
- Significant matching funds, in excess of grant request. Fund match is mostly financial rather than in-kind.
- Traded sector economic development will result in higher wage jobs.
- Fairly conventional level of public process with formal presentations. Some public presentations have already been initiated.
- Staged development potential, significant employment opportunities.
- Eco/green leadership, leverages location and proximity to transportation for job growth.

ATTACHMENT B (Chair Smith memo to COO)
SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD

- One of Governor's priority industrial areas.
- Unproven, but high potential concepts. Linkage and eco-concierge may provide model for other similar initiatives.
- Builds on previous work, engages multiple public entities. Strong tie to workforce development agencies.
- High level of match from partnership with Port.
- Past grants are double CET collections. New jobs create future revenues.
- Multiple public meetings and presentations.
- Seemed like a good development site/lot of potential.
- Business park would help job/housing imbalance
- Like the emphasis on green infrastructure.

Concerns

- Concerned that some development may occur before eco-industrial plan is in place.
- Will residents mentioned be active participants in shaping the resource flows within and around the site or just be kept informed of decisions made by consultants and City?
- Clear strategy to develop industrial campus for trade sector industries. "Eco-industrial" criteria not precisely defined.

Conditions for Funding

None.

ATTACHMENT B (Chair Smith memo to COO)
 SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD

**Screening Committee Recommendations Summary – FY 2009-2010 Cycle
 Community Planning and Development Grants Program**

Applicant/Project	Cities of Gresham (Ranked #2) & City of Portland (Ranked #3) /Powell-Division Transit and Development Project	Recommendation: <u>Partial Funding</u> -- \$200,000 [Recommend also giving <u>additional \$100,000</u> to Gresham and Portland if fund is available]	
Combined Fund Amount		Combined Request	\$812,290
Gresham Amount		Requested Grant	\$362,290
Portland Amount		Requested Grant	\$450,000
Gresham Match	\$75,163	Total Project Cost	\$437,453
Portland Match	\$91,701	Total Project Cost	\$541,7000
Project Description	<p><u>Gresham:</u> This project, a collaborative effort of Gresham, Portland, Metro and TriMet, will engage the community to create a concept plan for the Inner Powell – Outer Division corridor that identifies a preferred transit mode and concept alignment, and potential transit station areas with the greatest development and placemaking opportunities.</p> <p><u>Portland:</u> Engage the community to create a Concept Plan for the Inner Powell –Outer Division Corridor that identifies a preferred transit mode and concept alignment, and potential transit station areas with the greatest development and place-making opportunities.</p>		
Project Location	<p><u>Gresham:</u> This project spans the city limit from west to east, and from Glisan St. southward to below Powell Blvd. It is within the UGB.</p> <p><u>Portland:</u> The project is located along the Powel Boulevard / Division Street transit corridor between the Portland Central City and the City of Gresham, Metro Council Districts: 1 and 6.</p>		
Scale of project location	13 miles		
2040 Design Type/Land use of project location	Corridor		
Proposed project timeline	3 years, 3 months		

Recommendation Summary

- This looks like a massive planning study but it can come back as a real plan.
- It has support as a needy area, but doesn't feel like the right study.
- This is the next big corridor study.
- The two cities could utilize some of the outcomes of the SW Corridors and save some money.
- Well defined corridor with nodes for development.
- Connects Portland and Gresham and supports interstitial development nodes.
- Stakeholder involvement contemplated.

ATTACHMENT B (Chair Smith memo to COO)
SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD

Concerns

- They are asking for \$812,000.
- It's not forcing implementation. It has a feel good quality but does it really go anywhere?
- If this is the next big corridor study, how will this work integrate with, or complement, that corridor work.
- The project does not rank well on implementation – i.e., development outcome.
- Concern was expressed about the size of the grant and who was doing what.
- The funding limitations for the public transit results in this project being long range in nature and not resulting in near term project development.
- No financial match, only in-kind.
- Grant request primarily funding Portland and Gresham staff.
- Low funding match (As a percentage) and no financial match secured. All matches are in-kind.

Conditions for Funding

- The Committee considered matching their in-kind amount of \$166,000 for now.
- The Committee considered whether to recommend that funding should not be used for mostly consultant and/or staff that know how to achieve the assigned objective.
- Committee considered giving them half the grant amount requested.
- Also they should leverage knowledge from other (corridor) work done.

**ATTACHMENT B (Chair Smith memo to COO)
SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD**

**Screening Committee Recommendations Summary – FY 2009-2010 Cycle
Community Planning and Development Grants Program**

Applicant/Project	City of Happy Valley/RCEC Infrastructure Funding Plan	Recommendation:	\$53,100
Full Fund Amount		Requested Grant	\$53,100
Applicant Match	\$20,500	Total Project Cost	\$73,600
Project Description	The preliminary scope of the project is to create a RCEC Infrastructure Funding Plan as the next toward "development ready" sites in this approximately 200 buildable acre, Regionally Significant Industrial/Employment Area.		
Project Location	North of Hwy. 212, west of shared boundary between Happy Valley/Damascus, east of Rock Creek, south of unnamed tributary to Rock Creek.		
Scale of project location	200 acres		
2040 Design Type/Land use of project location	Industrial		
Proposed project timeline	1 year, 7 months		

Recommendation Summary

- The infrastructure looks older and they should ramp up sustainability measures.
- Good follow up to previous grant.
- This project needs more innovation in the provision of 21st century infrastructure. No mention of alternative transportation and sustainable energy, water and waste infrastructure.
- Needs more discussion with public about street character, green streets, bicycle access, etc.

Concerns

None.

Conditions for Funding

- Encourage city to be creative.
- Metro has a tool kit they can utilize.

ATTACHMENT B (Chair Smith memo to COO)
 SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD

**Screening Committee Recommendations Summary – FY 2009-2010 Cycle
 Community Planning and Development Grants Program**

Applicant/Project	City of King City/King City Town Center Plan & Implementation Strategy	Recommendation: <u>Increased Funding</u> -- \$150,000	
Full Fund Amount		Requested Grant	\$75,000
Applicant Match	\$15,000	Total Project Cost	\$90,000
Project Description	Refine the King City Town Center/Corridor concepts developed by Metro and Tigard into a specific plan including: land use/urban design/circulation/redevelopment provisions, a detailed implementation strategy, with a focus on redevelopment, spelling out tasks to complete immediately and in the short-/long-term, the responsible parties, known and funding sources, and necessary coordination.		
Project Location	The focus of the project will be on the portion of King City within the Metro Town Center and Corridor designations in the Metro 2040 Growth Concept.		
Scale of project location	Within ½ mile		
2040 Design Type/Land use of project location	Town Center		
Proposed project timeline	1 year, 1 month		

Recommendation Summary

- This is a great project but they are not asking for enough money.
- This area needs help.
- Consider the recommendation to fund them with twice the amount requested.
- Recommend to increase the amount requested or don't fund the project at all.
- They are identifying barriers that existing residents and employers have for interacting with the town center and this application is to develop a new town center plan and implementation strategy to take what the city and Washington County did in the 20th century and move it forward.
- Moving towards an implementation plan. Intend to modify the Community development Code (CDC) in order to provide certainty to developers and private investment.
- Also incorporating the requirements of a regional transportation corridor, 99W into the effort.
- Intends to reach out to other jurisdictions that have taking strip retail and done transit-oriented redevelopment to identify Best Practice models.
- Builds upon previous work by Metro (2040 Growth Concept and SW Corridor Plan) and City of Tigard High Capacity Transit Land Use Plan.
- Metro should consider helping smaller jurisdictions with technical assistance on this type of planning.

ATTACHMENT B (Chair Smith memo to COO)
SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD

Concerns

- All of the support letters in the application are from agencies; none from the private sector.
- Seems like the vision is supposed to be a walkable town village. The project needs more walkability. However, some key questions are; where will the people be coming from? Bull Mountain? What is the redevelopment going to be? A new face on the shopping center? What's the vision? Will there be more mixed use?

ATTACHMENT B (Chair Smith memo to COO)
SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD

Conditions for Funding

- Consider doubling the amount, but with the condition that the city should come back with one to three property owners who will make best effort to develop/improve the area.
- Metro should build conditions into the IGA that the City go back to the private sector for some involvement; This provides an opportunity for a strong letter of interest from a developer who will consider implementation.
- Contacting property owners could be done as an early milestone in the IGA.
- Consider a recommendation to fund the project, but give them money in phases as they progress.
- Good idea; the IGA could be done in phases.
- Should they increase their match?
- City should provide a contract city engineer.
- City must guarantee the match.
- They should come back with a real budget. They don't know what a transportation consultant would really cost. They have \$10,000 budgeted for a transportation consultant, that's not enough.
- They should come back with some real estimates and some real numbers – a more realistic budget.
- They should consider and address how this project would leverage the work done in the Southwest Corridor Plan.

**ATTACHMENT B (Chair Smith memo to COO)
SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD**

**Screening Committee Recommendations Summary – FY 2009-2010 Cycle
Community Planning and Development Grants Program**

Applicant/Project	City of Lake Oswego (Ranked #2)/Lake Oswego SW Employment Area Plan	Recommendation:	\$80,000
Full Fund Amount		Requested Grant	\$80,000
Applicant Match	\$71,000	Total Project Cost	\$151,000
Project Description	The City proposes creation of a special district plan that will involve the community a redevelopment plan for an underdeveloped industrial area in southwestern Lake Oswego. The plan will address the mix of uses to be permitted, transportation and multi-modal improvements, regulatory standards, and financing strategies.		
Project Location	The project site includes Title 4 employment land in the southwestern quadrant of Lake Oswego, along and to the south of Boones Ferry Road.		
Scale of project location	150 acres		
2040 Design Type/Land use of project location	Industrial/Employment		
Proposed project timeline	1 year		

Recommendation Summary

- This area is in line with manufacturing.
- The area has access to I-5. It's not a huge area but it's a reasonable project.
- Has outside funding, not just in-kind.
- The current City Council supports it.
- That area is kind of a hodge podge.
- City is expecting more redevelopment and is trying to prepare for economic growth.
- They are trying to provide more flexibility in zoning to encourage development and consolidate lots.
- They know things are going to happen but want to make sure it happens in the most efficient way.
- They want more flexibility than what industrial zoning provides.
- Greater zoning flexibility and public amenities intended to provide developer certainty and encourage public investment.
- While primarily a local economic development strategy, the project objectives are consistent with Metro's 2040 growth concept and the site is immediately adjacent to regional transportation corridors.
- Using 3rd party experts to identify and model best practices for industrial area redevelopment and incorporation of green development practices.

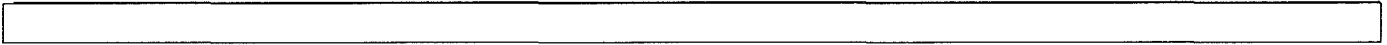
Concerns

- City is providing matching funds, both financial and in-kind. Not yet secured, but carried in FY 2013-2014 budget.

Conditions for Funding

None

ATTACHMENT B (Chair Smith memo to COO)
SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD



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SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD

Screening Committee Recommendations Summary – FY 2009-2010 Cycle
Community Planning and Development Grants Program

Applicant/Project	City of Oregon City/Willamette Falls Legacy Project	Recommendation: Partial Funding --	\$300,000
Full Fund Amount		Requested Grant	\$400,000
Applicant Match	\$281,641	Total Project Cost	\$681,641
Project Description	The purpose of this grant is to select a Consulting Team to assist the City of Oregon City, in cooperation with the bankruptcy trustee, in completing a Master Plan and Rezoning of the former Blue Heron Paper Mill Site. This planning project will create a vision for the site through a robust public process that respects the history and nature of the land and provides needed certainty to the development community by removing or reducing barriers to site redevelopment.		
Project Location	22 acres of the former Blue Heron Paper Mill 419 Main Street, Oregon City, 97045		
Scale of project location	23 acres		
2040 Design Type/Land use of project location	Industrial to Mixed Use		
Proposed project timeline	1 year, 7 months		

Recommendation Summary

- There have been two offers to purchase this property so the application reflected a Scope of Work that was underway.
- Oregon City is doing a great job now with its downtown and the proposed project will suck attention away from that.
- The site does have potential buyers.
- It seems the City's idea was that the buyer(s) would want the best project possible and cooperate with it. An investor would need a master plan before the zoning could change anyway or before they invested money.
- The site is stuck at this time and needs public support. This is an interesting project because they are trying to get everyone to agree on a vision that will be converted into entitlements that will make it attractive to a buyer.
- Metro bond was a funding source for acquiring part of the property. That would be an asset for Metro. The other sources include \$5 million from the state legislature after the master plan and the work the trustee is supposed to do.
- Can the open space and park be used to catalyze other activity as well?
- It is Metro's understanding that there is no environmental problem with the soil, however there are things that need to be taken into consideration like the structures, some of which are being dismantled.
- This would have been the perfect opportunity to go the national parks service and pick up both sides of the river and the falls and get a true funding source. (The other side of the river is already sold)
- Having a master plan will send a positive signal to potential purchasers.
- From a city point of view, it makes more sense to have a plan in place.
- It is important to get the parties to agree to give more confidence that if the plan goes through it will lead somewhere.
- The trustee should make a good faith effort to find the best buyer for the property to implement the

ATTACHMENT B (Chair Smith memo to COO)
SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD

project principles.

SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD

Concerns

- Is the request really for the master plan, or for developing future vision? So, nothing will happen on this property without this work being done?
- The questions to ask include: 1) Is this a good project to fund; and 2) Does the requested amount change if a developer purchases the property?
- This is not a very good retail location and is an extremely difficult site. The site has limited access with the floodplain; buildings that can't be removed, and there is the governance issue.
- Money could be thrown at this site forever and end up with an uncooperative buyer. It's too bad because it is a beautiful site.
- It seems this amount requested is for paying for the Walker Macy project
- Should the region fund this huge amount of money at this time, whether or not Walker Macy and/or others are interested.
- This is a big request for capital.
- Does the trustee care about what happens to the site? The trustee wants to get the best price for the owner/workers. The city and the region could end up with a mediocre shopping center owner and not achieve the goals in this application
- It is unclear now what can be done on this site; it's zoned industrial
- It's also unclear if anything will happen at this site if this application is not funded
- There is no assurance that the trustee will care if the master plan is in place or not.
- All this money could be spent on a master plan and then no one might like it.

Conditions for Funding

- A primary factor for the Screening Committee comments and recommendations was the mandate to focus on applications that produce short-term investment and implementation. In that spirit, there was a consensus that this is an important project and recommends a potential grant of \$300,000, which is however, conditioned on the applicant submitting a revised proposal that addresses the committee's concern that the goals of the owners as represented by the trustee, City of Oregon City, Metro, and the wishes and ideas resulting from public involvement in the design consultant team process, will align with the capabilities and willingness of the purchaser. The concern is, can the process effectively lead to implementation. The overriding basis for recommending funding is the assurance that implementation and the methods for accomplishing such are the immediate focus, and it is in that spirit that the Committee provides this important upfront communication about capacity to implement.
- Metro could fund an initial start-up cost to see if the trustee will work with the city and/or to develop an agreement between the two. It is pointless to fund a property for someone else to develop without them being involved. The potential owner needs to get involved somehow.
- Consider an allocation of \$50,000 for a pilot project to convince Metro that this project is viable. The conviction could be in the form of the list issues and tasks on getting agreement between the parties, and assurance that remaining \$350,000 will go somewhere and not be wasted.
- What complicates this application is that now there are new circumstances due to a possible buyer and the committee wants to make sure that the conditions reflect the current development.

**ATTACHMENT B (Chair Smith memo to COO)
SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD**

**Screening Committee Recommendations Summary – FY 2009-2010 Cycle
Community Planning and Development Grants Program**

Applicant/Project	City of Portland (Ranked #1) Mixed-Use Zoning Project	Recommendation: Partial Funding --	\$250,000
Full Fund Amount		Requested Grant	\$425,000
Applicant Match	\$207,900	Total Project Cost	\$633,400
Project Description	Revise Portland’s mixed use zoning regulations to better implement new Comprehensive Plan policies that focus growth and development in mixed-use centers, corridors, and station areas across the city, providing local services, additional housing, and employment opportunities. Engage neighborhoods and the development community to ensure that both perspectives are represented in solutions.		
Project Location	New mixed-used regulations will be applied to Portland centers, corridors, transit station areas, and neighborhood business districts outside of the Central City, Metro Council Districts 1, 5 and 6.		
Scale of project location	12,300 tax lots in Mixed Use commercial zones		
2040 Design Type/Land use of project location	Mixed Use		
Proposed project timeline	1 year, 6 months		

Recommendation Summary

- This project is consistent with Metro’s goals for the region for mixed use, but Portland should figure out how to simplify mixed use codes for corridors and centers, and the grant funding will be contingent on the revised proposal they come back with.
- The whole code should be simplified anyway, not just for commercial but also for housing.
- Portland should simply simplify its code and make it easier for developers to navigate; the City should go through and use the simplified communities’ process with the Urban Land Institute.
- This project should be viewed also with the equity criteria lens.
- Neighborhood associations already engaged and supportive of effort.

Concerns

- The proposed cost is very expensive.
- This is normal housekeeping and maintaining of the comprehensive plan.
- It is unclear how Portland simplifying their code would lead to greater economic development. They already have staff to help with the design process. Would changing zoning lead to that much improvement?
- Is the timing right? Should it be done now?
- Although it may be a critical work to do but way over priced; City should consider paying for the project.
- Geographically broad in scope, resulting in regional significance; risk to effort being too broad in scope?
- Communication of intent to use best practices, but not much specifics.
- New zoning should provide better certainty to allow for private investment to flourish.
- Significant in-kind match, but No financial funding match.
-

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SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD

Conditions for Funding

- The Committee had consensus to recommend that Metro ask the City of Portland to revise the proposal based on the concerns and recommendations listed above and keeping \$250,000 as a placeholder for the City of Portland Mixed-use Zoning Project. If Portland did not feel they could come back to Metro with a revised proposal, the \$250,000 could be allocated elsewhere. The new proposal needs to be less internally focused. The Committee wants to see a lighter and easier code to navigate, however, the Committee is disturbed by a request that seems to be asking for CET dollars to fund internal operations the City should be paying for anyway.
- If the City had consultants to help it with a more tightly defined goal, the proposal would be more acceptable.

**ATTACHMENT B (Chair Smith memo to COO)
 SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD**

**Screening Committee Recommendations Summary – FY 2009-2010 Cycle
 Community Planning and Development Grants Program**

Applicant/Project	City of Tigard (Ranked #1) River Terrace Community Plan Implementation	Recommendation:	\$245,000
Full Fund Amount		Requested Grant	\$245,000
Applicant Match	\$432,473	Total Project Cost	\$677,473
Project Description	A concept plan has been prepared for the area and adopted by the City. This grant application will fund two critical elements of the River Terrace Community Plan: a Public Facility Plan Update; and an infrastructure Financing Strategy. All other aspects of the Community Plan will be funded by the City with existing resources.		
Project Location	River Terrace is a 550 acre area located south of Scholls Ferry Road, and generally west of Roy Rogers Road, within the City of Tigard. The area is within the UGB and has been annexed by the City.		
Scale of project location	500 acres		
2040 Design Type/Land use of project location	Mixed use neighborhood community center		
Proposed project timeline	2 years, 4 months		

Recommendation Summary

- This project seems very well-positioned for success given previous work.
- “Softly” addresses the six desirable outcomes of 2040 Growth Concept Plan.
- Centers.
- Provides significant matching funds both financial and in-kind. Secured.
- Substantive public facility planning
- Emphasis on infrastructure planning and finance.

Concerns

Conditions for Funding

**ATTACHMENT B (Chair Smith memo to COO)
SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD**

**Screening Committee Recommendations Summary – FY 2009-2010 Cycle
Community Planning and Development Grants Program**

Applicant/Project	City of Tigard (Ranked #2)/Downtown Tigard Mixed-Use Development Projects	Recommendation:	\$100,000
Full Fund Amount		Requested Grant	\$100,000
Applicant Match	\$130,340	Total Project Cost	\$230,340
Project Description	The Tigard Mixed-Use Development Project will focus on two significant catalytic redevelopment opportunities that require pre-development analysis and strategy in order to be successful. George Diamond Properties and the City's urban renewal agency will partner on: a site owned by the City of approximately 3.26 acres; and a separate 3 acre site to be acquired by the developer.		
Project Location	The Downtown Tigard Mixed-Use Development Projects are two sites located in the Tigard Town Center Area. Both sites are also within the Tigard Urban Renewal District.		
Scale of project location	3.26 acres		
2040 Design Type/Land use of project location	Town Center		
Proposed project timeline	No timeline provided		

Recommendation Summary

- The project is an interesting opportunity for a main street.
- There is another Metro grant for green streets that could benefit this project.
- There's a commitment from private investment to invest as well as in-kind from the applicant.
- The site is a key piece of real estate owned by the city that's environmentally challenged and needs to be cleaned up, and will interfere with green streets if not addressed.
- This is a classic case of private/public partnership.
- The environmental clean-up is very important.
- The project tasks included: 1) Environmental investigations; 2) Property options/acquisitions; 3) Appraisals and land surveys, etc.
- There are two different sites which need different things; do not confuse the two.
- Are both sites getting the same treatment?
- City's match is a pretty good contribution in money and staff time
- The opportunity for leverage is immense.
- The grant should support cities trying to do things in urban renewal districts
- The environmental part should be cleaned up; it is a great site.
- It seems like this project has had a lot of work done on it and needs a push.
- These sites are important to the main street
- It should be funded, at least partially
- Exiting private investment commitment, catalytic project.
- Station Development typology of Town Center/main street specialty retail. Office, dining and medium to high density residential.
- Station Center
- Public /private model, goal to spur further development, TOD model

ATTACHMENT B (Chair Smith memo to COO)
SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD

- Significant resources greater than the grant request are committed by applicant
- Matching funds provided of both financial and in-kind sources, and the 3rd party (GDP) funding is secured with a commitment letter.
- Tigard has contributed more CET revenue than is being requested
- Regarding property acquisition, the city is buying the first one, and the second is being bought by multiple buyers.

Concerns

- Should this grant be supporting a private developer?
- The project needs a little more clarity; applicant down played the environmental concern
- Cleaning up site is very different from preparing it for development.
- Project seems very narrowly focused.
- Is the buyer going to be the developer?
- One concern is that subsidizing one urban renewal project may result to subsidizing another and keep on getting incrementalized.
- Should this grant be funding the project, if they are going to sell them anyway?

Conditions for Funding

- The project could be conditioned based on the environmental clean-up.
- Sounds like a catalytic project but it sounds like there are questions about the private partner. Can the Committee put some kind of condition on this?

ATTACHMENT B (Chair Smith memo to COO)
 SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD

**Screening Committee Recommendations Summary – FY 2009-2010 Cycle
 Community Planning and Development Grants Program**

Applicant/Project	1) City of Sherwood/Tonquin Employment Area Implementation Plan 2) Washington County/Industrial Lands Analysis	Recommendation: Combined Partial Funding for City of Sherwood and Washington County: \$255,000	
Sherwood: Full Fund Amount		Sherwood: Requested Grant	\$143,955
Sherwood: Match	\$15,951	Sherwood: Total Project Cost	\$159,906
Washington Co: Full Fund Amount		Washington Co:	\$227,500
Washington Co: Match	\$100,427	Washington Co:	\$377,927
Project Description	<p><u>Sherwood project:</u> The City proposes to conduct implementation planning efforts for the Tonquin Employment Area, brought into the UGB in 2009 as a future employment area, and initially concept planned in 2010 and part of the 2012 Regional Industrial Site Readiness project. This project will refine the infrastructure needs for development with potential phases for annexation, re-examine the market conditions to determine highest and best use, identify barriers to those sectors, and develop a marketing strategy with SW Tualatin Concept Plan.</p> <p><u>Washington County project:</u> A partnership with Washington County and the cities of Hillsboro, Forest Grove, Sherwood, Tualatin and Wilsonville, with assistance from the Port of Portland. This project utilizes the framework of the 2012 Regional Industrial Site Readiness Project to complete detailed site assessments for 15 large lot industrial sites within Washington County.</p>		
Project Location	<p><u>Sherwood project:</u> The 360 acre project area is located within the urban growth boundary west of Sherwood, south of SW Tualatin-Sherwood Road, east of SW Oregon St., west of the future 124th St. extension, and north of SW Tonquin Road. The site area is located adjacent to the SW Tualatin Concept planning area.</p> <p><u>Washington County project:</u> 15 Large Lot Industrial sites located in and around the cities of Hillsboro, Forest Grove, Sherwood, Tualatin and Wilsonville.</p>		
Scale of project location	Sherwood – 360 acres; Washington County – 15 sites (from 25 to 225 acres)		
2040 Design Type/Land use of project location	Industrial/Employment		
Proposed project timeline	Sherwood – none given; Washington County – 11 months		

ATTACHMENT B (Chair Smith memo to COO)
SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD

Recommendation Summary

- The Committee suggested the applications in tandem because they both address industrial lands.
- 15 sites are within Metro Title 4 areas.
- Really a local project but focus on traded sector jobs has regional significance. It is identified as an Industrial and Employment Area on the 2040 map.
- Annexation needs to be completed.
- Minimal matching funds as a % of grant request.
- All sites being evaluated for trade sector industrial job growth to move the sites toward development ready.
- Regionally comprehensive in scope, multi-jurisdictional involvement.
- Utilizing an established best practice site assessment framework.

Concerns

- Many public process steps required before the City can actually execute a development plan.
- All financial funds are in-kind. No financial matching.

Conditions for Funding

- Funding conditions considered for these two projects in the same County with similar work scope:
 - Gave Sherwood \$75,000 and Washington County \$191,005 and they would get about half of what they asked for.
 - Bring Washington County and Sherwood together to share projects/information.
 - Combine the two projects and state that Sherwood has to be studied for sure, as long as the direction to the jurisdictions is clear.
 - \$191,005 could replace the combined \$370,000 asked for.

**ATTACHMENT B (Chair Smith memo to COO)
SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD**

**Screening Committee Recommendations Summary – FY 2009-2010 Cycle
Community Planning and Development Grants Program**

Applicant/Project	City of West Linn/Arch Bridge/Bolton Center	Recommendation:	\$220,000
Full Fund Amount		Requested Grant	\$220,000
Applicant Match	\$80,000	Total Project Cost	\$300,000
Project Description	The City requests funding for a master plan and financing strategy for the Arch Bridge/Bolton area, identified as a town center in the Metro 2040 Growth Concept, to guide redevelopment in the area, to maximize the potential of the area, complement plans for the redevelopment of the former Blue Heron mill across the river, and avoid independent actions that may foreclose preferred redevelopment options for the area.		
Project Location	The Arch Bridge/Bolton Center is located at the intersection of Highway 43 and Willamette Falls Drive in West Linn.		
Scale of project location	188 acres		
2040 Design Type/Land use of project location	Town Center		
Proposed project timeline	1 year, 6 months		

Recommendation Summary

- The area provides the bulk of West Linn's industrial foot print.
- The area does not include the West Linn paper facility itself.
- Contributes to regional economic development.
- Two Metro 2040 designated Town Centers: Bolton and Willamette.
- Not many best practices available for this type of project.
- Multiple jurisdictions and agencies supporting this project, including Blue Heron across the river.

Concerns

- Highway 43 Improvements.
- Development around regional "treasures" Willamette Falls.
- In kind funding secured by City of West Linn. No financial match.

Conditions for Funding

None

**ATTACHMENT B (Chair Smith memo to COO)
SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD**

**Screening Committee Recommendations Summary – FY 2009-2010 Cycle
Community Planning and Development Grants Program**

Applicant/Project	Clackamas County (Ranked #1)/Clackamas County Strategically Significant Employment Lands	Recommendation:	\$221,000
Full Fund Amount		Requested Grant	\$221,000
Applicant Match	\$273,110	Total Project Cost	\$494,110
Project Description	Clackamas County has created an inventory of employment lands that has varying states of readiness. This Project will provide a better understanding of the investment required to make significant sites “development ready” as well as associated economic return, in order to ensure the County’s competitiveness.		
Project Location	Clackamas County is conducting a county-wide strategically significant employment lands analysis. The grant request is for the portion of work conducted within the Metro UGB.		
Scale of project location	1,219 acres (149 parcels)		
2040 Design Type/Land use of project location	Industrial/Employment		
Proposed project timeline	1 year		

Recommendation Summary

- Appreciate the scattered sites approach.
- This project would benefit from some collaboration with the Gresham eco-industrial park project.
- Only four of the eight cities appear to support project. What about the other four?
- Not likely to result in immediate development, but likely to result in more successful development.
- Regional economic development strategy.
- Builds on significant work and research already completed. (Phase 1 Clackamas County Significant Employment Lands Project) Applicant funds match exceeds grant request. Includes both financial and in-kind matches and all are secured.
- Project very thorough in terms of considering development costs and potential return on investment.

Concerns

- Not likely to result in immediate development, but likely to result in more successful development.

Conditions for Funding

None

**ATTACHMENT B (Chair Smith memo to COO)
SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD**

**Screening Committee Recommendations Summary – FY 2009-2010 Cycle
Community Planning and Development Grants Program**

Applicant/Project	Clackamas County (Ranked #3)/Clackamas Regional Center Area Performance Measures and Multi Modal Area Project	Recommendation:	(\$120,890) \$160,000
Full Fund Amount		Requested Grant	\$160,000
Applicant Match	\$20,000	Total Project Cost	\$180,000
Project Description	The Project will recommend alternative transportation system performance measures and the designation of a Multi-modal Mixed-use Area (MMA) for the Clackamas Regional Center Area as allowed by the Transportation Planning Rule. The Project may also recommend an alternate approach to transportation infrastructure funding within the MMA.		
Project Location	The Project is located within the Clackamas Regional Center Design Area which contains the 2040 regional center designation.		
Scale of project location	Within Clackamas Regional Center		
2040 Design Type/Land use of project location	Regional Town Center		
Proposed project timeline	1 year		

Recommendation Summary

- This MMA project could be a pilot project for other jurisdictions.
- Seems like Metro should fund it for best practices purposes.
- Currently development cannot happen without changing standards and saying some congestion is acceptable.
- Inclined to fund it but would like to see them come back with ODOT and others as a partner.
- If it is successful, it could be applied throughout the region.
- Study area includes regional center, LRT station area, and two corridors.
- Breaking new ground here with creating alternate performance standards?
- There is one small MMA project underway in Lake Oswego right now

Concerns

- What is the problem this project is trying to resolve? (In mixed multi-modal areas, the Transportation Planning Rule says if you make zoning changes you can't make transportation worse, so the state developed MMA for certain areas, like town centers. The MMA allows jurisdictions to throw out some standards but you still have to have these other factors).
- The application does not mention ODOT.
- Minimal match funds from applicant and only in-kind match.

Conditions for Funding

- If this is the first MMA project, we should condition it so that the region learns from it also.
- The jurisdiction should identify upfront what best practices information they get and commit to sharing

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with others what they have learned.

**COMMUNITY PLANNING &
DEVELOPMENT GRANT PROJECTS
(6) RECOMMENDED FOR
NO FUNDING**

**ATTACHMENT B (Chair Smith memo to COO)
SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD**

**Screening Committee Recommendations Summary – FY 2009-2010 Cycle
Community Planning and Development Grants Program**

Applicant/Project	City of Hillsboro/Downtown 10 th Avenue Reinvestment Study	Recommendation:	\$0
Full Fund Amount		Requested Grant	\$185,000
Applicant Match	\$172,200	Total Project Cost	\$357,200
Project Description	The City of Hillsboro will initiate a redevelopment planning project in the residential-commercial neighborhood located east of the Hillsboro Downtown/Regional Center. The project will focus on multi-modal and urban design solutions for the 2040 designated 10 th Avenue Corridor, a one-half mile stretch of State Highway 8 that bisects the city's close-in Southeast neighborhood.		
Project Location	The project areas will encompass the 10 th Avenue Corridor and surrounding /neighborhood from Shute Park on the south to Lincoln Street on the north in Hillsboro/		
Scale of project location	Unknown		
2040 Design Type/Land use of project location	Adjacent to Regional Center		
Proposed project timeline	No timeline provided		

Recommendation Summary

- This could be a good project but many of the evaluation criteria were not addressed: Public involvement? Equity? Best practices?
- Unclear planning process
- Unclear as to timing of project.
- Little mention of sustainability.
- Project would benefit from more partnerships with the neighborhoods adjacent.
- Like the mention of the informal economy study. Suggest this as a core endeavor of the project if submitted for a future CPDG cycle grant.
- While project has regional significance, it will also result in redevelopment that will support local residents, grow local businesses and also support social enterprise.

Concerns

- Minimal reference to best practices in proposal.
- In-kind matching funds, including funds from non-profits. But no financial commitments. TriMet and Washington County in-kind funding are not secured.
- No permits expected within 2 years and only 1 redevelopment of an "underused" retail commercial site over 2 – 5 years.
- Appears to be limited without a clear or expansive vision or plan.
- Best practices not addressed.
- TriMet and Habitat are listed as collaborators. Both already have strong presence in the area, it is not clear how this project leverages those relationships.
- No specific discussion of public involvement.

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Conditions for Funding

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 SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD

**Screening Committee Recommendations Summary – FY 2009-2010 Cycle
 Community Planning and Development Grants Program**

Applicant/Project	City of Lake Oswego/Lake Grove Village Center – Parking Plan	Recommendation:	\$0
Full Fund Amount		Requested Grant	\$60,000
Applicant Match	\$71,000	Total Project Cost	\$131,000
Project Description	Develop a Lake Grove Village Center Parking Plan to 1) identify strategies for efficient use of parking; 2) develop locations and financing strategies for public parking, and 3) work with property owners to replace parking that will be lost due to widening of Boones Ferry Road for bike lanes and sidewalks.		
Project Location	The project site is the Lake Grove Village Center, a Metro designated 2040 Town Center on the west side of Lake Oswego.		
Scale of project location	123 acres		
2040 Design Type/Land use of project location	Town Center		
Proposed project timeline	1 year		

Recommendation Summary

- The parking plan is supposed to resolve parking problems and encourage redevelopment in the Lake Grove Village Center.
- The city is not going to solve all of its problems with this approach.
- But their problem is the right-of-way and will not solve their problems.
- It is doubtful that their proposed approach will lead to development in a few years.
- No, it is a street program that is driving a whole bunch of other decisions. It is not a true center; it's a corridor.

Concerns

- A very narrow, targeted, action-oriented planning effort to address and immediate need: Lack of available parking.
- Applicant is providing BOTH in-kind and financial matching funds, although both are pending and not secured.

Conditions for Funding

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 SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD

**Screening Committee Recommendations Summary – FY 2009-2010 Cycle
 Community Planning and Development Grants Program**

Applicant/Project	Central City Parking Policy Project/City of Portland	Recommendation:	\$0
Full Fund Amount		Requested Grant	\$250,000
Applicant Match	\$125,000	Total Project Cost	\$375,000
Project Description	The project will update the Central City Transportation Management Plan, which includes policy and zoning language regulating parking in the Central City Plan District. It will simplify policies and regulations for different types of new development and revisit policies related to management of Smart Park garages and on-street parking.		
Project Location	The project encompasses Portland's Central City; Downtown, River District, Goose Hollow, University District, South Waterfront, Lloyd District, Central Eastside, Lower Albina, Metro Council Districts 5 and 6.		
Scale of project location	Within Central City Plan District		
2040 Design Type/Land use of project location	Central City		
Proposed project timeline	2 years		

Recommendation Summary

- Not convinced that this is an appropriate project for Metro CPDG grant funding.

Concerns

- Limited use of outside resources, so concerns about access to best practices done elsewhere, inward thinking.
- Providing more consistency and certainty across properties in Central City should encourage private investment.
- Understand and support updating the CCTMP, however it is difficult understanding the link between increased flexibility and development. How does an improved parking policy lead to economic development?

Conditions for Funding

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Screening Committee Recommendations Summary – FY 2009-2010 Cycle
Community Planning and Development Grants Program

Applicant/Project	Campus Institution Zoning Update/City of Portland	Recommendation:	\$0
Full Fund Amount	\$0	Requested Grant	\$110,000
Applicant Match	\$105,000	Total Project Cost	\$215,000
Project Description	Hospitals and colleges are major employment centers providing essential regional services and amenities to surrounding neighborhoods. Development capacity on institutional campuses under current zoning entitlements is insufficient to meet projected growth. This project will update city zoning for campus institutions to accommodate projected growth, mitigate impacts and enhance neighborhood compatibility.		
Project Location	15 college and hospital campuses distributed across the City of Portland, Metro Districts 1, 2, 5 and 6		
Scale of project location	15 campus institutions (education & health)		
2040 Design Type/Land use of project location	Institution		
Proposed project timeline	2 years, 2 months		

Recommendation Summary

- The proposed project does not fit in as a Construction Excise Tax project
- Seems it is just about cleaning up the city's code; no consulting help will be solicited
- Looks like subsidy for the city's general fund
- No contributions from by any of the partner institutions
- Portland should go back and ask the institutions to form a partnership the city will work with
- It seems like the institutions involved could be motivated to fund this project by themselves.
- The expiration of the institutions' land use permits should motivate the institutions to create a partnership to lead this project and work with the city.
- This is an important project but is being rejected because of the way it was proposed and should be funded differently, from other sources

Concerns

- While indirectly consistent with the 2040 Growth Concept, there is minimal direct alignment.
- Intent communicated with little specifics.

Conditions for Funding

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 SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD

**Screening Committee Recommendations Summary – FY 2009-2010 Cycle
 Community Planning and Development Grants Program**

Applicant/Project	Multi-use Development in Corridors/Clackamas County	Recommendation:	\$0
Full Fund Amount	\$0	Requested Grant	\$120,890
Applicant Match	\$30,296	Total Project Cost	\$151,186
Project Description	Conduct economic development study to identify development barriers along the SE 82 nd Avenue Corridor. Develop strategies to overcome barriers. Employ "Envision Tomorrow" to create development types and evaluate mixed-use options for positive ROI. Amend codes to support successful development and expedite review process. Identify opportunity sites for catalyst development.		
Project Location	Clackamas Regional Center, along SE 82 nd Avenue from the county line to Causey Avenue.		
Scale of project location	1.3 miles		
2040 Design Type/Land use of project location	Corridor		
Proposed project timeline	No timeline provided		

Recommendation Summary

- No partners listed including ODOT. Shouldn't ODOT be a partner, since they are focusing on a state highway here? Though they do say they may leverage ODOT when it's done.
- Is this area really it ready for primetime?
- Although we were moving more toward corridor multi-modal development, the corridor is in reasonably good shape; not much you can do until it is more distressed or gets more use.
- It has lots of newer investment.
- Thought there was value with this moving forward with Title 6.
- The solid boundary that says station community – is that around a light rail station? That makes more sense than trying to plan for the redevelopment of 82nd only.
- Would have made more sense if TriMet had taken light rail down 82nd but they took the path of least resistance.
- This corridor has relatively more newer investments than most other corridors in the region.
- Investing grant funds now in areas that the market is not interested in now or in the near future will be waste of regional resources.
- NE Corner of Johnson Creek, near the light rail station is more ripe and makes more sense for redevelopment than 82nd.
- Does the County have the will to make it happen given the county commission composition and other factors.
- It is interesting that ODOT is not involved.
- The lack of partners is concerning.
- Someone could plan this forever and not get any change except in a couple of soft spots; the region need to focus in places where we can have a transformative effect.

Concerns

- Applicant is providing in-kind match only, no financial match and the amount is 25% of the total grant request.

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SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD

Conditions for Funding

**ATTACHMENT B (Chair Smith memo to COO)
SCREENING COMMITTEE RECOMMENDATIONS FOR CYCLE 3 GRANTS AWARD**

**Screening Committee Recommendations Summary – FY 2009-2010 Cycle
Community Planning and Development Grants Program**

Applicant/Project	Urban Design Plan for North Bethany Main Street/ Washington County	Recommendation:	\$0
Full Fund Amount		Requested Grant	\$107,253
Applicant Match	\$15,000	Total Project Cost	\$122,253
Project Description	Washington County proposes to complete the Urban Design Plan for North Bethany's Main Street area. The Urban Design Plan will include public engagement and partnership support with service providers, incorporate existing conditions, and provide design criteria that prioritize the Main Street area's pedestrian and bicycle environment.		
Project Location	North Bethany is in northeastern Washington County, abutted by Multnomah County on the east and north. NW Springville Road runs along the southern edge.		
Scale of project location	7.5 acres		
2040 Design Type/Land use of project location	Mixed use neighborhood community district		
Proposed project timeline	2 years		

Recommendation Summary

- Does the county really need this planning work done to stimulate development in the area.
- It is unclear who is the beneficiary of the main street.
- Match could have been better.
- Development is happening, but it seems as if the proposed planning is a way to make it look nicer.
- Is the proposed urban design plan a generic step applicable to other similar types of mixed use development processes.
- If development is happening in the surrounding area, why is there a hole in the doughnut?

Concerns

- There is a pipeline of residential development permit applications that require the creation of the urban design plan to process them in a comprehensive manner. This residential development would support the mix of uses contemplated in a Main Street corridor.
- Achieves desired outcomes for town centers, corridors.
- Metro designated corridor.
- Intention signaled but limited specifics
- Leverage the partnerships established in the previous concept planning process. Also leverage previous CET funding,
- Fund match is small % of grant request and in-kind fund match only. NO financial match.
- Significant past collaboration and future intentions.

Conditions for Funding

ATTACHMENT B (Chair Smith memo to COO)
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