



Metro | Agenda

Meeting: Metro Council Work Session
Date: Tuesday, Nov. 26, 2013
Time: 2 p.m.
Place: Council Chamber

CALL TO ORDER AND ROLL CALL

- | | | |
|----------------|--|--|
| 2 PM | 1. ADMINISTRATIVE/ CHIEF OPERATING OFFICER COMMUNICATION | |
| 2:15 PM | 2. THE INTERTWINE ALLIANCE INITIATIVES UPDATE – <u>INFORMATION / DISCUSSION</u> | Jim Desmond, Metro
Mike Wetter,
The Intertwine Alliance |
| 3:15 PM | 3. BREAK | |
| 3:20 PM | 4. COMMUNITY PLANNING AND DEVELOPMENT GRANTS PROGRAM ASSESSMENT AND POTENTIAL CONSTRUCTION EXCISE TAX RENEWAL – <u>INFORMATION / DISCUSSION</u> | John Williams, Metro
Gerry Uba, Metro |
| 3:50 PM | 5. METRO ATTORNEY COMMUNICATION – <u>INFORMATION</u> | Alison R. Kean, Metro |
| 4 PM | 6. COUNCIL BRIEFINGS/COMMUNICATION | |

ADJOURN

Metro's nondiscrimination notice

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Agenda Item No. 2.0

**THE INTERTWINE ALLIANCE
INITIATIVES UPDATE**

Metro Council Work Session
Tuesday, Nov. 26, 2013
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: November 26, 2013 **TIME:** 2:15 **LENGTH:** 60 min

PRESENTATION TITLE: The Intertwine Alliance Initiatives Update

DEPARTMENT: Sustainability Center

PRESENTER(S): Jim Desmond, x 1914 jim.desmond@oregonmetro.gov
Michael Wetter, TIA Executive Director, (503) 445-0991 mike.wetter@theintertwine.org

WORK SESSION PURPOSE & DESIRED OUTCOMES

Purpose:

- Update Councilors on the implementation of the current initiatives of The Intertwine Alliance (the “Alliance”): the Our Common Ground Campaign, the Intertwine Leadership Challenge, Common Ground Dialogues, and the Regional Conservation Strategy (RCS);
- Update Councilors on the status and growth of the coalition; and
- Provide an opportunity for Councilors to ask questions and provide feedback.

Outcome:

- Understanding of the goals, progress and next steps for the Alliance’s initiatives; and
- Feedback from Council about the Alliance’s priorities and progress.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

In 2007, the Metro Council President called regional community leaders together to create and develop a world-class system of parks, trails and natural areas. The Alliance’s mission is to communicate, advocate and realize this world-class system. Since its inception, the Alliance has grown to include many public and private partners.

This Work Session will provide Councilors with a status update on the Alliance’s four priority initiatives:

- Our Common Ground (OCG) Campaign: The OCG Campaign is a collaborative effort to more deeply engage residents with nature in the region and to build the Intertwine’s base of support for parks, trails and natural areas. The Alliance will present current strategies including a video series about water and a mobile app that provides incentives for residents to explore and understand the region’s natural areas.
- The Intertwine Leadership Challenge: The goal of the Leadership Challenge is to build grassroots support for permanent funding for natural area restoration and trails and strengthen elected and civic leadership in support of parks, trails and natural areas. To that end, the Alliance will present an initiative to host a national convention on metropolitan greenspaces in 2015 and other efforts to set the stage for increased natural area and trails funding.
- Our Common Ground (OCG) Dialogues: The Alliance seeks to create opportunities for community dialogue around race and the environment that are constructive and lead to deeper engagement between organizations serving disadvantaged people and communities of color and parks and natural areas. OCG Dialogues are providing a forum for community conversations on race, equity, inclusion, parks and the environment.

- Regional Conservation Strategy (RCS) Rollout: Together with its accompanying Regional Biodiversity Guide and mapping and GIS modeling tools, the RCS takes the long view in providing a vision and framework for moving forward to protect and restore our regional natural systems. The Alliance's objective over the next three to five years is to implement the RCS by facilitating the development of large, multi-partner conservation and urban forestry projects that leverage multiple sources of funding (including from new funders).

Additionally, Mr. Wetter will provide a status update of the coalition.

QUESTIONS FOR COUNCIL CONSIDERATION

- Do you have any questions, concerns or feedback after the Alliance's update at the work session?

PACKET MATERIALS

- Would legislation be required for Council action ☐ Yes ☒ No
- If yes, is draft legislation attached? N/A
- What other materials are you presenting today? *Powerpoint presentation, handouts*

Agenda Item No. 4.0

**COMMUNITY PLANNING AND
DEVELOPMENT GRANTS PROGRAM
ASSESSMENT AND POTENTIAL
CONSTRUCTION EXCISE TAX RENEWAL**

Metro Council Work Session
Tuesday, Nov. 26, 2013
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: November 26, 2013

TIME: 2:00 PM

LENGTH: 40 minutes

PRESENTATION TITLE: Community Planning and Development Grants Program Assessment and potential Construction Excise Tax Renewal

DEPARTMENT: Planning and Development

PRESENTER(S): John Williams, ext. 1635, john.williams@oregonmetro.gov; Gerry Uba, ext. 1737, gerry.uba@oregonmetro.gov

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: Review the construction excise tax (CET) funded Community Planning and Development Grants (CPDG) program; preview staff's proposed process for assessing the CPDG program's performance and for initiating stakeholder engagement on potential extension of the CET.
- Outcome: Give direction on whether or not to extend the CET and CPDG program. If affirmed, Council direction on how to engage stakeholders in the consideration of extension of the CET to support local governments' effort to produce plans that will achieve on-the-ground development and redevelopment within five years.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

Metro established CET in 2006 to provide funding to plan expansion areas brought into the UGB in 2004 and 2005. The Council extended the tax in 2009 and amended the program to fund expansion area planning and planning within the existing UGB.

As a background, in early 2009 Metro projected that the \$6.3 million gap estimated by the Expansion Area Planning Commission for funding concept and comprehensive planning of the expansion areas will be collected by end of 2009. Due to the need for predevelopment and redevelopment planning for areas inside the UGB, the Chief Operating Officer convened a broad based Advisory Committee to consider extending the construction excise tax. The performance review report on the concept and comprehensive planning projects was provided to the Advisory Committee.

The Advisory Committee recommended that Metro extend the CET for an additional five year period, thus extending the sunset of the tax to September 2014. However the tax can be extended beyond 2014. In 2007, the Oregon Legislature enacted Senate Bill 1036, which authorized school districts to levy CET on new residential, commercial, and industrial construction to pay for school facility construction. The bill also prohibited the establishment of new CET by other local governments. The state preemption expires in 2018. Existing CETs are "grandfathered" in and can be extended, provided the tax rate does not increase. Thus, the state law allows Metro to continue levying CET until 2018.

Since the establishment of the CET, the CPDG program has provided funding to local governments in the following three cycles:

- Cycle 1 (2006): \$6.3m committed for 26 concept planning projects in areas brought into the UGB between 2002 and 2005.
- Cycle 2 (2010): \$ 3.7m committed for 17 planning projects in areas inside the UGB.
- Cycle 3 (2013): \$ 4.2m awards for 19 planning projects (32% of fund allocated to new urban areas/urban reserves; 68% of fund allocated to inside the UGB)

The outcome of funded projects falls into the following categories:

- Concept plan for establishing long term sustainable urbanization and annexation for land added to the UGB
- Concept plan or comprehensive plan for establishing long term sustainable urbanization and annexation for urban reserves, including how to secure financial and governance commitment
- Master plan for shovel ready eco-industrial development
- Master plan for old industrial and employment areas
- Implementation strategies with focus on redevelopment and potential transit stations
- Development strategy with focus on infrastructure financing
- Zoning regulation update to implement comprehensive plan and spur redevelopment
- Alternative transportation system performance measures for multi-modal mixed use areas.

Recent Council Action: In August of 2012, the Council provided policy direction on the process for initiating and awarding the Cycle 3 grants. The Council also directed staff to reconvene the CET Advisory Committee that recommended reauthorization of the CET in 2009 to propose Administrative Rules changes to the Metro Chief Operating Officer.

On August 6th and 15th of this year, the Council reviewed and discussed the grant application recommendations of the CDPG Screening Committee and the recommendations of the COO to the Council, and the Council awarded \$4.2 million to 19 projects. Metro and local governments have signed intergovernmental agreements for four of these projects, others pending.

Assessment of CDPG Program and Stakeholder Engagement on CET Extension:

If the Council desires to maintain the CET program, the tax must be extended prior to the expiration date of September 2014. Given that tax actions require a 90-days period prior to the sunset date to be reauthorized, action on an extension of the CET must take place in June 2014. Council has relied on the advice of stakeholders in enacting the tax in 2006 and extending the tax in 2009. Staff recommends a stakeholder engagement to consider extending the tax again.

A second performance review of the CPDG program is appropriate. The performance assessment of Cycles 1 and 2 grants projects will help the Council and the region to gain understanding of the types of projects Metro should be promoting, especially those creating opportunities for private and public investments, and how to refine the application evaluation criteria. The performance assessment will also inform the Council and stakeholders on how to consider extending the CET before it expires.

The demand for the CPDG is still high. The Cycle 2 grant process attracted 26 letters of intent for projects, but received 23 applications requesting approximately \$6.4 million. Metro funded 17 of

those projects for \$3.7 million. The Cycle 3 grants process attracted 31 letters of intent, but received 26 applications requesting approximately \$5.4 million. Metro funded 19 projects for \$4.2 million. It is also important to point out that only 21 percent (5,608 acres) of the designated urban reserves (26,238 acres) will get the benefit of concept and comprehensive planning from the Cycle 3 grants. There is a window of opportunity between now and the State CET preemption in 2018 that could be considered for extension of the CET. If the extension is desired, it will provide funds for local governments that were not previously funded, as well as those that were, and another opportunity to put in place community plans to achieve on-the-ground development and redevelopment.

Options for Council to consider:

Maintain the same purpose of the CET as originally intended. Reconvene the 2009 Advisory Committee that recommended reauthorization of the Chief Operating Officer to appoint members to the committee (see Attachment) to discuss the merits of extending the CET. If this option is acceptable to Council, the Advisory Committee can be directed to consider increasing administrative reimbursement to Metro from 2.5% of the tax to 5%. See MPAC comments on the recommendation of the Advisory Committee if extension is desired.

If there is no desire to extend the CET, the Council can direct staff on how to wind down the program, including how to spend any leftover collections.

QUESTIONS FOR COUNCIL CONSIDERATION

1. What policy direction on the development outcome of the projects would you like the performance assessment to address?
2. What questions do you have about staff recommendations to reconvene the Advisory Committee?
3. Do you have core concerns you would like the Advisory Committee to address?

PACKET MATERIALS

- Would legislation be required for Council action ☐ Yes ☒ No
- If yes, is draft legislation attached? ☐ Yes ☐ No
- What other materials are you presenting today? (see attachments)

ATTACHMENTS

- Proposed membership of the Advisory Committee
- Schedule of the program review and potential extension of the CET
- CPDG Brochure containing projects receiving Cycle 1 and Cycle 2 grants
- Projects receiving Cycle 3 grants

Stakeholder Committee for CET renewal
Draft – 11/9/13

Organization
Elected
– Mayor, City of Beaverton
– Clackamas County Board
– Mayor, Happy Valley
– Chair, Washington County Commission
– Metro Council liaison
– City of Portland
Staff
– Washington County
– Clackamas County
– City of Gresham
– City of Lake Oswego
– City of Portland
– City of Tualatin
– City of Oregon City
– TriMet staff
Advocacy Organizations
– Homebuilders Association of Metro Portland
– Homebuilders Association of Metro Portland, Board Member
– Portland Metro Association of Realtors
– Columbia Pacific Building Trades Council
– Portland Business Alliance
– Western Advocates
– 1000 Friends of Oregon
– Urban Development?
Consultants
– SERA
– Johnson Economics
– Spencer Consultants

Updated November 15, 2013

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Planning and development Grants

Supporting development of jobs
and safe and vibrant communities

Metro's Community Development and Planning Grants support planning projects that enable great communities to develop and thrive. The grants are awarded to local governments to pay for planning activities in targeted areas that will support development for future housing and jobs. The grants leverage some in-kind local contributions.

Funding for the grants comes from a regional excise tax on construction permits. The tax is assessed at 0.12 percent of the value of the improvements for which a permit is sought, unless the project qualifies for an exemption. Since its inception in 2006, the tax has raised more than \$10 million to support planning in new and growing communities.



“Hillsboro has many exciting redevelopment opportunities in and around its downtown and Tanasbourne/AmberGlen Regional Centers. The funding provided by Metro’s Community Development and Planning Grants program supports our city’s efforts to create vibrant centers and commercial areas that attract new development while preserving the historic character of our communities.”

Jerry Willey
Mayor of Hillsboro

“Metro’s Community Development and Planning Grants help local communities put their plans into action more quickly and support redevelopment needed to sustain economic activity.”

Chris Smith
Member, Portland Planning and Sustainability Commission



How the grants are used by cities and counties

Metro has awarded grants in two cycles since 2007.

The first cycle of grants paid for planning only in new areas brought into the region's urban growth boundary between 2002 and 2005. These grants enabled the recipient local governments to undertake the required planning and eventual adoption of the new urban areas into their comprehensive plans and development codes.

The second cycle of grants were awarded in 2010 to fund planning and development projects in 17 areas that further support development in important town and regional centers, transportation corridors and employment areas. These projects were chosen based on their expected abilities to result in on-the-ground development within five years, leverage additional financial and in-kind resources to match Metro's investment, demonstrate best practices in planning and development, and achieve regionally significant outcomes that support the 2040 Growth Concept.

Grant cycles	Project type	Start	Total Grant Award	Expended as of May 2012
1	Focused on Concept Planning for areas added to the UGB between 2002 and 2005	FY 2006-2007	\$6.3 Million	\$5 million
2	Focused on community and economic development inside the UGB	FY 2009-2010	\$3.7 million	\$754,000

The third cycle of grants will be awarded in 2013.

These grants are intended for community and economic development inside the UGB and up to 50 percent for new urban areas and urban reserves.

Grant cycle	Project type	Start	To be awarded
3	Focused on community and economic development inside the UGB, along with planning for new urban area and urban reserves	FY 2012-2013	\$3.7 million anticipated funding

Planning for new communities



Beaverton

Planning of portion of Bull Mountain area

\$3,750

This grant paid for Beaverton's portion of the planning responsibilities for an area brought into the urban growth boundary in 2002 near the unincorporated community of Bull Mountain. The city adopted a plan and code language for this small area to help support the adjacent Murray Scholls Town Center.

Clackamas County

Development of Damascus/Boring Concept Plan

\$202,701

This grant reimbursed Clackamas County for a portion of the cost of developing the Damascus/Boring Concept plan. This concept plan was accepted by the Metro Council in 2006 and helped guide comprehensive land use planning in the cities of Damascus and Happy Valley and other nearby areas brought into the urban growth boundary in 2002. The cities of Gresham and Happy Valley also participated in the development of the concept plan.

Damascus

Comprehensive planning for the city

\$524,724

The community of Damascus was brought into the urban growth boundary in 2002 and its residents voted in 2004 to incorporate as a new city. The comprehensive plan for the new city, which is not yet complete, will identify land uses, a transportation network, development codes, future parks and other public structures that will support economic growth and new housing in this community.

Forest Grove

Planning for North Forest Grove area

\$8,422

This plan covers 60 acres north of the City of Forest Grove that was added to the urban growth boundary in 2002 to provide for additional housing and improved east-west transportation connections. The comprehensive plan and zoning have been completed, and the area has been annexed to the City in preparation for development.

Gresham

Kelly Creek Headwaters Urbanization Plan

\$90,000

This plan covers 220 acres and is the city's portion of the Boring/Damascus Concept Plan. The plan has been completed, with 25 percent of the area annexed into the city and zoned for residential uses, and another 75 percent awaiting annexation and final city zoning.

Happy Valley

East Happy Valley Comprehensive Plan

\$168,631

Metro's grant funds supported the development of a comprehensive plan for a 2,100-acre area added to the urban growth boundary in 2002 and part of the larger Boring/Damascus Concept Plan area. The East Happy Valley Comprehensive Plan was completed in 2009 and most of this area has been annexed to the City of Happy Valley and zoning is completed so development can begin.



Hillsboro

Planning for a portion of the South Hillsboro Concept Plan area
\$157,500

This grant supported planning for two areas (known as Areas 69 and 71) that were added to the urban growth boundary in 2002 and were included as a portion of a larger South Hillsboro Concept Plan area. The remaining portion of the concept plan area was added to the urban growth boundary in 2011 and funding for this larger area was provided through private sources, the City of Hillsboro and Washington County. The concept plan for the larger 1,063-acre area was completed in June 2012. This area, which awaits annexation to the city and the completion of a comprehensive plan and zoning, is expected to accommodate more than 12,000 new housing units.

Multnomah County

Planning for Bonny Slope area
\$202,500

The Bonny Slope area, in unincorporated Multnomah County near Forest Heights, was brought into the urban growth boundary in 2002 for new housing. Multnomah County is responsible for completing the planning in this area.

Oregon City

Park Place Concept Plan
\$292,500

This area, 270 acres in size, was added to the urban growth boundary in 2002 to accommodate future housing east of Oregon City. The concept plan for this area is complete, but the area has not yet been annexed and awaits final zoning. The city took the opportunity to include an additional 180 acres of adjacent Clackamas County unincorporated land into the planning effort.

Sherwood

Northwest Sherwood Plan
\$15,524

This 88-acre area was added to the urban growth boundary in 2002 for a new residential neighborhood. The concept and comprehensive plans have been adopted and a new elementary school has already been constructed and is in use in this area.

Sherwood

Brookman Road Concept Plan
\$153,000

Metro grant funds helped the City of Sherwood complete planning for this 240-acre residential area south of the city that was added to the urban growth boundary in 2002. The plan is adopted and the area is awaiting annexation to the city and final zoning.

Washington County

North Bethany Community Plan
\$1,170,000

The North Bethany area was brought into the urban growth boundary in 2002 to provide for a new and more complete residential community that better integrates urban services and amenities and provides for a diverse range of housing options. Washington County completed the planning and zoning for the 804-acre area in 2012.

Washington County/ Tigard

West Bull Mountain Concept Plan and River Terrace Plan
\$670,500

The funding from the Metro grant covers planning for a 468-acre area west of Tigard that was added to the urban growth boundary in 2002. This area is intended to provide a wide range of housing options. The concept plan is mostly complete, and it is anticipated that the City of Tigard will finish the planning and complete the zoning for this area within the next two years. The city has annexed over half of the area.

North Bethany Plan Area

The 800-acre North Bethany area was included in the urban growth boundary in 2002 to provide for anticipated population growth in northern Washington County. Due in part to a lack of dedicated funding, conceptual planning for North Bethany did not begin immediately upon its inclusion in the urban growth boundary.

Metro's community planning and development grant provided funding for the planning work needed to facilitate future development in North Bethany and other areas recently added to the urban growth boundary. In 2007, Metro provided a \$1.17 million grant to Washington County to initiate North Bethany planning.

The North Bethany Subarea Plan, which is part of the broader Bethany Community Plan, was developed over a multi-year period. Washington County worked with the public, various consultants, a technical advisory committee and a stakeholder work group to develop the plan. Through this effort, the county and its stakeholders established a vision and framework for development in the area.

While envisioned as a “Community of Distinction,” North Bethany is also intended to complement the existing housing and services in the nearby Bethany Town Center and to integrate with Portland Community College’s Rock Creek Campus, which is part of the North Bethany planning area. North Bethany has been planned as a complete community with a vision that incorporates:

- high standards for integrating comprehensive plans for urban services such as parks and stormwater management
- a comprehensive design approach that integrates neighborhoods with open space
- a variety of housing choices for a range of affordability levels
- community design features and focal points—such as civic spaces, parks, small neighborhood commercial sites and schools—that are connected to one another, to adjacent points of interest, and to neighborhoods using a variety of transportation options.



Design goals for this community include:

- integrating the North Bethany community into the larger, existing Bethany community
- distinguishing North Bethany by its variety of housing choices – including affordable options, walkable streets, nearby schools, community gathering places, variety of green spaces and natural areas, and family-friendly character
- integrating a coordinated system of parks, trails, natural areas and water quality facilities into the community
- providing multiple transportation options – walking, bicycling, driving and use of transit – that are connected and integrated within North Bethany and with the larger transportation system
- providing for the long-term livability of the area, including considerations for future growth.



The foundation elements of the North Bethany Subarea Plan were completed and adopted by the Washington County Board of Commissioners in 2010, with additional refinements in 2011 and 2012. Service

district annexations are pending in the area, and the first development pre-application meeting was held in July 2012. It is anticipated that development will begin in earnest in 2013. Development in the North Bethany plan area is anticipated to take place in multiple phases over the next 30 years.

Corridor plans



Portland

Barbur Corridor
Concept Plan

\$700,000

This project is engaging communities in Southwest Portland to create a concept plan for the corridor that:

- identifies community focus areas with the greatest development and placemaking opportunities and potential transit station areas
- develops a vision for Barbur Blvd. that supports community-identified goals
- links community visions for development and placemaking, watershed health and investment strategies.

The city is committing \$330,516 in matching funds for this concept plan. As of summer 2012, the city has worked with the community to define goals and objectives for the Barbur Corridor, has identified community focus areas, held a community workshop to define alternatives for each focus area, and is on track to evaluate alternatives and define preferred land use scenarios in the fall. The city also committed additional funds to add the Kelly focus area at the northern end of Barbur Boulevard to the study.

This project complements the work of the current Southwest Corridor Plan, in which the 13 project partners are defining a set of land use, transportation and community building investments and strategies that best achieve local and regional goals and develop an action plan for local

and regional agreements to implement the vision. The Southwest Corridor Plan will integrate affordable housing, parks, green infrastructure, economic development, and public health into land use and transportation decisions.

Tualatin

Linking Tualatin
(Highway 99W Corridor Plan)

\$181,000

This grant supports a city-wide process to support employment growth and community building in targeted focus areas with investments in a full range of transportation projects, including high capacity transit and local transit service to support employers. This project enables the city to prepare a land use plan for the city, including the Highway 99W corridor. The plan will facilitate the

redevelopment of industrial, commercial and residential uses to achieve a vibrant community while balancing the conflicting demands of vehicular mobility and continuous-flow operation with pedestrian and bicycle safety and transit access. An additional \$33,200 in matching funds will be provided by the city.

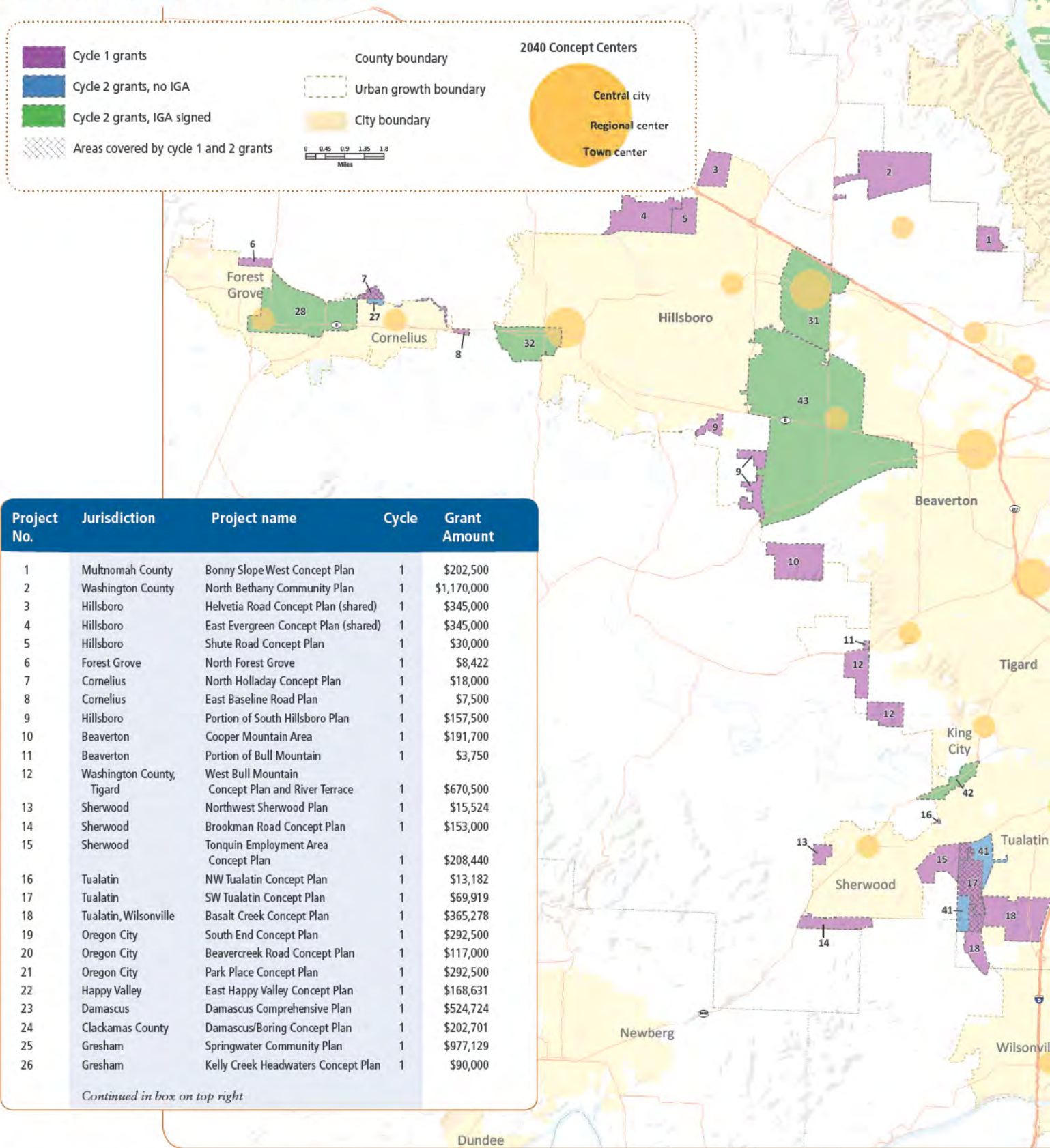
As of summer 2012, the city has worked to engage the community through an advisory group as well as through community workshops. They have defined goals and objectives for Linking Tualatin, developed and evaluated alternative scenarios for community focus areas, and are currently on track to define preferred alternatives in the fall.

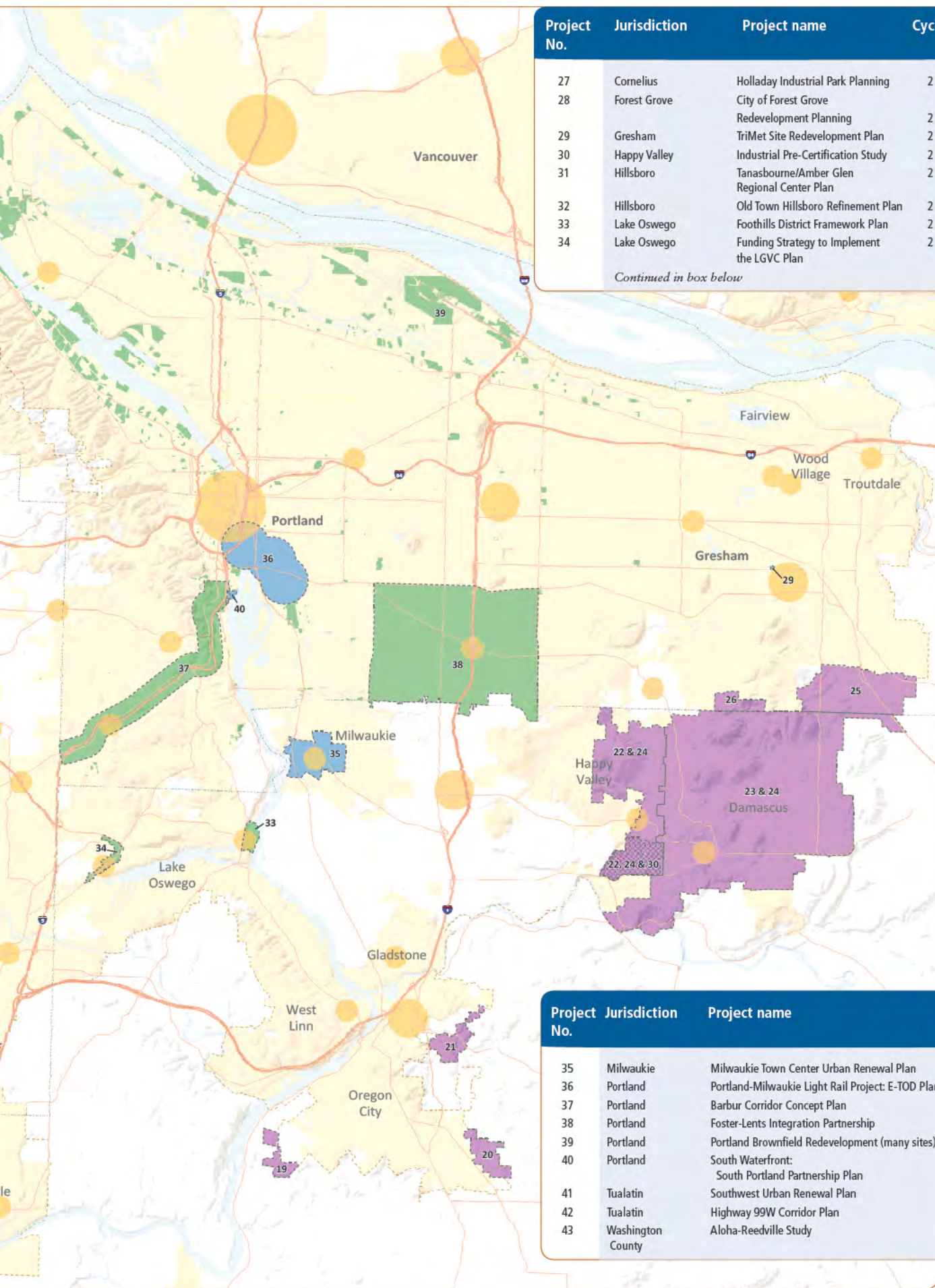
This project complements also the work of the current Southwest Corridor Plan. The cities of Tualatin and Portland are among the 13 project partners.



Planning and development grants project locations

Funded with Construction Excise Tax





Project No.	Jurisdiction	Project name	Cycle	Grant Amount
27	Cornelius	Holladay Industrial Park Planning	2	\$79,000
28	Forest Grove	City of Forest Grove Redevelopment Planning	2	\$85,000
29	Gresham	TriMet Site Redevelopment Plan	2	\$70,000
30	Happy Valley	Industrial Pre-Certification Study	2	\$32,600
31	Hillsboro	Tanasbourne/Amber Glen Regional Center Plan	2	\$275,000
32	Hillsboro	Old Town Hillsboro Refinement Plan	2	\$90,000
33	Lake Oswego	Foothills District Framework Plan	2	\$295,000
34	Lake Oswego	Funding Strategy to Implement the LGVC Plan	2	\$50,000

Continued in box below

Project No.	Jurisdiction	Project name	Cycle	Grant Amount
35	Milwaukie	Milwaukie Town Center Urban Renewal Plan	2	\$224,000
36	Portland	Portland-Milwaukie Light Rail Project: E-TOD Plan	2	\$485,000
37	Portland	Barbur Corridor Concept Plan	2	\$700,000
38	Portland	Foster-Lents Integration Partnership	2	\$250,000
39	Portland	Portland Brownfield Redevelopment (many sites)	2	\$150,000
40	Portland	South Waterfront: South Portland Partnership Plan	2	\$250,000
41	Tualatin	Southwest Urban Renewal Plan	2	\$70,000
42	Tualatin	Highway 99W Corridor Plan	2	\$181,000
43	Washington County	Aloha-Reedville Study	2	\$442,000

Industrial and employment areas



Cornelius

Planning for East Baseline area
\$7,500

The East Baseline area, added to the urban growth boundary in 2002, is a 22-acre area intended for future industrial development to help the city accommodate additional employment lands and to provide urban services at the east end of the city. The planning and zoning for this area have been completed.

Cornelius

North Holladay Concept Plan
\$18,000

The North Holladay Concept Plan covers a 56-acre area north of the Cornelius city limits that was added to the urban growth boundary in 2005. The concept plan was completed in 2011 and the area is awaiting annexation and final industrial zoning.

Gresham

Planning for Springwater Community Plan
\$977,129

This grant supported planning in the 1,150-acre Springwater employment area that was added to the urban growth boundary

in 2002. The concept plan has been completed and the area is awaiting annexation to the City of Gresham and final zoning.

Hillsboro

Shute Road Concept Plan
\$30,000

This 210-acre area was added to the urban growth boundary in 2002 to accommodate future industrial employment. The concept and comprehensive plans have been completed for this area, zoning is in place and 36 acres have been developed as of June 2012.

Hillsboro

Helvetia Road and East Evergreen concept plans
\$345,000

Metro grant funds supported concept planning for the Helvetia Road (248 acres) and East Evergreen (544 acres) industrial areas added to the urban growth boundary in 2004 and 2005, respectively. Both areas have been included in the city's comprehensive plan. All of the East Evergreen area and much of the Helvetia Road area are awaiting annexation into the City of Hillsboro after which the zoning may be completed.

Oregon City

Beavercreek Road Concept Plan
\$117,000

This 308-acre area was added to the urban growth boundary in 2002 and 2004 for future industrial needs. The concept plan was completed and adopted into the city's comprehensive plan. Based on more refined locational and economic information, the city created a mix of uses for the area, including the accommodation of needed job land. Currently, the area is awaiting annexation and final zoning.

Sherwood

Tonquin Employment Area Concept Plan
\$208,440

This 283-acre area was added to the urban growth boundary in 2004 to provide additional industrial employment adjacent to the City of Sherwood. The planning has been completed for this area, and as of June 2012 it is awaiting annexation and final zoning.

Tualatin

Northwest Tualatin Concept Plan
\$13,182

This 23-acre area was added to the urban growth boundary in 2002 for future large-lot industrial employment. The City of Tualatin completed the plan in 2007 and has zoned the property for industrial uses.

Tualatin

Southwest Tualatin Concept Plan
\$69,919

This 464-acre area, in part the former Tigard Sand and Gravel site, is directly west of the Tualatin city limits. It was added to the urban growth boundary in 2002 and is a Regionally Significant Industrial Area. The city has completed the concept plan for this area, which has not yet been annexed to the city. Following annexation, the city will complete the final industrial zoning for this area.

Lake Grove Village Center Plan

The Lake Grove Village Center is a mixed-use residential and commercial town center, centered on Boones Ferry Rd. in Lake Oswego.

The Lake Grove Village Center Plan was adopted by the Lake Oswego City Council in 2008 and includes a list of projects to help create a walkable, mixed-use center. Some of the projects envisioned in the plan include bikeway and sidewalk connections to surrounding neighborhoods, public plazas and gathering spaces, parking improvements, and enhancements to Boones Ferry Road.

The plan adopted in 2008 did not include a financing strategy to fund its implementation. The City of Lake Oswego applied to Metro for funding through the Community Development and Planning Grants program to support the development of the financing strategy. In 2010, Metro awarded the city a grant of \$50,000, which the city matched with another \$20,000 from the city's general fund.

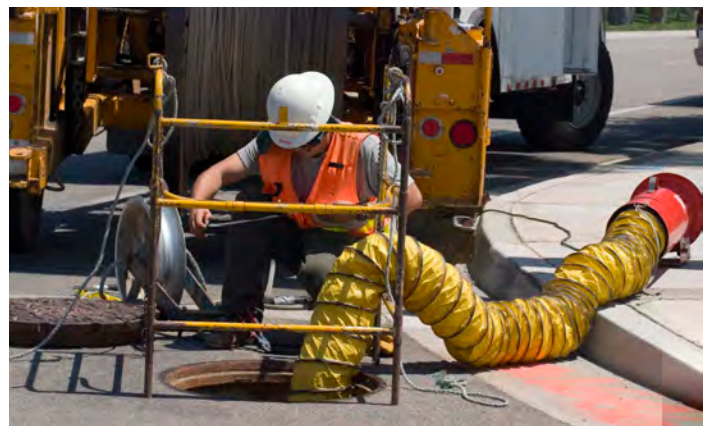
The financing strategy included four steps:

- Prioritizing projects in the plan by estimating costs and identifying the projects that could serve as catalyst projects to encourage private development. These projects include road improvements, sidewalks and pathways, pedestrian plazas, traffic signal enhancements, and parking improvements.
- Identifying possible funding strategies to pay for the plan's elements. Possible funding strategies could include tax increment financing through an urban renewal district, the formation of a local improvement district, assessment of systems development charges on new construction, general obligation or revenue bonds, and grants.
- Examining the feasibility of the different funding strategies to determine the amount of revenue that they could generate.
- Developing a strategy for achieving the funding necessary to implement the plan.



City planning staff hired a team of consultants to engage local residents, business and civic leaders in the development of the financing strategy for the Lake Grove Village Center Plan. Eight work sessions and other public meetings were held over a period of eight months to identify the funding strategies and tools that could best support the plan's implementation.

In April 2012, the consultant team finished its report and the city council gave direction to pursue a "mixed tools" approach that would rely on long-term tax increment financing from the creation of an urban renewal district along with a "bridge" loan from the city's general fund to allow for early construction of improvements to Boones Ferry Road. This approach also leaves open the possibility of pursuing other financing tools, such as creating local improvement districts, to pay for additional projects in the Lake Grove Village Center Plan. In July 2012, the city council approved the establishment of an urban renewal district in the Plan area. The first phase of Boones Ferry Road improvements is expected to begin construction in 2014.



Redevelopment

Forest Grove

Redevelopment Planning
\$85,000

Metro's grant supported the city's efforts to prepare an urban renewal feasibility study and an urban renewal report to support the implementation of a tax increment financing district. The study aims to assess blight, identify investments in public structures necessary to promote private development in blighted areas, identify subsidies that might be needed to support mixed-use development, and assess the potential impacts of tax increment financing on other taxing districts and on revenue collection within the urban renewal area. The city provided an additional \$20,000 in matching funds.

The city has completed the first draft of the feasibility study and held urban renewal 101 workshops with the city council, planning commission and economic development commission. The study has determined that urban renewal is feasible and the city will conduct further public outreach before the city council decides whether to establish an urban renewal district.



Hillsboro

Tanasbourne/AmberGlen
Regional Center
Implementation
\$275,000

This grant award supports planning and development of implementation tools to support robust mixed-use development and transportation investments in the newly designated Tanasbourne/AmberGlen Regional Center.

To date, a zoning code update has been completed, which focuses on properties within the AmberGlen plan area. The City is currently working on an Urban Renewal Feasibility Study, which will help determine if Tax Increment Financing is a realistic funding strategy. Sites that are expected to catalyze further development will be identified through a later phase of the project. The city also wants to explore the possibility of extending the existing MAX red line to the regional center.

Hillsboro

Old Town Hillsboro
Refinement Plan
\$90,000

Metro's grant funds are supporting the city's redevelopment planning in the vintage industrial neighborhood located southwest of the Hillsboro Regional Center. The city envisions this "Old Town Hillsboro" redeveloping as an "eclectic mix of residences, shopping and employment opportunities." Other funding sources provided another \$68,000 to complete this work.

A joint workshop by the city and Washington County in June 2012 shared information on redevelopment and sustainable development opportunities and on the identification of catalyst sites.

Lake Oswego

Foothills District
Framework Plan
\$295,000

The city seeks to develop a comprehensive redevelopment plan consistent with the goals of the 2040 Growth Concept. The plan is intended to establish a new regulatory framework and comprehensive strategy for investing in public structures to accelerate redevelopment activity. An additional \$1.3 million in matching funds was anticipated from the city.

This project was initially intended to complement the Portland-to-Lake Oswego Streetcar project, which is now on hold. The city has revised the work scope to retain elements that promote transit oriented development linked to bus service. The city has completed its study, and the plan is under consideration by the city council.

Lake Oswego

Funding Strategy for Lake
Grove Village Center Plan
\$50,000

The Lake Grove Village Center Plan addresses the current and near-term requirements of land use and transportation within the existing Lake Grove Town Center. The Funding Strategy Plan started with identifying and prioritizing specific projects and identified urban renewal as an essential funding source among other funding tools to be implemented. An additional \$20,000 in matching funds was identified for this project from the city.

The city has completed the funding strategy plan, which has been adopted by the city council and selected urban renewal as the preferred funding source. Boones Ferry Road has been identified as the main target area for development.

Portland

Foster Lents Integration Partnership
\$250,000

This project, led by the Portland Development Commission, is intended to develop a strategic framework for green infrastructure investments in the Foster Corridor to achieve thriving, transit-oriented, sustainable 20-minute neighborhoods. The strategy seeks to address green infrastructure, economic development, environmental stewardship, transit services, transportation infrastructure and strategic redevelopment to catalyze private investments in the target areas. The strategy will identify constraints, opportunity sites and realistic financial partners for redevelopment.

Metro's grant is matched with nearly \$136,000 in other funds from the city. So far the City of Portland has developed a public engagement strategy for this project, engaged a consultant to help manage the project and established a technical advisory committee.

Portland

Brownfield Redevelopment
\$150,000

This study is assessing market feasibility needs and actions to achieve full redevelopment of Portland's brownfields in 25 years. The project includes a brownfield inventory and conditions analysis, an evaluation of financial feasibility gaps and other redevelopment barriers, an estimate of the public payback for expanding brownfield reinvestment, and recommendations or incremental implementation actions. An additional \$50,000 in funding was provided by the city.

So far the city has contracted with a consultant team, conducted the inventory and existing conditions analysis, and completed the preliminary financial feasibility analysis. The study area covers a cumulative total of approximately 1,400 acres.



Washington County
 Aloha-Reedville Study
\$442,000

This project funds the first phase of a three-year project to develop potential alternatives for improving the community's livability and address the impacts of future growth. This phase consists of an existing conditions report and an extensive public outreach program to evaluate service needs and options. The project's final results will include strategies to encourage public and private investment in development, programs and services and is focused on transportation, land use, affordable housing and economic development.

Phase one was completed in June 2012. The funding for the second and third phases, which will build upon the existing conditions report to develop alternatives and identify recommendations for the county community plan, comes from a \$2 million award through the Sustainable Communities Initiative Challenge Grant, a program of the U.S. Department of Housing and Urban Development in partnership with U.S. Department of Transportation and the Environmental Protection Agency.



Additional projects

funded by the grants

Cycle 1 grants – The following three projects were awarded Cycle 1 grants in 2007 but work has not begun.

Beaverton

Cooper Mountain concept planning
\$191,700

Metro awarded grant funding in 2007 for a 504-acre area that was added to the urban growth boundary in 2002 for future residential land. This planning effort will include an additional 543-acre area, west of Beaverton and north Scholls Ferry Road, which was added to the urban growth boundary in 2011 for additional residential development near the Murray Scholls Town Center.



Oregon City

South End Concept Plan
\$292,500

This 192-acre area was added to the urban growth boundary in 2002. Planning for this area will begin in summer 2012.

Tualatin/Wilsonville

Basalt Creek Concept Plan
\$365,278

This 790-acre area between Tualatin and Wilsonville was brought into the urban growth boundary in 2004 for future industrial employment. The planning for this area is expected to begin in fall 2012. The City of Tualatin was awarded the Metro grant funds and will be working with City of Wilsonville to develop the plan.

Cycle 2 grants – The following seven projects were awarded grants in 2010 but implementation was delayed due to various factors. Metro will be working with these local governments in the coming months to help launch these projects.

Cornelius

Holladay Industrial Park Planning
\$79,000

This planning will support a three-part preparation of a 50-acre shovel-ready industrial site north of Holladay Drive. The work supported by the grant will consist of a site survey, a wetland study and vegetated corridor functional assessment, and a traffic study.



Gresham

TriMet Site Redevelopment Plan
\$70,000

Through this project, the city will work with TriMet to transform a park-and-ride lot into a signature development in the middle of the Gresham Regional Center. The city and TriMet will study the market, land use and urban design potential for this 417-space TriMet park-and-ride lot, explore the financial feasibility of development on this site, and ensure adequate park-and-ride spaces. An additional \$18,000 is being provided in matching funds from the city and TriMet.



GRANTS AWARDED

Happy Valley

Industrial Pre-Certification Study

\$32,600

The funds awarded in this grant will augment local in-kind support to complete an Industrial Pre-Certification Study of multiple sites of 20 acres and larger located within the 400-acre Rock Creek employment area. More than \$21,000 will be provided in matching funds from the city.

Portland

Portland-Milwaukie Light Rail Project E-TOD Plan

\$485,000

This grant will support the development of an innovative employment-based transit-oriented development (E-TOD) typology that encourages high job density and transit ridership around four stations on the new Portland-Milwaukie light rail line, located in predominantly industrial neighborhoods. The project will first develop overall land use, economic development and transportation frameworks and then specific implementation strategies for a successful E-TOD plan. This grant will be matched with another \$175,000 from the city and Living Cities/Harvard Kennedy School.

Portland

South Waterfront: South Portland Partnership Plan

\$250,000

This grant is intended to support a comprehensive stakeholder engagement process to refine the preferred design alternative for the South Portal Project, which will improve multi-modal access to the South Waterfront District. The refinement will narrow three key site specific transportation modes critical to success of the Partnership Plan and allow progress on the Portland-to-Lake Oswego Streetcar project, which is now on hold.

Milwaukie

Town Center Urban Renewal Plan

\$224,000

This grant will support the development of an urban renewal plan for the Milwaukie Town Center that identifies the appropriate land use plans and development strategies to stimulate private investment, as well as the funding mechanisms to support redevelopment efforts. Matching funds of \$83,500 will be provided from the city.



Tualatin

Southwest Urban Renewal Plan

\$70,000

The city is proposing to create an urban renewal plan to develop a tax increment financing district, and funding from this grant will be used to hire a consultant to conduct a feasibility study, create an urban renewal plan and consult with legal counsel who specializes in urban renewal law. An additional \$43,000 in matching funds will be provided by the City of Tualatin.



For more information about Metro's Community Development and Planning Grants, visit www.oregonmetro.gov/grants or contact **Gerry Uba** at 503-797-1737 or gerry.uba@oregonmetro.gov.

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Metro representatives

Metro Council President – Tom Hughes

Metro Councilors – Shirley Craddick, District 1; Carlotta Collette, District 2; Carl Hosticka, District 3; Kathryn Harrington, District 4; Rex Burkholder, District 5; Barbara Roberts, District 6

Auditor – Suzanne Flynn



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**Metro Community Planning and Development Grants Cycle 3 Awards
by Metro Council, August 15, 2013**

	City / County	Project	Funded Amount
PROJECTS LOCATED WITHIN AREAS ADDED TO UGB SINCE 2009 & URBAN RESERVES			
1	Beaverton	South Cooper Mtn. Concept and Community Plan	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	122,605
Subtotal			\$1,350,141
PROJECTS LOCATED INSIDE THE UGB			
7	Gresham	Gresham Vista Business Park Eco-Industrial Strategies	100,000
8	Gresham and Portland	Powell-Division Transit and Development Project	681,000
9	Happy Valley	Rock Creek Employment Center Infrastructure Funding Plan	53,100
10	King City	King City Town Center Action Plan	75,000
11	Lake Oswego	Lake Oswego Southwest Employment Area Plan	80,000
12	Oregon City	Willamette Falls Legacy Project	300,000
13	Portland	Mixed-use Zoning Project	380,759
14	Tigard	River Terrace Community Plan Implementation	245,000
15	Tigard	Downtown Tigard Mixed-Use Development Projects	100,000
16	West Linn	Arch Bridge / Bolton Center	220,000
17	Clackamas County	Strategically Significant Employment Lands Project	200,000
19	Clackamas County	Performance Measures and Multimodal Mixed Use Area Project	160,000
20	Sherwood and Washington County	Tonquin Employment Area Implementation Plan and Washington County Industrial Land Analysis	255,000
Subtotal			\$2,849,859
GRANT TOTAL			\$4,200,000

Materials following this page were distributed at the meeting.

Metro | Agenda

Meeting: Metro Council
Date: Thursday, Dec. 5, 2013
Time: 2 p.m.
Place: Metro, Council Chamber

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS

2. CITIZEN COMMUNICATION

3. AUDIT OF THE ORGANIC WASTE PROGRAM **Suzanne Flynn, Metro Auditor**

4. CONSENT AGENDA

4.1 Consideration of the Council Minutes for
Nov. 21, 2013

4.2 **Resolution No. 13-4484**, For the Purpose
Confirming the Appointment of Members to the
Oregon Zoo Bond Citizens' Oversight Committee.

5. ORDINANCES – FIRST READING

5.1 **Ordinance No. 13-1313**, For the Purpose of
Adopting the Metro Geographic Information
System Map of Metro's District and Jurisdictional
Boundaries and Making Technical Corrections.

6. ORDINANCES – SECOND READING

6.1 **Ordinance No. 13-1322**, For the Purpose of
Amending the FY 2013-14 Budget and
Appropriations Schedule and the FY 2013-14
Through 2017-18 Capital Improvement Plan. **Tim Collier, Metro**

6.1.1 Public Hearing on Ordinance No. 13-1322.

7. CHIEF OPERATING OFFICER COMMUNICATION

8. COUNCILOR COMMUNICATION

ADJOURN

Television schedule for Dec. 5, 2013 Metro Council meeting

Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> Thursday, Dec. 5	Portland Channel 30 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 <i>Date:</i> Sunday, Dec. 8, 7:30 p.m. <i>Date:</i> Monday, Dec. 9, 28, 9 a.m.
Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 <i>Date:</i> Monday, Dec. 9, 2 p.m.	Washington County and West Linn Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> Saturday, Dec. 7, 11 p.m. <i>Date:</i> Sunday, Dec. 8, 11 p.m. <i>Date:</i> Tuesday, Dec. 10, 6 a.m. <i>Date:</i> Wednesday, Dec. 11, 4 p.m.
Oregon City and Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.	

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times.

Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities.

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Proposed Phasing of Council Initiatives
Draft - November 14, 2013

	0-18 Months January 2014 – June 2015	18+ Months July 2015 – December 2016
Council Ownership	<ul style="list-style-type: none">• OCC Hotel• Climate Smart Communities Scenario Adoption• Referral of Charter Language on Single Family Residential Neighborhoods• Regional Infrastructure Enterprise start-up• 2015 State of Oregon Transportation Funding Package• Construction Excise Tax renewal	<ul style="list-style-type: none">• SW Roadmap Decisions – adopt post-2019 system configuration• Parks and Natural area system plan adoption and regional convening on long term funding. Tied to Wind down of 2006 natural areas bond measure and next steps for Bond Program and renewal or replacement of serial levy.• Equity Strategy Action Plan• Regional Infrastructure Enterprise Phase 2• Southwest Corridor plan and funding• 2018 RTP• 2015 Urban Growth Boundary Decisions• Powell/Division Corridor Plan
Council Attention	<ul style="list-style-type: none">• 2014 RTP• Urban Growth Report• SW Roadmap Phase 1 – Understanding and narrowing options• Parks and Natural areas system plan• Willamette Falls planning & funding• Reauthorization of Federal Transportation Legislation• Equity Strategy Step 1 – Equity Baseline	<ul style="list-style-type: none">• Expo Center Strategic Plan Implementation• 2019-2020 MTIP Flex Fund allocation
Council Awareness	<ul style="list-style-type: none">• Citizen engagement strategy – scoping• Disaster preparedness planning – scoping• Affordable housing strategy – scoping• MERC FOTA revision• Southwest Corridor planning• Opening of California Condor exhibit• Oregon Zoo Foundation Metro MOU• Negotiations – LIUNA AFSCME 3580• Resolution of issues related to seasonal, temporary, and event driven employees• Remote elephant center• Diversity Action Plan implementation• Natural area levy implementation and grant programs• Decisions related to management of organics including compostable service ware, organic food waste capacity, and other program elements• Adopt cemetery unclaimed burial spaces• Zoo bond education center special procurement• OCC –MLK plaza renovation planning and budget• Expo Center - business model and strategic planning discussion• Oregon Zoo Foundation Annual report (this December)• MERC – class/comp strategy• Powell/Division Corridor Plan• Pacific NW conservation surcharge (Oregon Zoo)• Solid waste facility Community Enhancement Fee	<ul style="list-style-type: none">• P’5 – business model and strategic planning discussion• OCC Hotel (grand opening)• Refinement of OCC Business Plan in post hotel environment.• Opening of Elephant Lands• Groundbreaking for Conservation Education Center at Oregon Zoo

The Intertwine Alliance

Where Leaders Find Common Ground



HIKE
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BIKE
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FLY A KITE

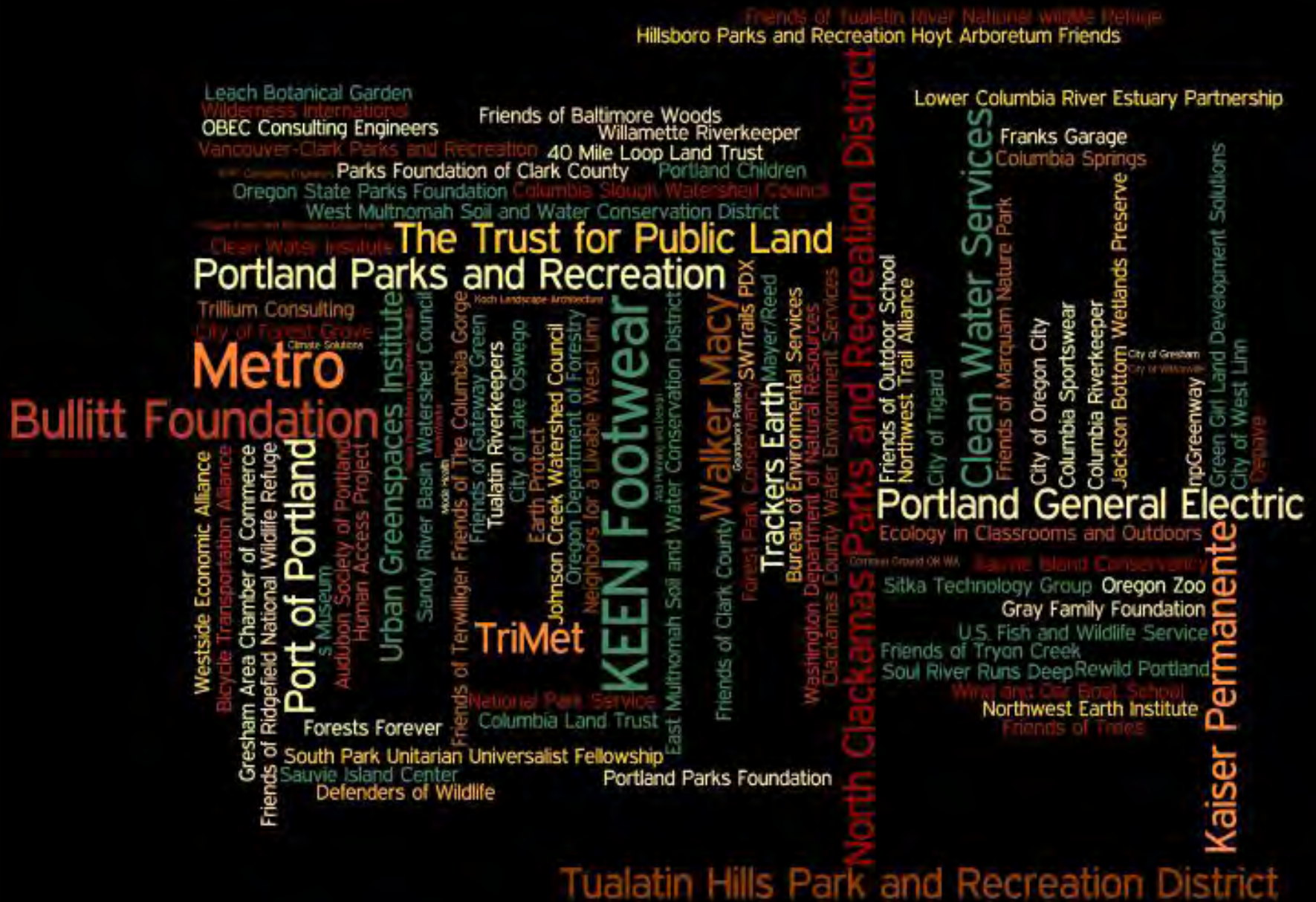




Council Directives

- “Create a movement”
- “Color outside the lines”
- “Collaborate more than legislate”
- “Make the pie bigger”
- “Create the love”
- “Do big things”

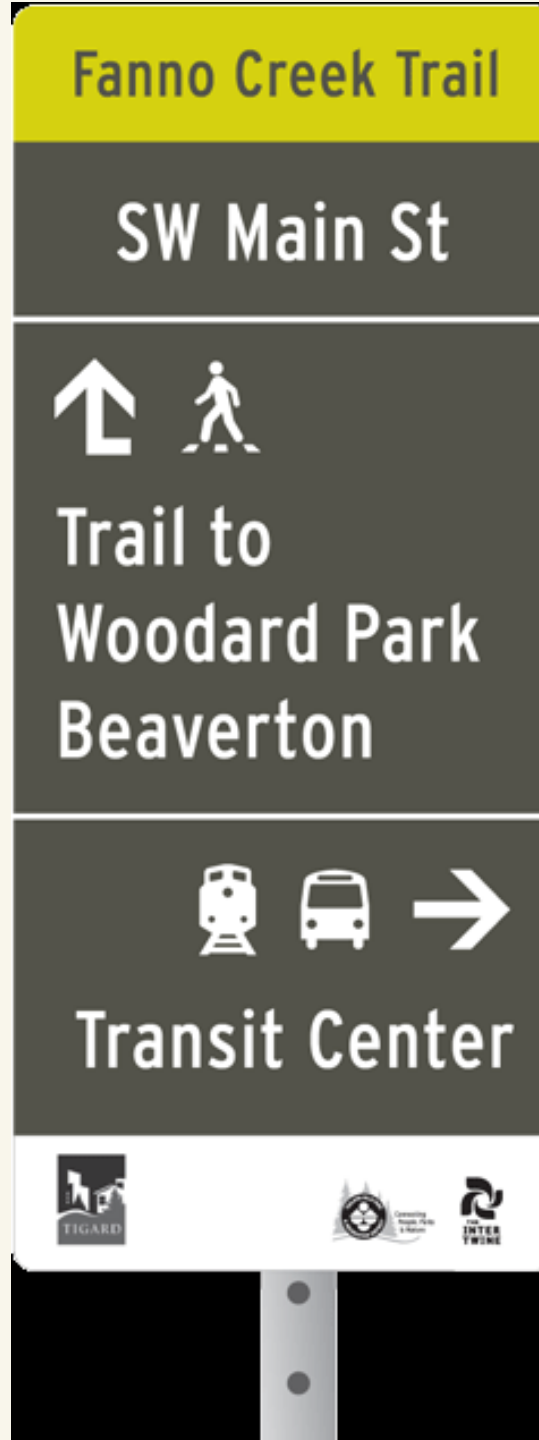
Creating a Movement



“Our Common Ground Dialogues”



Coloring outside the lines



- Parks directors
- Summits
- Collaborative projects



GET INVOLVED

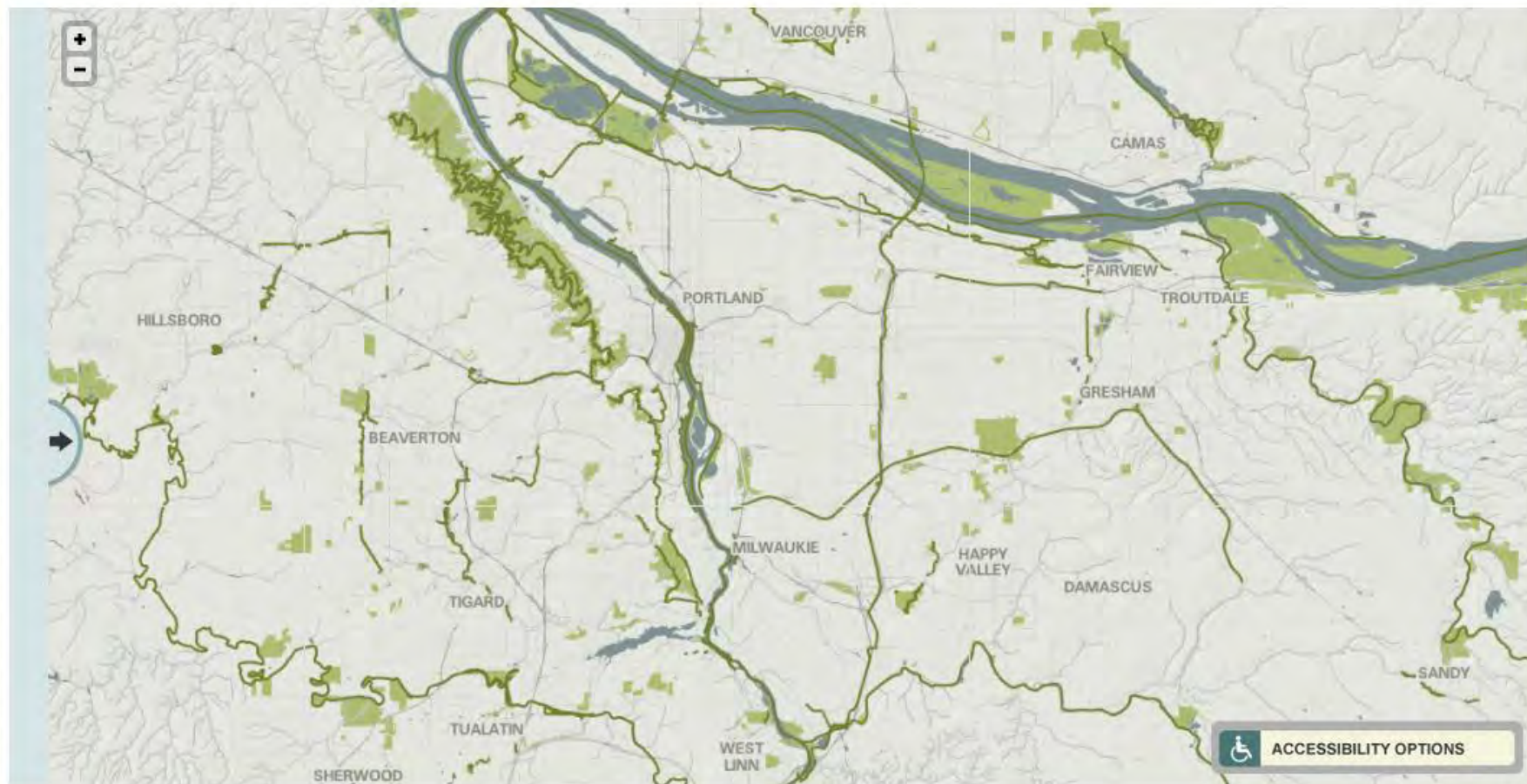
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PARKS & TRAILS

FIND
ADVENTURES

LEARN
ABOUT OUR REGION



ACCESSIBILITY OPTIONS



Collaborating
more than
legislating

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Creating the love





OUR COMMON GROUND

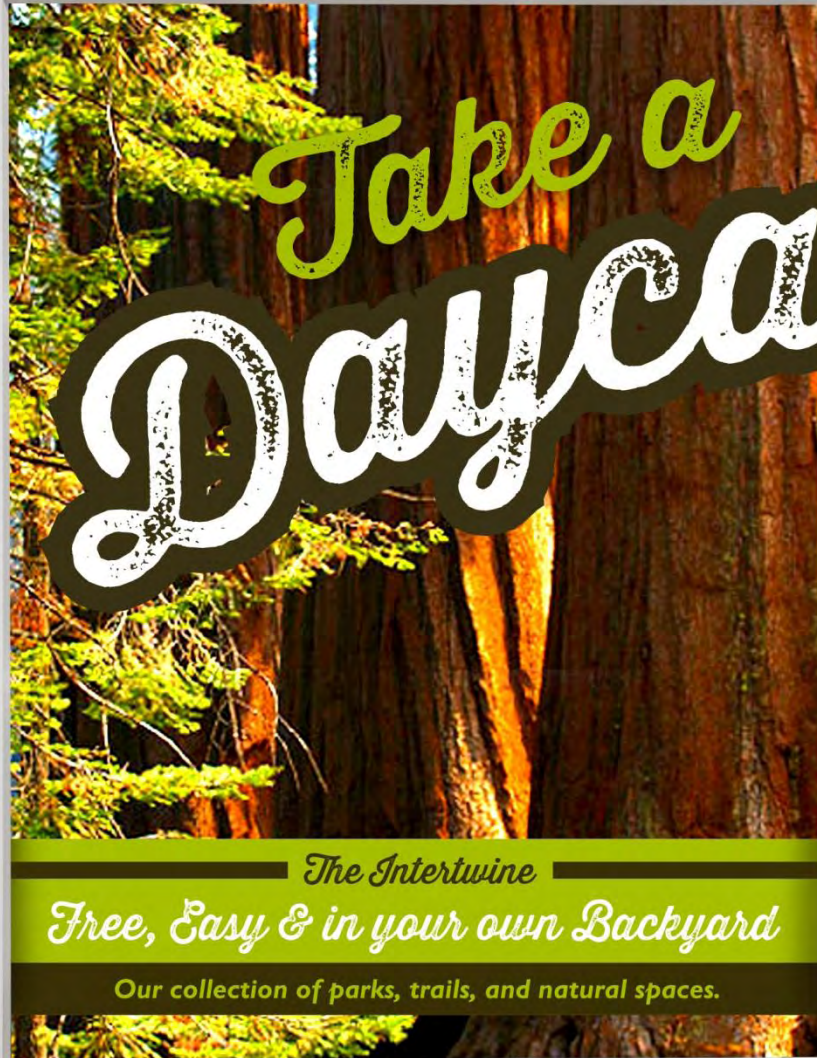


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Doing big things



Making the pie bigger

INVESTING IN OUR RESOURCES



WATER



TRAILS



PARKS



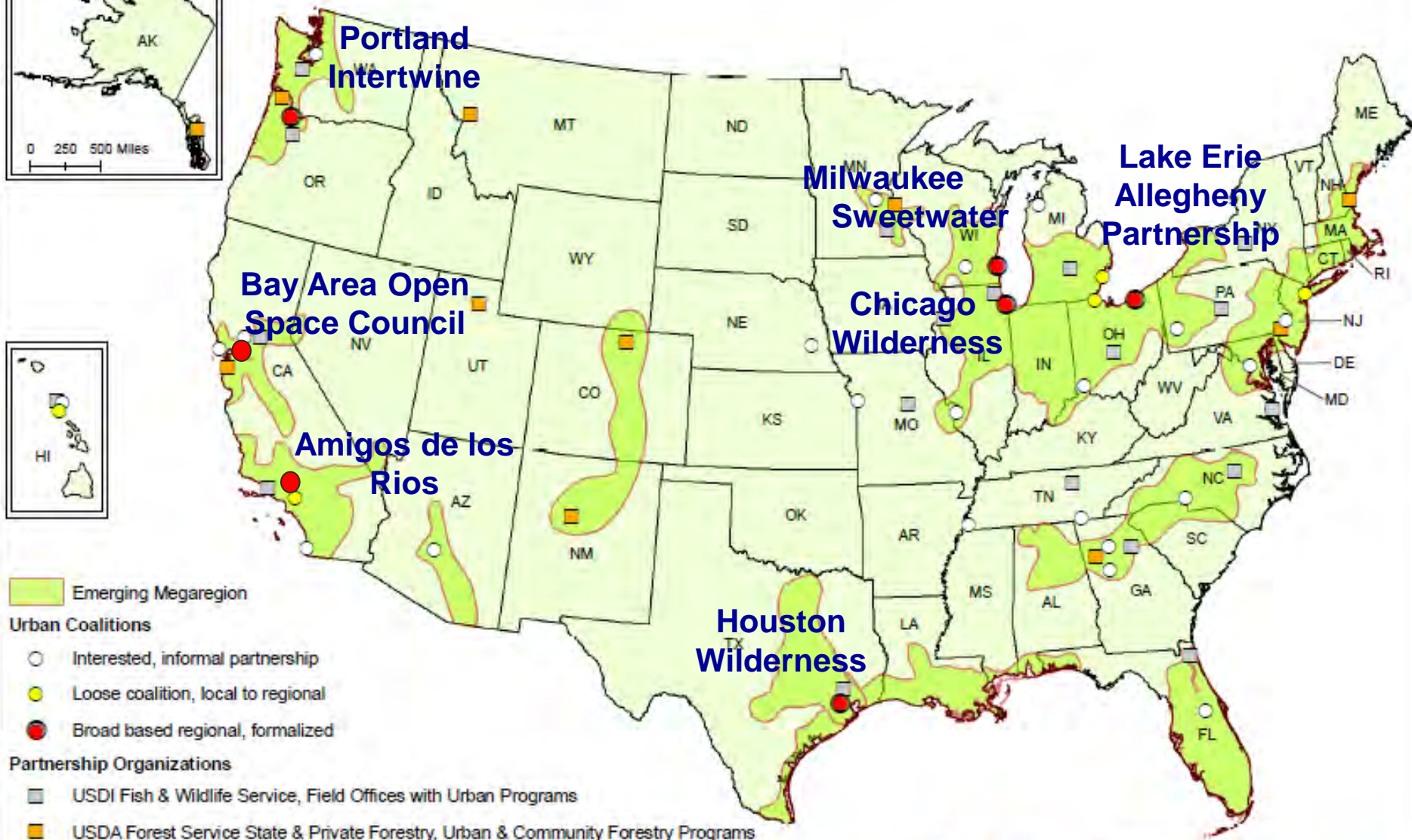
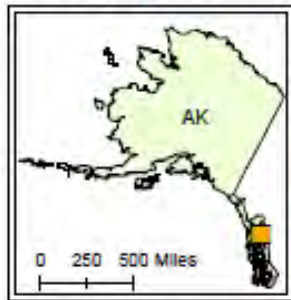
NATURAL AREAS



FOREST

Metropolitan Conservation Partnerships

Emerging Coalitions for Community Engagement in Stewardship of Public Lands



April 9, 2010

Emerging Megaregion data were developed and provided by Regional Plan Association

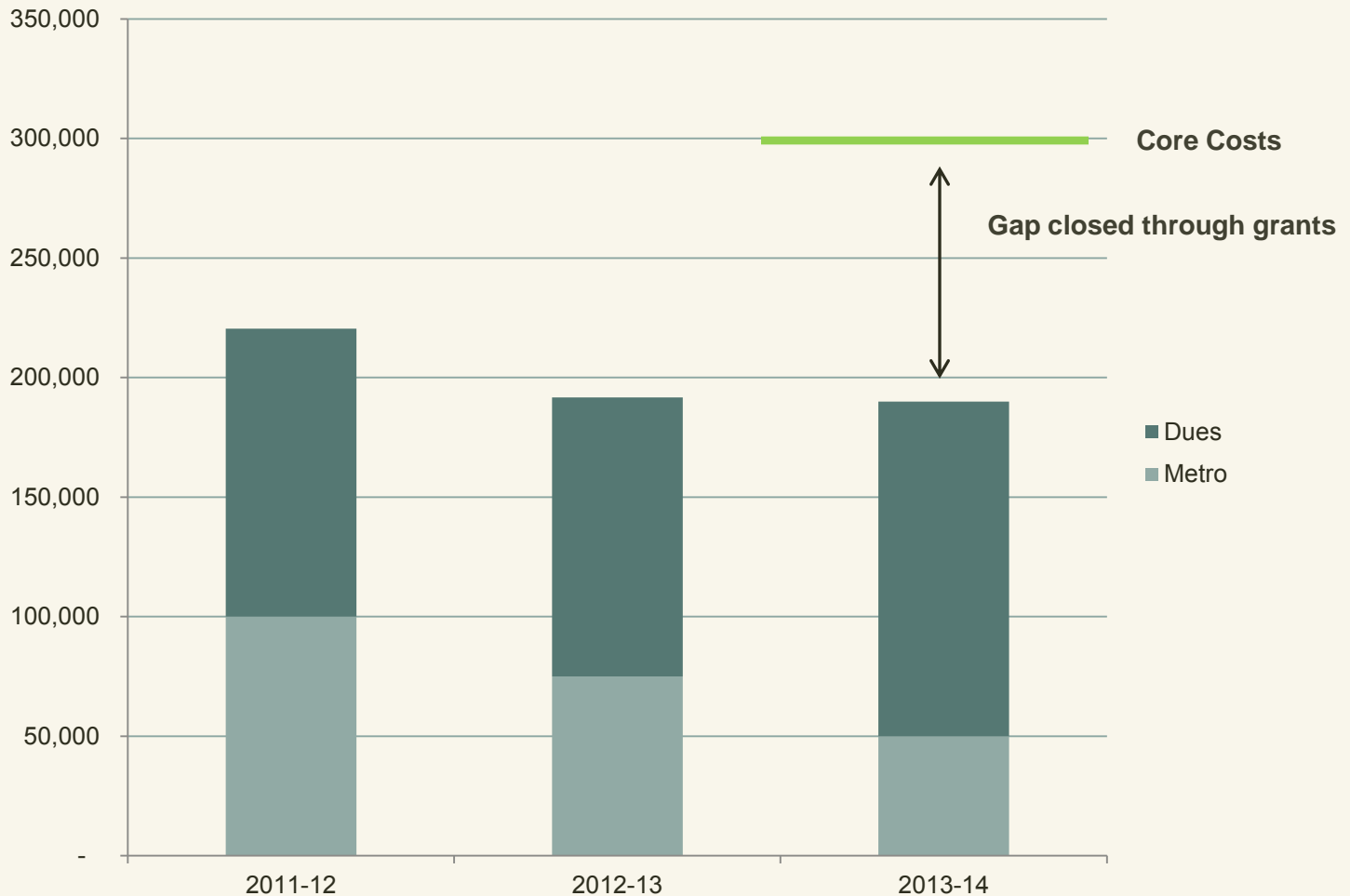
0 125 250 500 Miles



Chicago
Wilderness



Intertwine Alliance Funding





Challenges

- Capacity versus expectations
- Constrained funding options
- Establishing new ways of doing things



The Intertwine Alliance

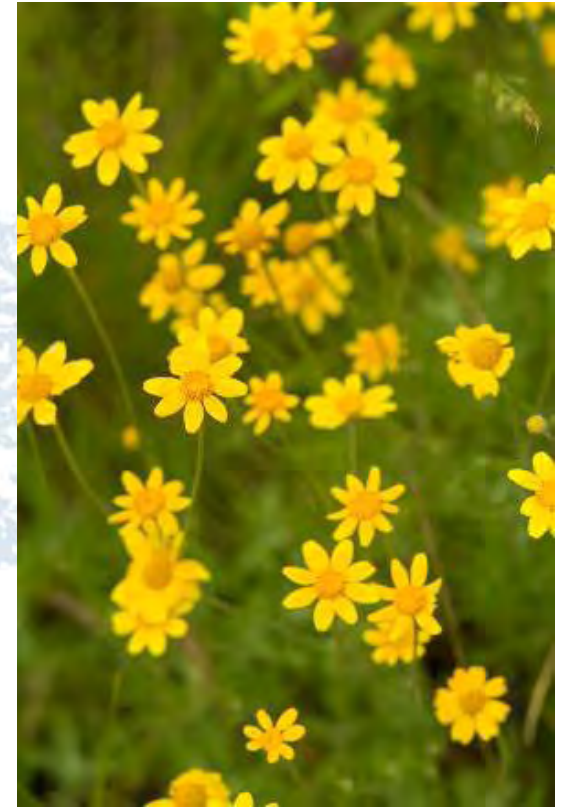
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HIKE
.....
BIKE
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FLY A KITE



Regional Conservation Strategy



Metro Council
November 26, 2013



Metro | *Making a great place*



Why a Regional Conservation Strategy?

Builds a common understanding

Defines challenges facing local wildlife and ecosystems

Offers a vision and framework for moving forward together



A collaborative process

Over 150 individuals and organizations

RCS Steering Committee

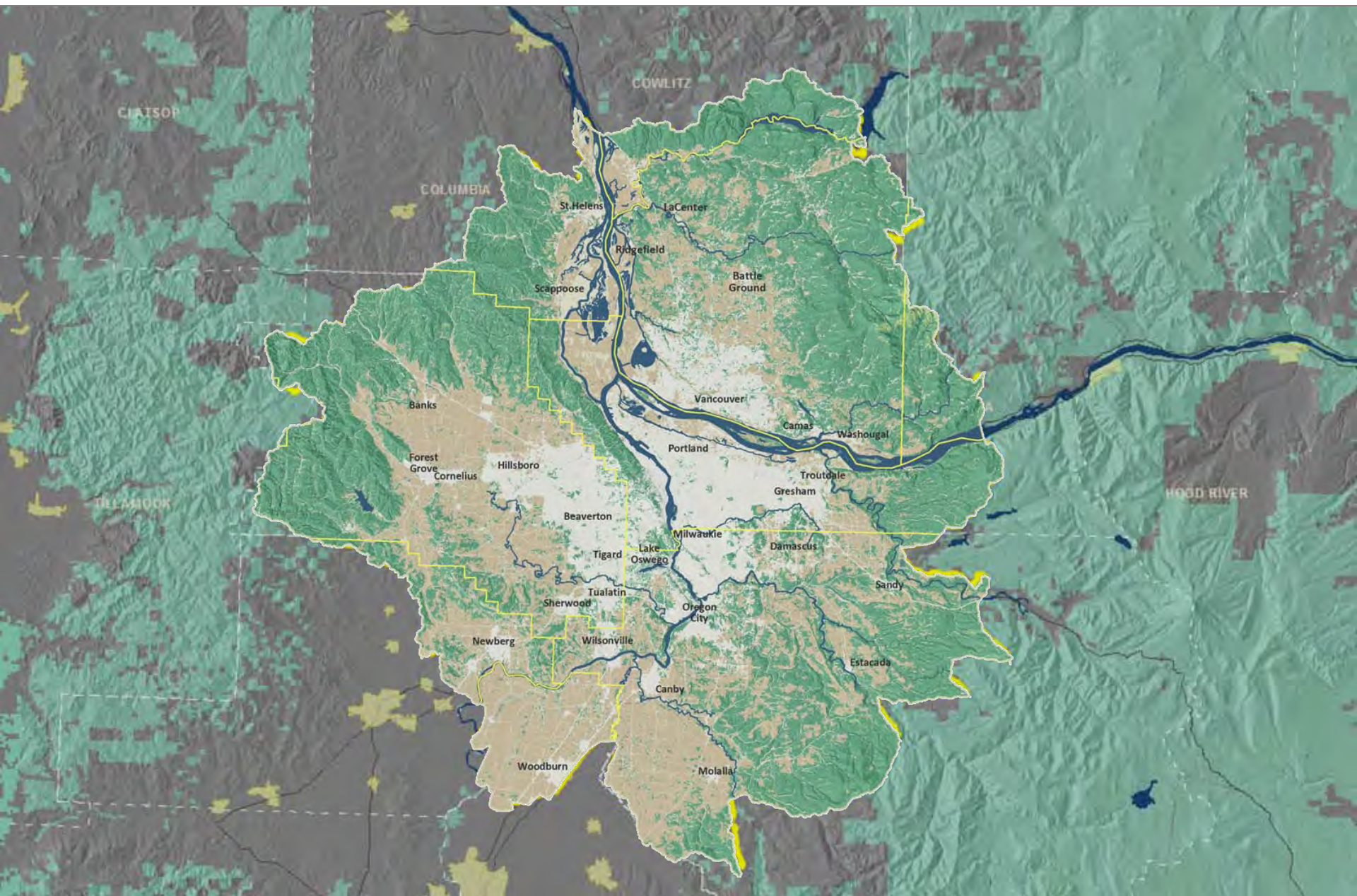
Including 15 different organizations

Section coordinators

Leading diverse subcommittees

External reviews

Individual sections and entire document



Regional Conservation Strategy



Regional Conservation Strategy contents

INTRODUCTION

A Unique Place, a Unique Approach

CHAPTER 1



BACKGROUND

Fulfilling a Vision

CHAPTER 2



Current Conditions and Challenges

CHAPTER 4



Climate Change

CHAPTER 5



Integration with Other Efforts

CHAPTER 3



Conservation in Natural Areas, Working Lands, and Developed Areas

CHAPTER 6



Biodiversity Corridors

CHAPTER 7



Species-Specific Initiatives

CHAPTER 10



Ecosystem Services and Green Infrastructure

CHAPTER 8



Funding Options

CHAPTER 11



Equity, Education, and Research

CHAPTER 9



Biodiversity Guide



Biodiversity Guide contents

Current Conditions

CHAPTER 1



Biogeography of the Greater Portland-Vancouver Region

CHAPTER 2



Major Habitat Types of the Region

CHAPTER 3



Flora of the Region

CHAPTER 4



Fish and Wildlife of the Region

CHAPTER 5



Important Issues and Concepts

CHAPTER 6



Threats and Challenges

CHAPTER 7



Major Categories of Strategies

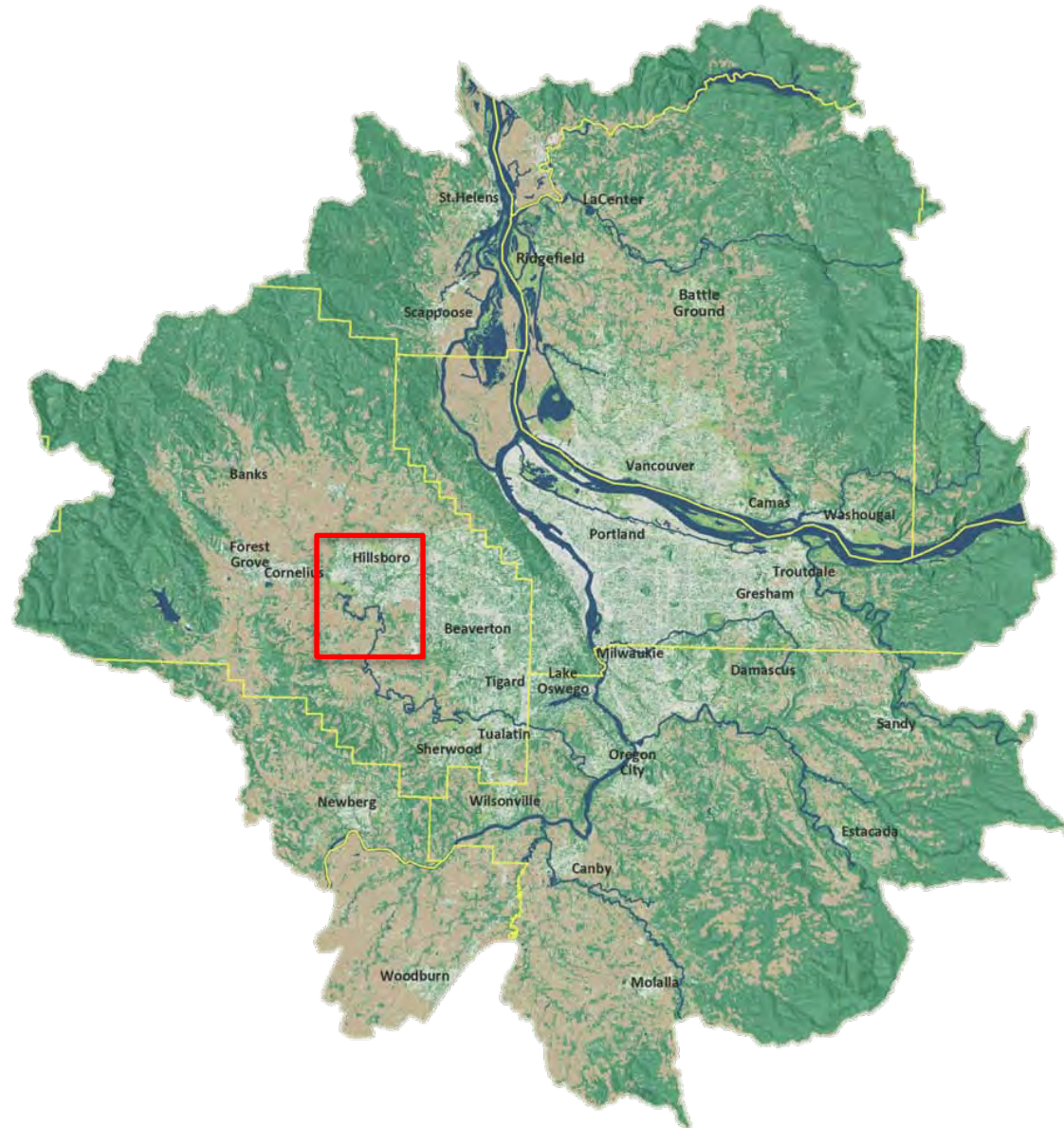
CHAPTER 8



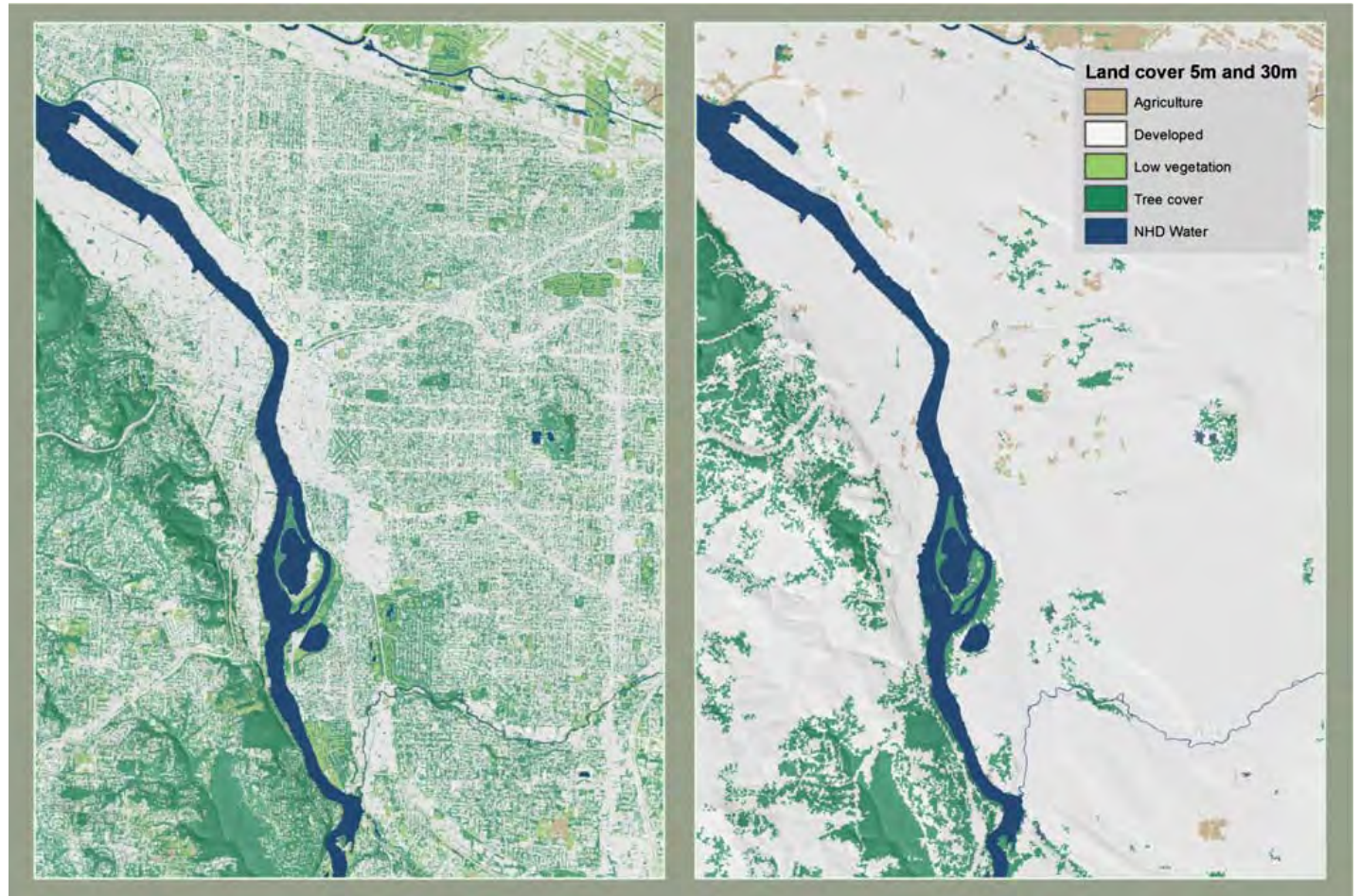
Land cover: 30 meter



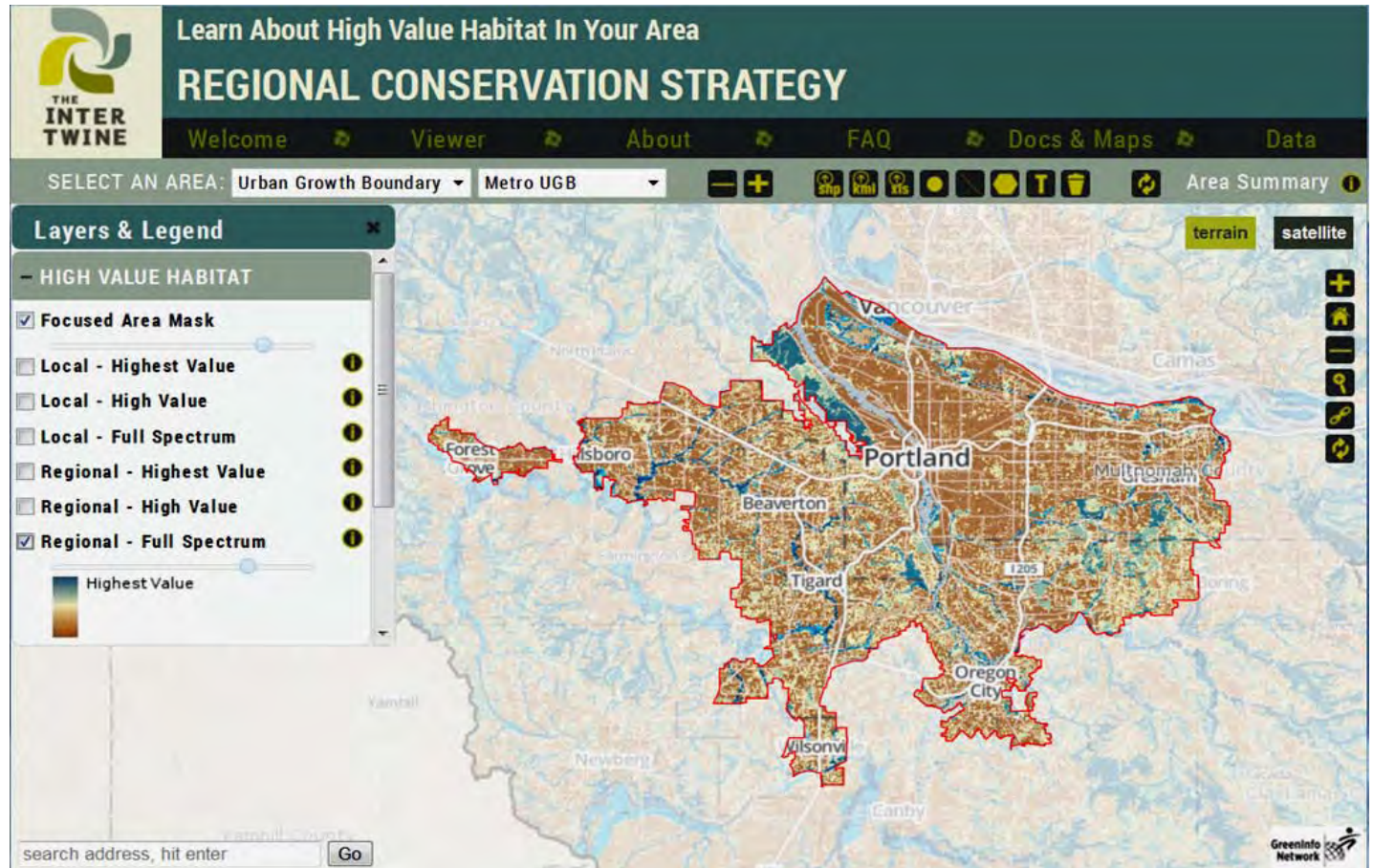
Land cover: 5 meter



Land cover: 5 and 30 meter

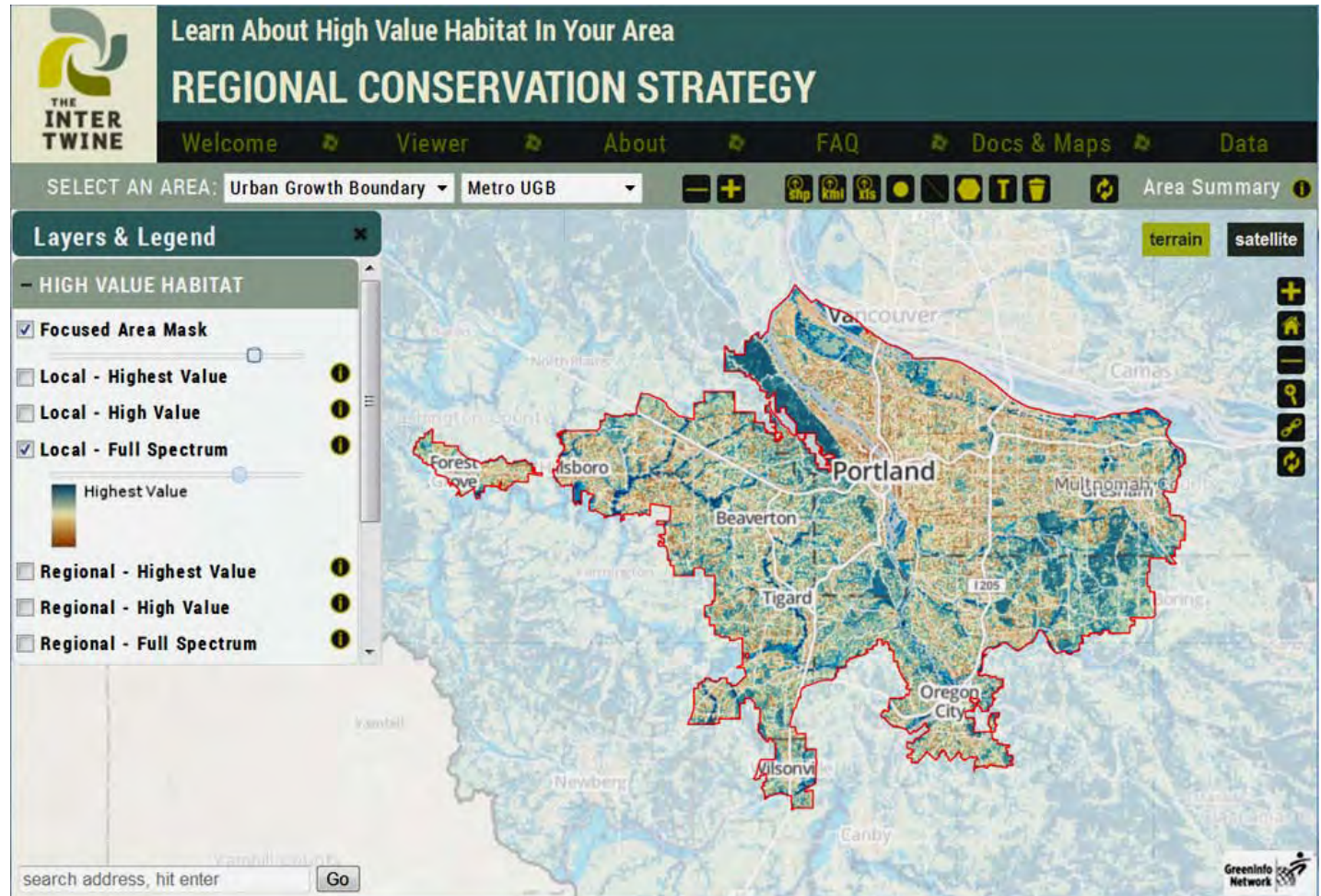


Web viewer: RCS evaluated (complete area)

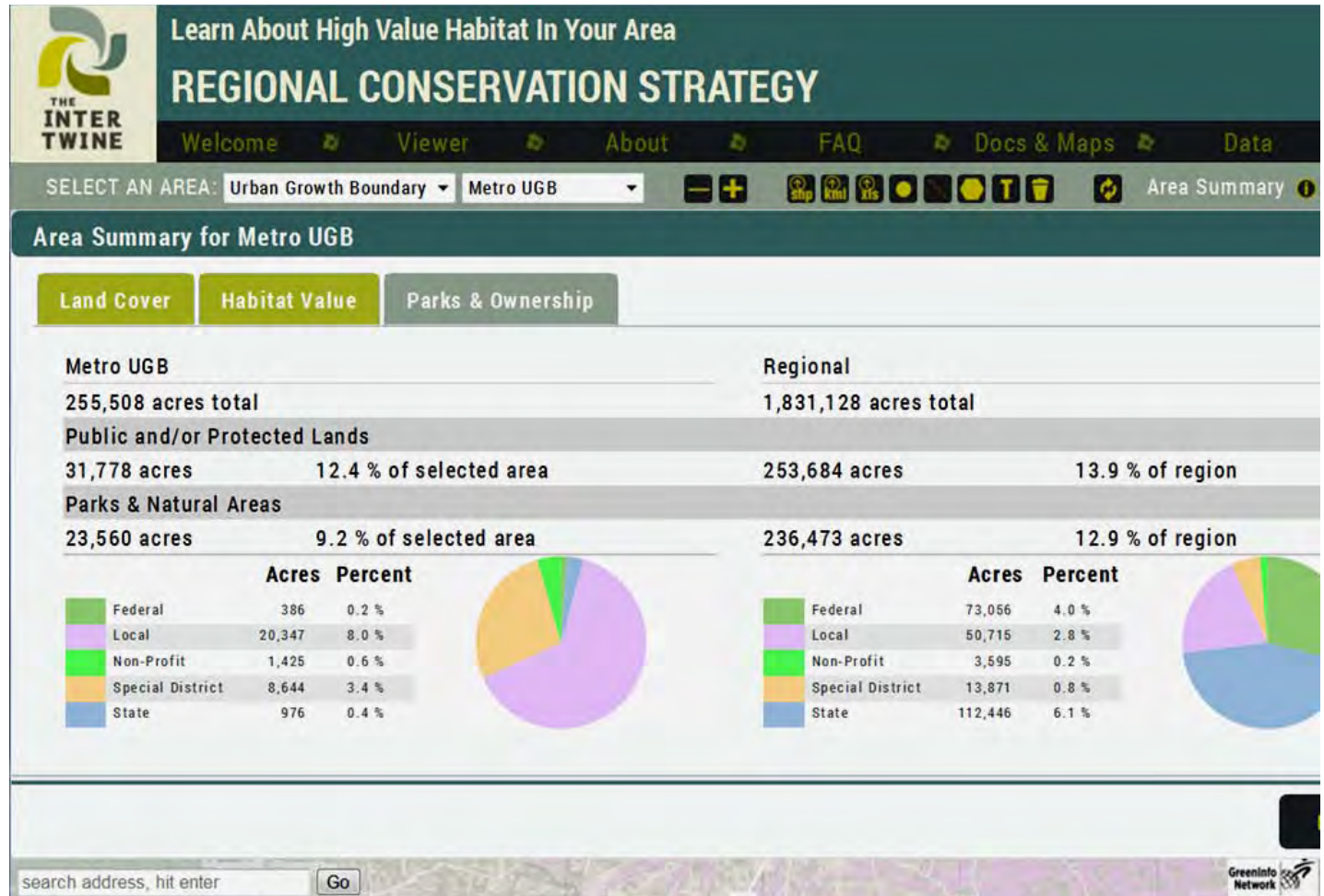


<http://www.regionalconservationstrategy.org>

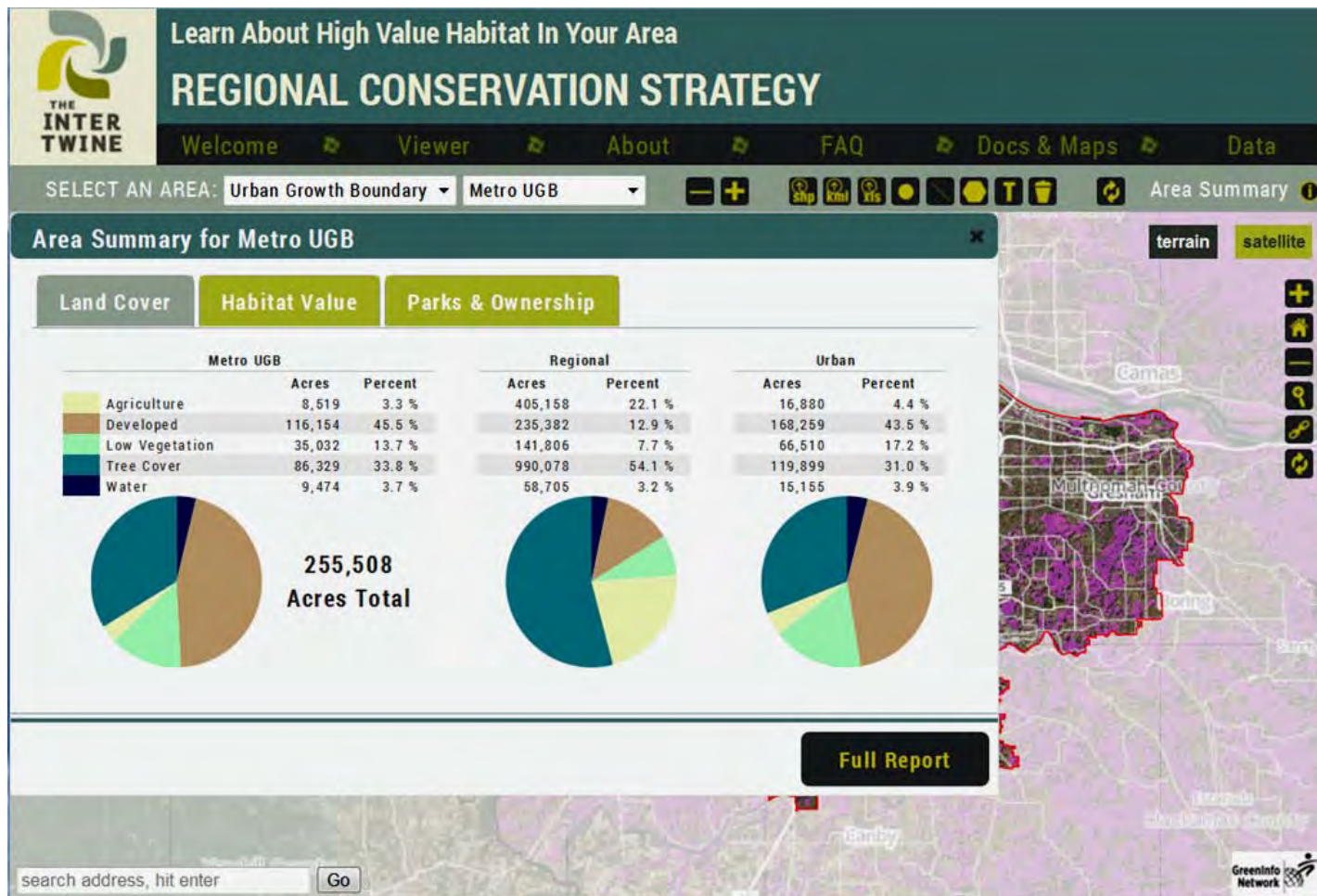
Web viewer: RCS evaluated within UGB

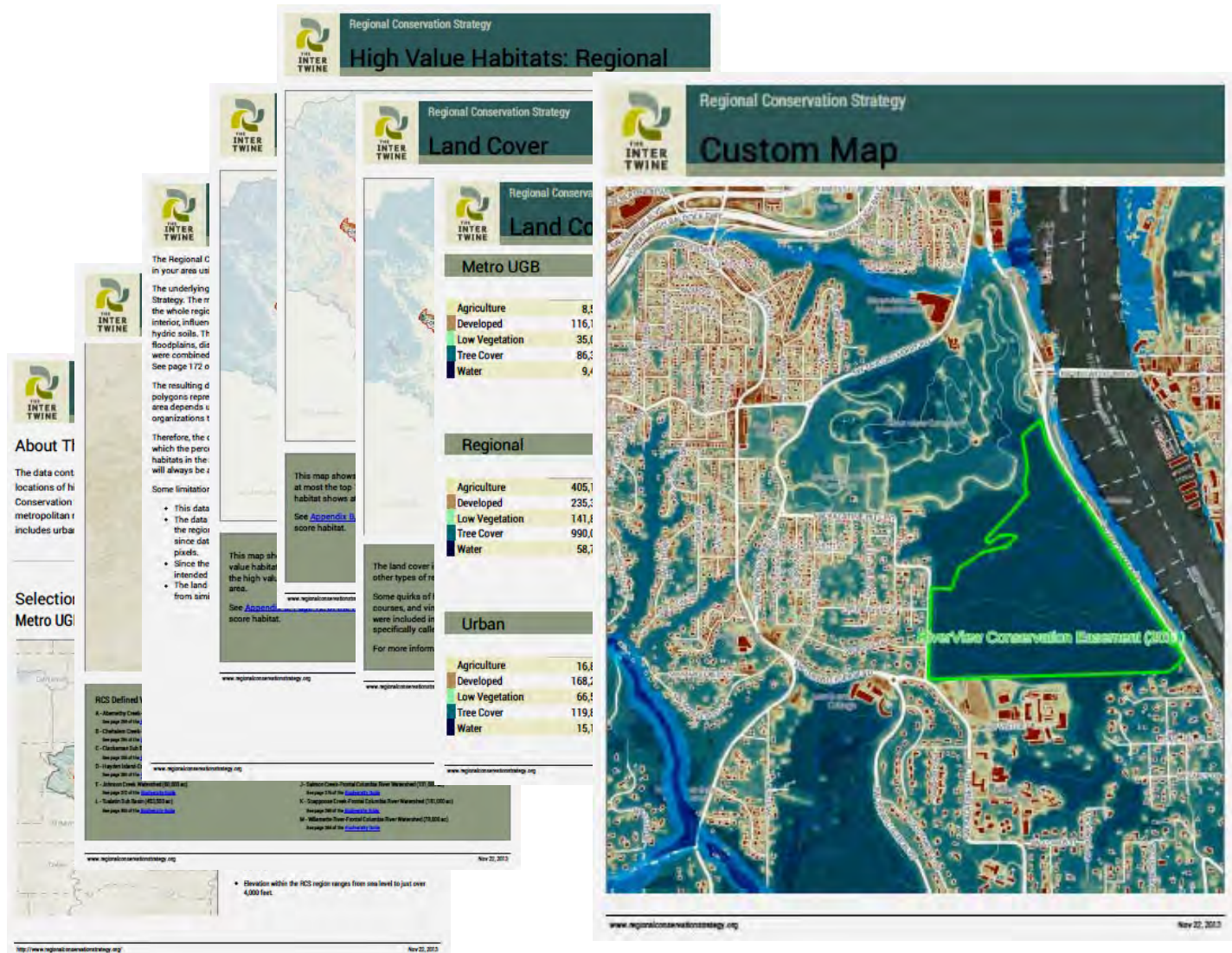


Web viewer reports

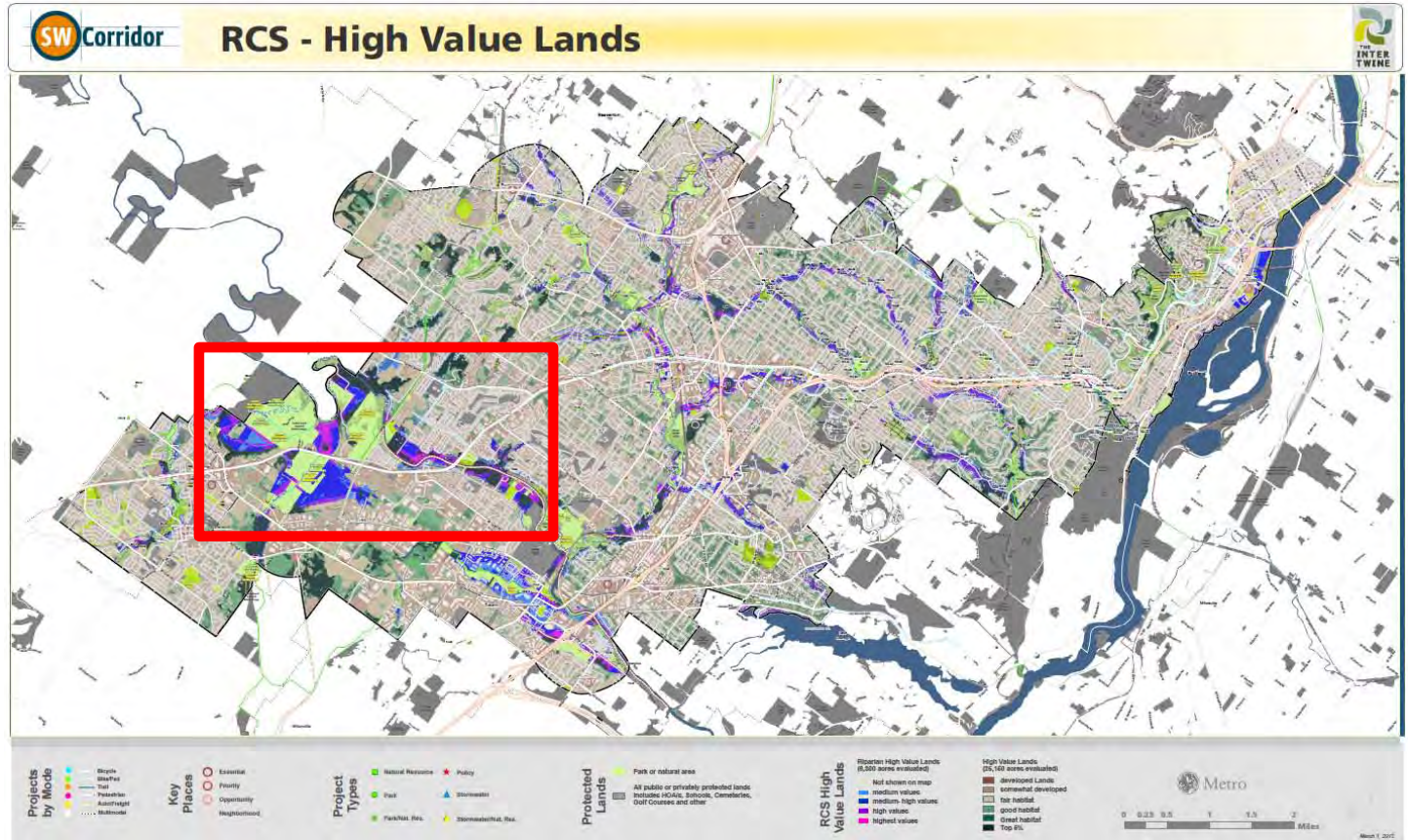


Web viewer reports





Southwest Corridor

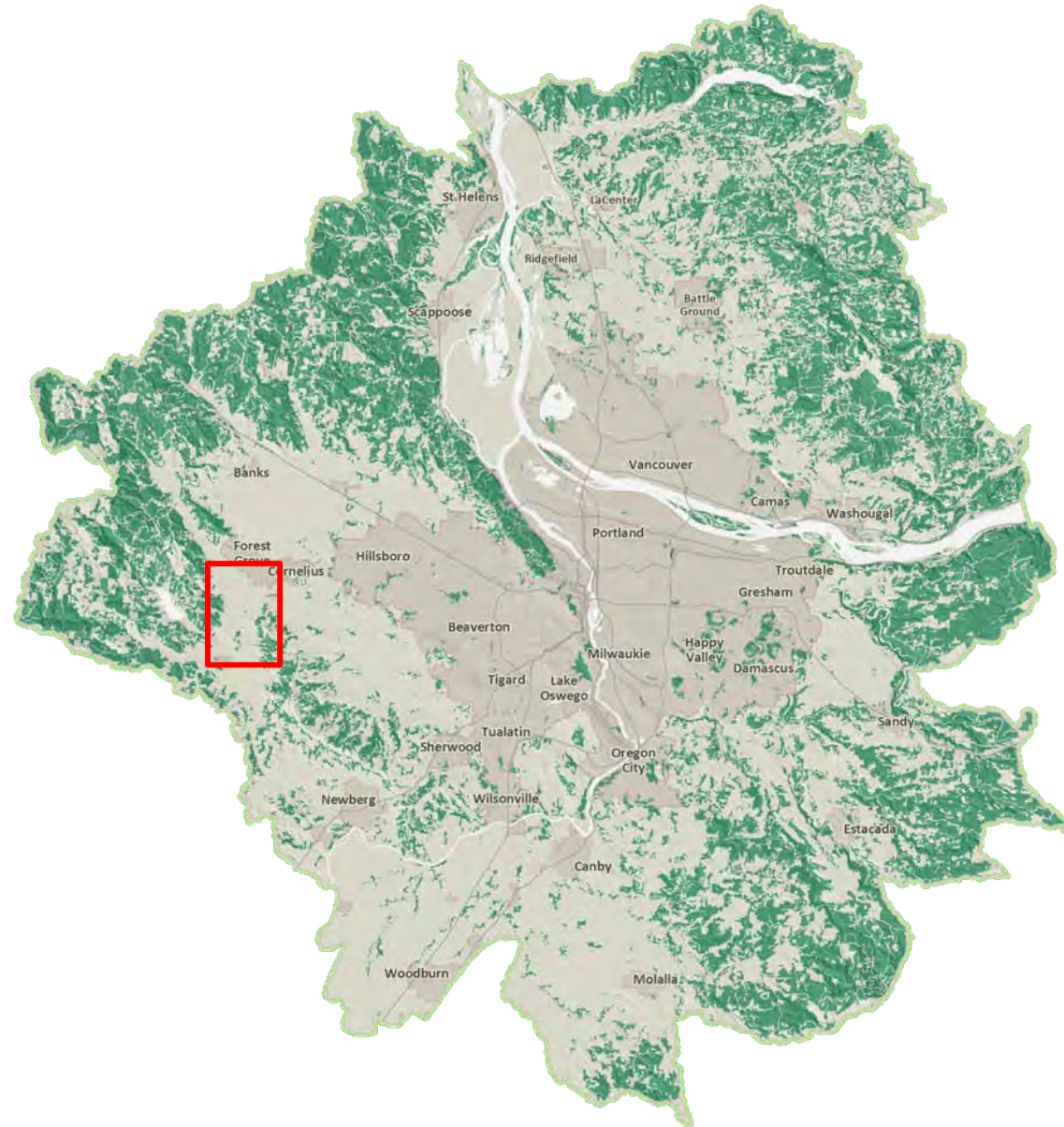


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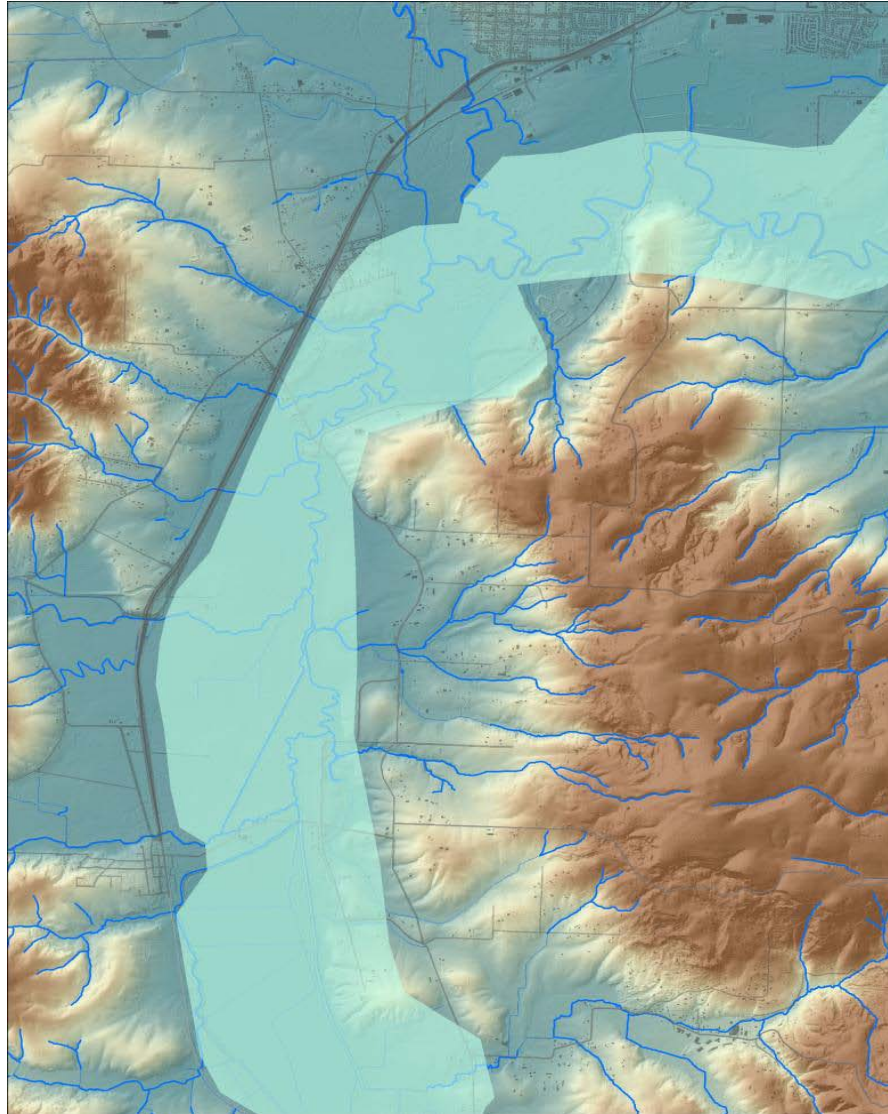
Southwest Corridor



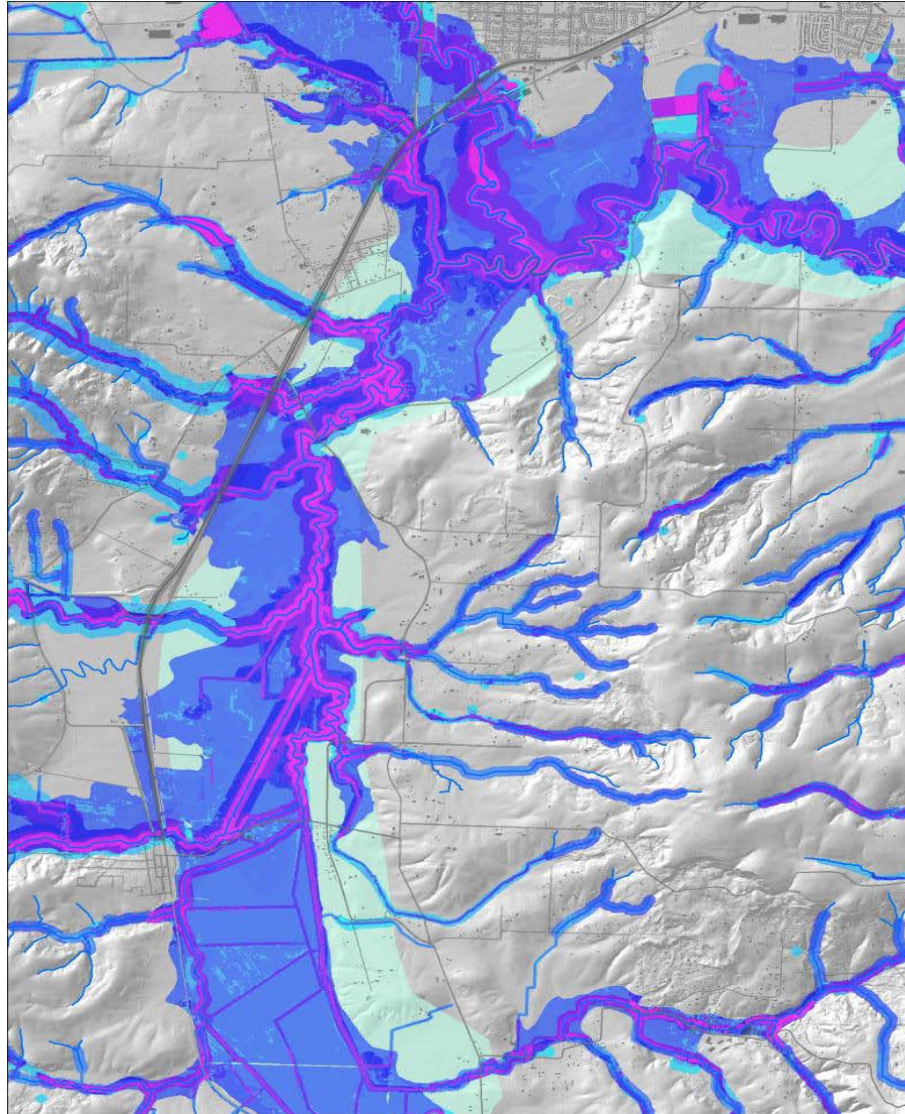
RCS for conservation planning



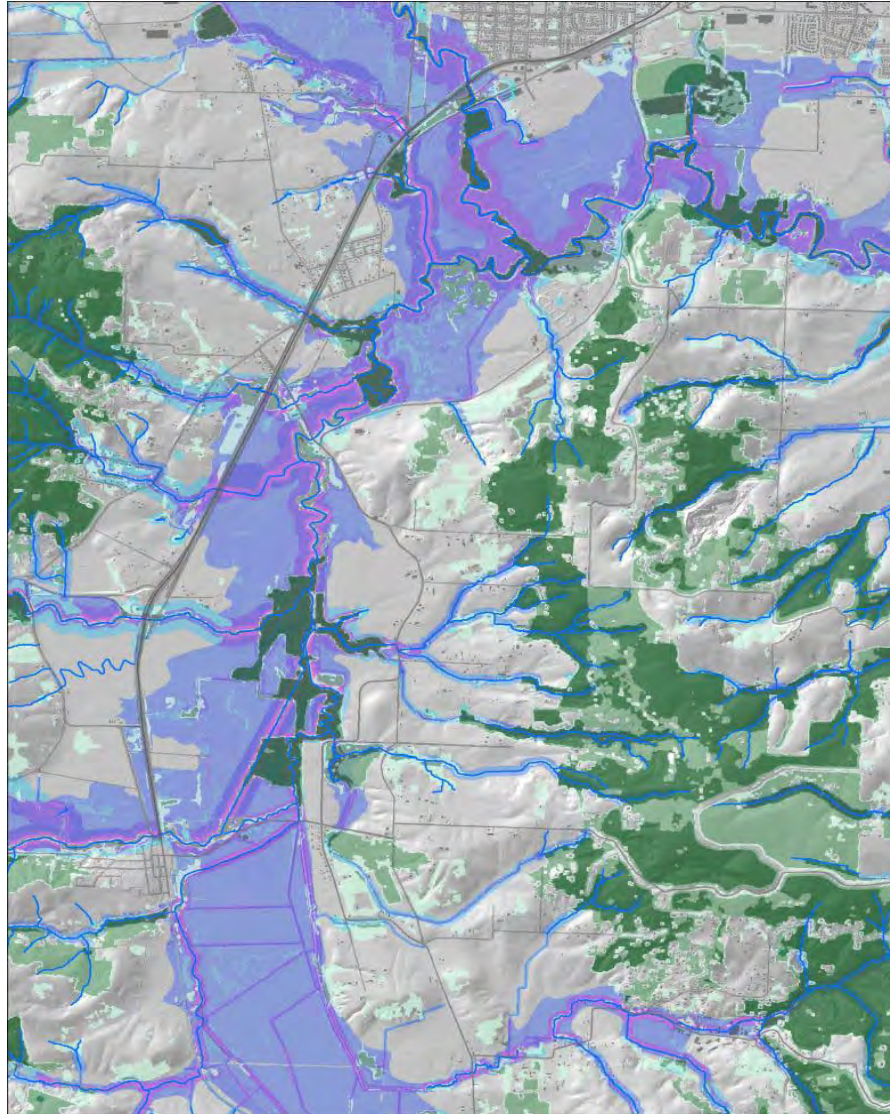
ODFW Conservation opportunity areas



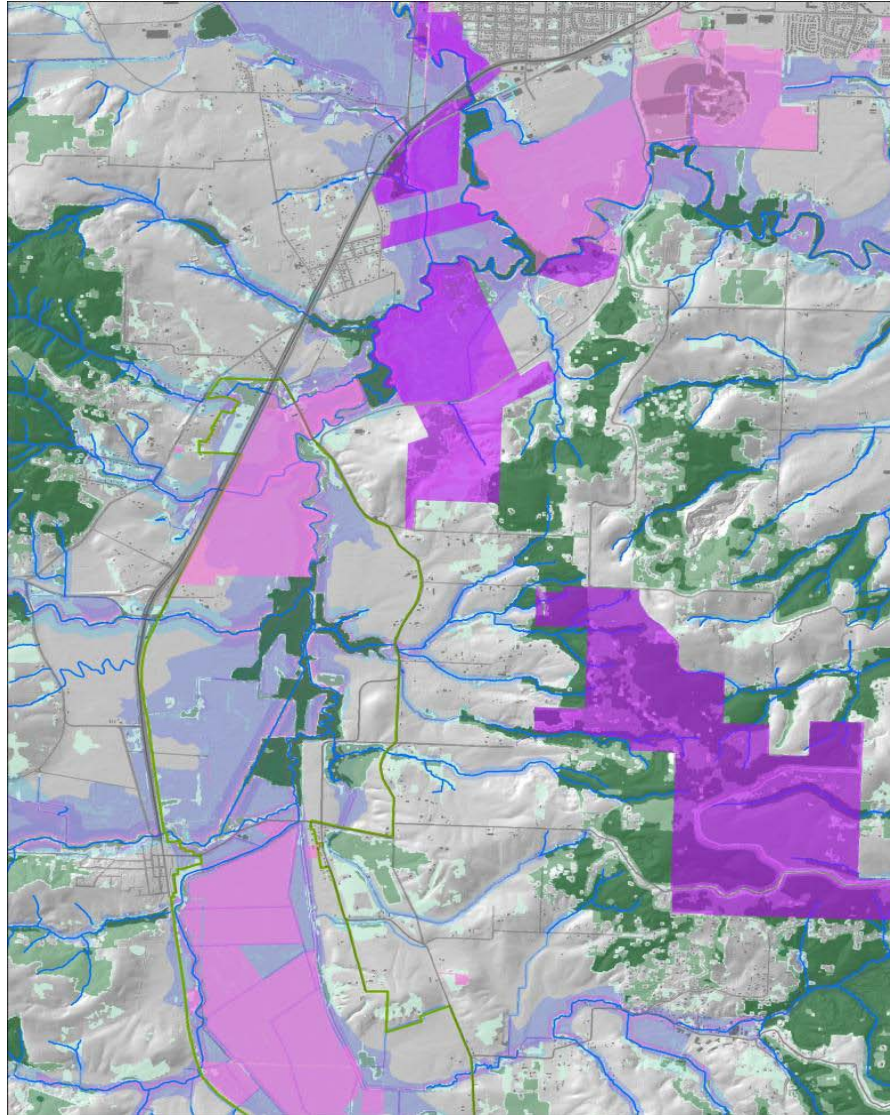
Conservation planning



Conservation planning



Conservation planning



Master Planning the Mt. Scott/Scouter Mt. Trail Loop

DRAFT

Regional Conservation Strategy

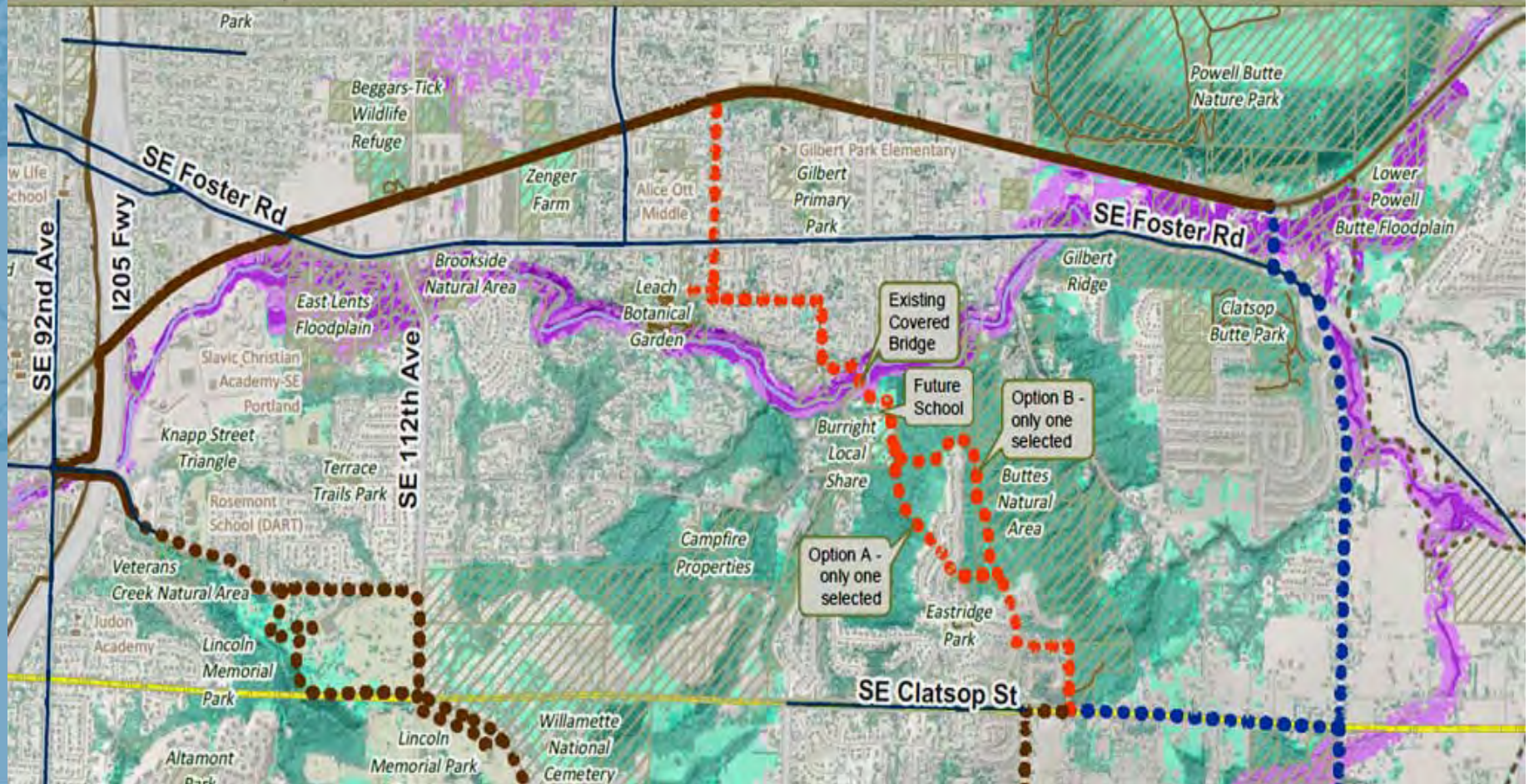
High Value Lands

RCS - Top 20% High Value Lands

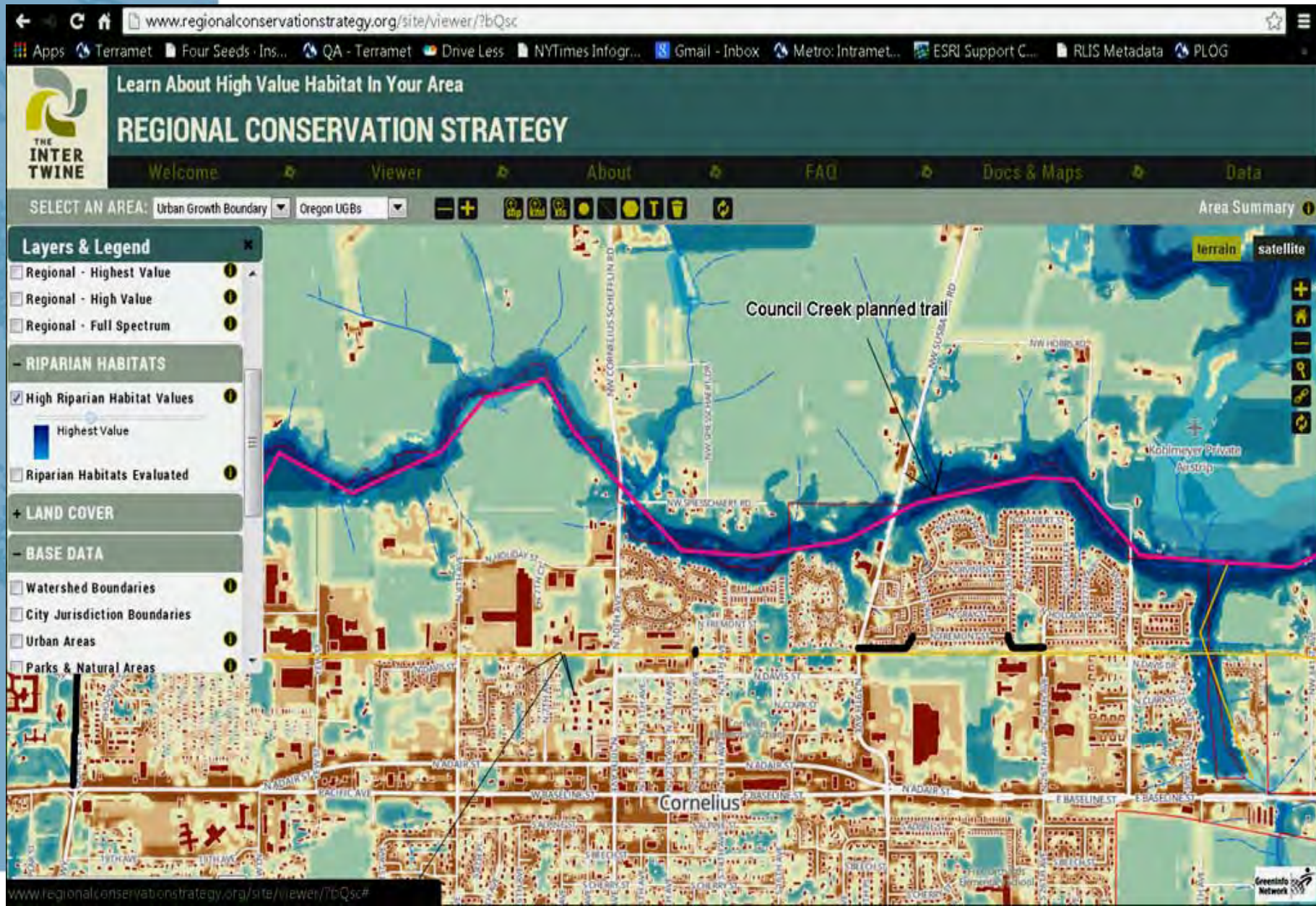
Riparian High Value Lands

RCS - Top 40% high value riparian lands

RCS - Top 20% high value riparian lands



Web Viewer –GIS layers can be overlaid – Council Creek trail entering the master plan stage



Open, restricted or under construction trails

existing or near existing trail 227.76 miles

Conceptual or planned trails 225.75 miles

- No RCS opportunity
124.98 miles (55.4%)
- Trail with a RCS Riparian Habitat Opportunity
48.9 miles (21.7%)
- Trail with a RCS High Value Habitat Opportunity
68.5 miles (30.3%)
- Trail with both a RCS High Value and Riparian Opportunity
37.25 miles (16.5%)

Open, restricted or under construction trails 227.76 miles

- No RCS opportunity
135 miles (59.3%)
- Trail with a RCS Riparian Habitat Opportunity
39.14 miles (17.2%)
- Trail with a RCS High Value Habitat Opportunity
62.99 miles (27.6%)
- Trail with both a RCS High Value and Riparian Opportunity
29.4 miles (12.9%)

FARMS, STREAMS AND FOOD CARTS BY BIKE

TIME: 4-5 hours

COST: \$50 for bike rental, food & drink

ADVENTUROUSNESS: Medium



With friends or family, bike the Springwater Corridor trail from Gresham, through farms and wetlands, back to the Willamette River and downtown Portland. This is a flat and leisurely ten-mile ride with a stop at food carts and a beer garden along the way.

THE ROUTE

Begin your adventure by boarding an eastbound Blue Line MAX train, with your bikes (which you hang on hooks by the doors). Disembark at Gresham Central. **1** Walk back to the west end of the train platform, and turn left to ride south for six blocks on NE Hood Ave. Turn right onto NE 2nd St, then left onto Main Ave. Cross Powell Blvd at the light, and then continue straight south through the park to the Springwater Corridor trail. **2** Turn right onto the trail and relax. Your ride back to Portland will now be nearly car-free.

After a few miles you'll pass a floodplain to your left, with a stream winding through it. **3** This is a deliberate restoration project – it stores water during heavy rains to act as a natural defense against flooding, and the improved habitat supports fish and wildlife.

If you're thirsty, just after Powell



But save your appetite for Cartlandia, a food cart pod with a beer garden (and a restroom) at SE 82nd Ave. After you cross 82nd in the crosswalk, turn left onto the sidewalk and into Cartlandia. **4**

Continuing west on the trail, you'll enter another natural area, home to Chinook salmon and steelhead trout. In 2006, the city took out old channels and dams (which can still be spotted off of footpaths to the right of the trail) and restored the natural floodplain. Now the wetland processes thousands of gallons of water each year, keeping them from entering the sewer system or from flooding downstream.

Further west you'll cross three bridges – the first over railroad tracks, the second over a highway, and the third over a creek. After the third bridge the trail ends with a quick right turn onto SE 19th. Ride north for six blocks, then turn left onto Umatilla, and right onto 15th. Cross Tacoma on 15th, and then turn left onto Spokane. Follow Spokane to the bottom of the hill, go over the railroad tracks and turn right onto the trail. **5**

Watch for osprey, great blue heron and even bald eagles flying above the river, and ducks in the wetlands to your right. When you pass a submarine on your left, your ride is nearly over. Immediately after the path dips under the Hawthorne Bridge, turn right and follow a curving ramp onto the bridge, back to downtown. **6**



Photo: M. Houck

PLACES



CARTLANDIA

SE 82nd Ave at the Springwater Corridor | cartlandia.com
Grab a picnic or have a seat at a variety of food carts and a beer garden.



PORTLAND BICYCLE TOURS

117 NW 2nd Ave
portlandbicycletours.com
Rent bikes for adults and kids by the hour, day or week.



GETTING THERE

BY TRANSIT Blue Line MAX trains will take you to the Gresham Central MAX Station. Plan your trip at trimet.com

What is the Intertwine? The Intertwine is nothing new. It's simply the name we've given to the amazing network of parks, trails and natural areas in the Portland-Vancouver area.



For more Intertwine Adventures like this one, visit theintertwine.org/adventures

PLAY ON THE RIVER IN DOWNTOWN PORTLAND

Photo: J. Greve

TIME: 2-4 hours

COST: \$0 -30, plus food & drink

ADVENTUROUSNESS: Medium



The mighty Willamette River flows through the heart of Portland, under iconic bridges, past parks and wildlife refuges. Below the surface, salmon forge upstream to lay their eggs and huge sturgeon lurk in the deeps.

Rent a kayak and explore Portland's calm waters, or take a walk on the waterfront path. In the springtime you can even arrange a guided fishing trip from a downtown dock.

THE ROUTE

From downtown Portland, walk to Waterfront Park ① and the west end of the Hawthorne Bridge. Cross the bridge to the east bank of the river.

From here, turn left to take a three-mile walking loop over the Steel Bridge back to the park. ② Or turn right for a shorter walk to the Oregon Museum of Science and Industry and its riverside eatery, Theory. ③

Paddling the placid Willamette River could not be easier. Walk to Alder Creek Kayak, just south of the east end of the Hawthorne Bridge, on Water Avenue. You can rent boats and carry or roll them a short distance onto the small dock just south of the bridge. Ask Alder Creek staff to recommend a paddling destination for you.

Once on the water, keep an eye out for osprey and bald eagles diving for fish and circling above. Great blue herons nest in the trees on Ross Island, south of the dock. River otters can be spotted slipping into the water when you approach. In some seasons, paddlers even come upon sea lions eating salmon in the middle of the city!



PLACES



HAIR OF THE DOG BREWERY

61 SE Yamhill Street
hairofthedog.com



PAGE'S NORTHWEST GUIDE SERVICE

503-704-5111
fishingoregon.net



THEORY, AT THE OREGON MUSEUM OF SCIENCE AND INDUSTRY

1945 SE Water Ave
omsi.edu/visit/restaurants



BUNK BAR AND SANDWICHES

1028 SE Water Ave | bunkbar.com



ALDER CREEK KAYAK

1515 SE Water Ave
503-285-1819 | Thurs - Mon
aldercreek.com/about-us/locations/boathouse-store/



Both photos: T. Kjellstrand

GETTING THERE

BY TRANSIT This entire Adventure can be done on foot. To get to downtown Portland, plan a transit trip at trimet.org, or get bicycling or driving directions at maps.google.com



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For more Intertwine Adventures like this one, visit thisintertwine.com

WALK AMONG WATERFOWL AT FERNHILL WETLANDS

Photo: G. Witt

TIME: 2-6 hours

COST: \$10-30 (with Sake flight & lunch)

ADVENTUROUSNESS: Easy



Take a three-mile walking tour of Forest Grove. Explore the Fernhill Wetlands, a stop for migrating birds on the “Pacific Flyway” in fall and spring. Then head to SakeOne for a tasting, and into downtown for local eats.

THE ROUTE

Begin and end this adventure from the Fernhill Wetlands parking lot. ① A trail loops around a mosaic of ponds. ② Several viewing blinds provide cover for bird watching. For years these wetlands were just water treatment ponds that happened to host migrating waterfowl; thanks to restoration, they are now a beautiful natural habitat. On clear days, you’ll catch glimpses of four volcanoes: Mount St. Helens, Mount Hood, Mount Adams and Mount Jefferson.

Next head to SakeOne for a tasting of their hand-crafted sake wines. To get there, walk north on Fern Hill Rd (back towards Forest Grove). Cross Highway 47 and head left on the path (or, if you don’t mind rugged terrain, you can turn left before crossing and walk in the grassy shoulder). ③ Turn left and south at Elm St, and SakeOne is at the corner of 9th Ave.

From SakeOne, walk north on Elm St through a neighborhood of tree-lined streets and hundred-year-old houses. Turn left on 18th Ave, and then turn right to walk north on Birch or Main (depending on where you want to go for lunch).

After exploring downtown, head back to 18th Ave and turn

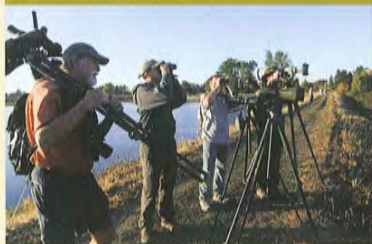
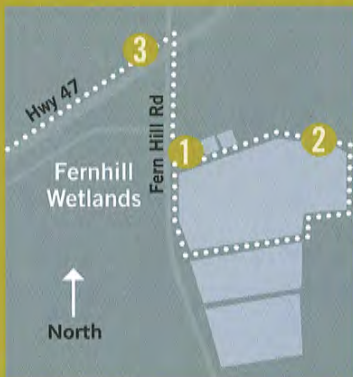


Photo: S. Wantland

PLACES



SAKEONE

820 Elm St
sakeone.com
Sake tastings from
11 am - 5 pm
every day; guided
tours at 1, 2 and
3 pm.



FG SUSHI

1905 Birch St,
at 19th | 503-357-0754
Japanese cuisine rivaling anything found in Portland,
including good vegetarian options.



MAGGIE'S BUNS

2007 21st Ave at Main
Mon - Sat | maggiesbuns.com
A great selection of fresh pastries and entrees made
from scratch.



MCMENAMIN'S GRAND LODGE

3505 Pacific Ave
503-992-9533 | mcmenamins.com/grandlodge
Housed in a restored 1922 Masonic Home, it offers
hotel rooms, dining, a soaking pool, live music in the
old theater and a disc golf course.



GETTING THERE

BY TRANSIT: Plan your trip to the intersection of SW Fern Hill Road and Hwy 47 at trimet.org. From there, walk south to the Wetlands trailhead. Bikes are allowed on trains and buses.

BY CAR: Forest Grove is 25 miles west of Portland. Get driving directions to Fern Hill Wetlands at maps.google.com.

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Photo: Gary Witt



For more Intertwine
Adventures like this one, visit
theintertwine.org/destination

GO FOR A TRAIL RUN IN FOREST PARK

TIME: 1-2 hours

COST: Free, plus transportation

ADVENTUROUSNESS: Medium



Stretch your legs and your lungs on the verdant slopes of Forest Park. Stick to Leif Erickson Drive for flat terrain with a steady incline, or loop back on challenging, winding trails.

THE ROUTE

Just west of downtown, more than 5,000 acres of Douglas fir and Bigleaf maple forest are crisscrossed by 80 miles of dirt trails and gravel roads. From the hillsides you can catch views of the city, the river, bridges and mountains.

Start at the end of Thurman St, at the gate. **1** Run up Leif Erickson Dr, a packed-gravel road. Mile markers on your right tell how far you've run.

For a 2.8 mile trail run, head up the first trail on your left – the Wild Cherry Trail. **2** It climbs and crosses the Wildwood Trail, onto which you turn left. You will pass (but do not turn onto) the Birch Trail to the right and the Aspen Trail to the left. When you reach the next junction, Holman Lane, turn left. You'll come immediately to a gate, and then to a city street, Aspen Ave. Turn left and run back up Aspen Ave to Thurman St, where you started.

For a 6.5 mile trail run, run past the 1 mile marker on Leif Erickson Dr, and head up the next trail to the left, Alder Trail. **3** When it reaches the Wildwood



Photo: T. Suzuki

PLACES



DRAGONFLY COFFEE HOUSE AND BAKERY

2387 NW Thurman
503-224-7888

A great place for hot drinks, pastries, and relaxing with a newspaper.



ST. HONORÉ BAKERY

2335 NW Thurman
sainthonorebakery.com
Exceptional French-style baked goods, entrees, coffee and sweets.



KENNY & ZUKES BAGELWORKS

2376 NW Thurman
kzbagelworks.com

Breakfast and lunch, with great bagels, homemade pastrami and other deli classics.



GETTING THERE

BY TRANSIT Plan your trip at trimet.org. (Note that some #15 buses do not go to Forest Park, so check with the driver before you board.) Get off at the last stop, NW Thurman and Gordon, and run $\frac{1}{4}$ mile further up the hill to the park gate. (The stop ID is 5824; you can text it to TriMet at 27299 when you are finished with your run to find out when the next bus will arrive. Or simply run down Thurman St to coffee or lunch!)

BY CAR A car parking space near the gate can be hard to find; be careful not to block driveways or crosswalks. Get driving directions to 4100 NW Thurman St at maps.google.com

Forest Park is the nation's largest urban forest. Yet it was once slated for development. Lots along Leif Erickson Dr – then an automobile road – were already sold, when a landslide took out the road. Unable to pay for repairs, landowners forfeited the property to the city. After half a century of neglect, local advocates and the city preserved the forest as a public park. Now the challenge for stewards like the Forest Park Conservancy is to fight off invasive species (such as English ivy), add new features (like a single-track mountain bike trail), maintain existing trails and preserve wildlife habitat.

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**TRAVEL
OREGON**

For more Intertwine
Adventures like this one, visit
theintertwine.org/adventures

PADDLE AND WALK AROUND HISTORIC OREGON CITY

Photo: mthoodterritory.com

TIME: 4-8 hours

COST: \$30 plus food & drink

ADVENTUROUSNESS: Medium



Enjoy the sights, sounds and tastes of historic Oregon City from the water and the bluffs. Take an easy kayak trip to the base of roaring Willamette Falls, then walk through town for lunch or a beer over the river.

THE ROUTE

Rent kayaks from ENRG Kayaking in Oregon City. **1** Paddle upstream, underneath the 90-year old Arch Bridge. **2** Ahead you'll see the thundering Willamette Falls. **3** These falls once powered local industries, and a lock allowed boats to move cargo up and down the Willamette Valley. Before the lock and turbines, native peoples harvested abundant salmon and lamprey here using wooden platforms and dip nets.

Return to the marina to drop off your kayak, and then walk into town for more of your adventure. Head to the south (upstream) end of the ENRG parking lot and up the stone staircase. Cross the road and walk one more block away from the river to Main Street. Turn right and walk down Main Street.

At 7th Street, turn left, away from the river, and ride the city elevator **4** up to the top of the bluff for a magnificent view of the falls. Continue your scenic walk by turning right on a footpath along



PLACES



SINGER HILL CAFE

623 7th Street | singerhill.com
Enjoy breakfast, lunch or an afternoon drink and admire the hanging gardens around their patio.



ENRG KAYAKING

1701 Clackamette Drive, in the Sportcraft Marina
503-772-1122
enrgkayaking.com



MI FAMIGLIA WOOD OVEN PIZZERIA

701 Main Street
mi-famiglia.com
A family-run eatery with delicious, made-to-order pizzas.



GETTING THERE

BY BUS Oregon City is a fifty-minute bus ride from downtown Portland. Plan your trip at trimet.org.

BY TRAIN The train trip to Oregon City from Portland's Union Station takes 21 minutes and costs \$4.50 (plus \$5.00 to bring a bicycle). Check schedules at Amtrak.com. From the Oregon City station, turn right onto Washington St and walk about ½ mile south. Turn right on 14th and walk across McLoughlin Blvd, then turn right on the sidewalk to reach the stone staircase down to ENRG Kayaking.

BY CAR Oregon City is a twenty-minute drive south of downtown Portland. Get directions at maps.google.com.

BY BIKE Oregon City is a 1.5 – 2 hour bike ride from downtown Portland. Get directions at maps.google.com and click the bicycle button for a choice of routes.

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**TRAVEL
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theintertwine.org/destinations

CONNECT WITH NATURE AT TUALATIN HILLS PARK

TIME: 3-5 hours

COST: Free, plus food & drink

ADVENTUROUSNESS: Easy



Walk through tranquil woods and wetlands in the remarkable Tualatin Hills Nature Park, then enjoy lunch or dinner in downtown Beaverton. Both are a few steps from MAX light rail and close to downtown Portland.

THE ROUTE

Step off the MAX train at the Merlo Rd station **1** and walk to the west end of the platform (away from downtown Portland). Turn left, cross the train tracks, and walk to the start of the Oak Trail; **2** it is level and paved all the way to the Interpretive Center on the eastern edge of the park.

At the first fork in the trail you can head right to follow the soft-surface Creek Trail, **3** which explores the west side of the park; or you can go left to the Interpretive Center. **4** You're in the heart of suburban Beaverton, yet wildlife abounds: deer, coyote, beaver, owls and many other birds are often spotted.

If you're with children, don't skip the Interpretive Center and its fun interactive exhibits. You can also pick up a trail map, use the restrooms, visit the Nature Store, and borrow a wheelchair.



DINING IN BEAVERTON

All three restaurants are in downtown Beaverton. From the Central Station platform, walk east (towards Portland) to SW Watson.



DECARLI RESTAURANT

4545 SW Watson Ave
decarlirestaurant.com
Walk four blocks south on Watson. A local, seasonal take on Italian cuisine.



BEAVERTON BAKERY

12375 SW Broadway St | beavertonbakery.com
Walk south on Watson to Broadway and turn left. Pastries, cakes and coffee until late afternoon every day!



DU KUH BEE 12590 SW 1st St | 503-643-5388
Walk five blocks south on Watson to 1st St. Warm up with hand-made dumplings and noodles at this no-frills Korean/Chinese restaurant. Open Mon - Sat



GETTING THERE

BY TRANSIT Plan your trip to “Tualatin Hills Nature Park Trailhead” at trimet.org. The train ride takes about 30 minutes from downtown Portland.

BY CAR Get driving directions to the Tualatin Hills Nature Park at maps.google.com. The Park is about a 30 minute drive from downtown Portland.

BY BIKE Bicycling is allowed on paved trails inside the Nature Park (though not on dirt or gravel trails). Take your bike on MAX, or ride all the way. Get directions at maps.google.com, and click the bicycle button. You can also plan a combined bike/transit trip at ride.trimet.org.

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Photo: A. Sawyer



**TRAVEL
OREGON**

For more Intertwine Adventures like this one, visit thetraveloregon.com/adventures

EXPLORE VANCOUVER'S WETLANDS BY BIKE

Photo: M. Houck

TIME: 4-6 hours

COST: \$30 - 50 (with bike rental)

ADVENTUROUSNESS: Medium



Go for a bike ride along the Burnt Bridge Creek trail through woods, wetlands and parks in the heart of Vancouver. Pack a picnic, a bird book, a frisbee and your camera!

THE ROUTE

Begin at the Stewart Glen trailhead at the western end of the trail, ① at NW Fruit Valley Rd and Bernie Dr. You can bike there from downtown Vancouver or drive and park on the street.

Hop on your bikes and meander east on the trail for about two miles. You'll pass over two bridges and come to Hazel Dell Ave. ② Turn right and ride on Hazel Dell for about 800 feet and then look for the trail on the other side of the street. Cross Hazel Dell and follow the trail to a pedestrian bridge ③ over the freeway.

Once over the freeway, turn right; very soon the trail splits again, and you can head left onto the Ellen Davis Trail or right towards Leverich Park ④ to picnic tables, a bridge over the creek, and six more miles of trails along the greenway.

Either return to your car at the trailhead, or bike back to downtown Vancouver using this shortcut: ride west back over the freeway, but turn left when the trail splits just past the overpass. The trail will



SUPPLIES



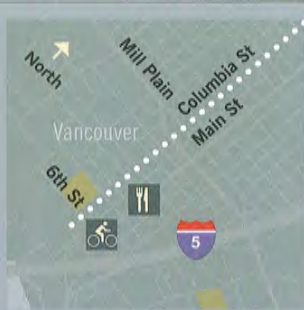
SWEET SPOT SKIRTS

105 W 6th St
360-904-9929
sweetspotskirts.com
Tues - Sun
Rent a 7-speed cruiser
bike for \$30/day.



VANCOUVER FOOD CO-OP

1002 Main Street
360-694-8094
vancouverfood.coop
Tues - Sun
All you'll need for a
picnic . . . and much
more.



GETTING THERE

BY TRANSIT Weekdays, catch an express bus from downtown Portland to Vancouver. Weekends, buses and trains connect between the two cities. Plan your trip at c-tran.com/trip_planner.

BY TRAIN A short train ride and a short walk will get you from downtown Portland to Vancouver. Plan your trip at amtrak.com.

BY CAR Use maps.google.com to get driving directions to Sweet Spot Skirts (for bike rentals, 105 W 6th St, Vancouver) or the trailhead (NW Fruit Valley Rd and Bernie Dr).

BY BIKE Get directions at maps.google.com and click on the bicycle button for a route to the Coop (1002 Main St, Vancouver) or the trailhead (NW Fruit Valley Rd and Bernie Dr).

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Photo: M. Houck



For more Intertwine
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theintertwine.org/education

RIDE BICYCLES ALONG THE WILLAMETTE RIVER

Photo courtesy of bikeportland.org

TIME: 3-5 hours

COST: \$50 for bike rental, food & drink

ADVENTUROUSNESS: Easy



Follow a path along the river, see eagles and osprey soar, ride a Ferris wheel or go roller skating, and then picnic in a park or dine out, minutes from downtown Portland.

THE ROUTE

From downtown Portland, ride to the Eastbank Esplanade path ① along the Willamette River (the Hawthorne, Morrison or Steel Bridges will get you there).

Turn right and ride south past the Oregon Museum of Science and Industry and a submarine. ② Soon the path turns left, ends, and becomes a quiet street. Take the first right off of this street, continue south for two short blocks, and follow the Springwater Trail for a car-free tour along the Willamette River. ③ Keep an eye out for bald eagles, osprey, river otters and Great Blue Herons.

In about a mile the Oaks Bottom wetland will appear to your left. This marsh was a garbage dump slated for industrial development in the 1960s. Twenty years of relentless advocacy by conservationists and neighbors – including a clandestine mission to nail 40 “Wildlife Refuge” signs high on trees –



On your right is the old-fashioned Oaks Amusement Park, with classic rides and a wooden roller skating rink.

Just past Oaks Park turn left onto SE Spokane St. **5** If you turn immediately left again near a small church onto SE 5th, the street becomes a dirt trail through a wooded park. This is a great place for a picnic with a view.

For dinner or a drink, continue east on SE Spokane St for six more blocks to Gino's Restaurant and Bar (hidden under a sign that says "Leipzig Tavern").

PLACES



GINO'S RESTAURANT AND BAR

8051 SE 13th Ave
ginossellwood.com
Dinner or drinks starting
at 4 pm every day.



PEDAL BIKE TOURS

133 SW 2nd Ave
pedalbiketours.com
Rent bikes for adults and
kids by the hour, day or
week.



OAKS AMUSEMENT PARK AND RINK

Oaks Park at the Springwater Corridor
Check hours at oakspark.com/event-calendar or
503-233-5777



NEW SEASONS MARKET

1214 SE Tacoma St
A great place to shop for a picnic.



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Photo: M. Houck



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THE
INTER
TWINE

OUR COMMON GROUND

TRANSPORTATION, JOBS, HEALTH, WEALTH, EDUCATION & ENVIRONMENT. INTERTWINED.

Intertwine Alliance Partners

Sustaining Partner: Clean Water Services • KEEN Footwear • Koch Landscape Architecture • Metro • TriMet • Walker Macy • ***Full partners:*** 40 Mile Loop Land Trust • Audubon Society of Portland • Bike Gallery • City of Forest Grove • City of Lake Oswego • City of Oregon City • City of Portland Bureau of Environmental Services • City of Tigard • City of West Linn Trust • Columbia Slough Watershed Council • Columbia Sportswear • Cycle Oregon • Depave • East Multnomah Soil and Water Conservation District • Ecology in Classrooms and Outdoors • Forest Park Conservancy • Friends of Baltimore Woods • Friends of Clark County • Friends of Marquam Nature Park • Friends of Outdoor School • Friends of Ridgefield National Wildlife Refuge • Friends of The Columbia Gorge • Friends of Trees • Friends of Tryon Creek • Hillsboro Parks and Recreation • Hoyt Arboretum Friends • Johnson Creek Watershed Council • Kaiser Permanente • Lango Hansen Landscape Architects • Leach Botanical Garden • Lower Columbia Estuary Partnership • Mayer/Reed • National Park Service • North Clackamas Parks and Recreation District • Northwest Trail Alliance • npGreenway • OBEC Consulting Engineers • ODS • Oregon Department of Forestry • Oregon Parks and Recreation Department • Oregon Zoo • Parks Foundation of Clark County • Portland Children's Museum • Portland General Electric • Portland Office of Healthy Working Rivers • Port of Portland • Portland Parks and Recreation • Portland Parks Foundation • Remmers Consulting • Rewild Portland • Sauvie Island Conservancy • SOLVE • South Park Unitarian Universalist Fellowship • SWTrails PDX • The Trust for Public Land • ThinkShout • Tualatin Hills Park & Recreation District • Urban Greenspaces Institute • U.S. Fish and Wildlife Service • Vancouver-Clark Parks and Recreation • Columbia Land Trust • Vancouver Watersheds Alliance • West Multnomah Soil and Water Conservation District • Westside Economic Alliance • Willamette Riverkeeper • ***Contributing Partners:*** Alta Planning & Design • Bicycle Transportation Alliance • City of Gresham • City of Wilsonville • Goundwork Portland • GreenWorks • KPFF Consulting Engineers • PBS Engineering and Environmental • Tualatin Riverkeepers • Vigil-Agrimis, Inc.

Thank You

American Forests, American Society of Landscape Architects, The Board of The Intertwine Alliance, City of Portland Bureau of Environmental Services, City of Oregon City, City of Tigard, Clean Water Services District, Confederated Tribes of the Grand Ronde Community of Oregon, East PDX News, Environmental Protection Agency, Frank, Friends of Trees, Greater Portland Pulse, Johnson Creek Watershed Council, KPFF Consulting Engineers, Lower Columbia Estuary Partnership, Metro, Multnomah County, Portland Development Commission, Portland Parks & Recreation, Portland State University Institute for Sustainable Solutions, Ryan Berkley, SERA Architects, Walker Macy, Vancouver-Clark Parks and Recreation, and Urban Greenspaces Institute.

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Production Team

Frank: David Karstad, Aaron Jones, Nonnie Wong, and Ken Langdon
The Intertwine Alliance: Michael Wetter, Ramona DeNies, Emily Hull, and Irene Vlach
Animal illustration by Ryan Berkley



Incorporated in 2011, The Intertwine Alliance is a coalition of 80 prominent organizations who share a common interest in improving health, creating jobs, reducing costs, expanding transportation networks, fostering learning, and keeping our air and water clean. The stories within this report – the first of its kind – show how the partners of The Intertwine Alliance achieve these results through cost-effective investments in natural systems.

The communities of The Intertwine draw national, even international recognition for our forward-

thinking practices. But the future will demand continued leadership. While the following pages chronicle current achievements, our intent is to spark a conversation about the future.

To initiate this discussion, we offer a set of goals that are feasible, yield tremendous benefit, and enjoy broad support. We'll be talking with you about these goals over the coming months, and enlisting your active support to achieve them. The strength of The Intertwine Alliance, all 80 public, private and nonprofit organizations, will be with you.





OUR COMMON GROUND



See Mount Hood? Cross the Columbia? Hike Scouters' Mountain or fish Battle Ground Lake? You're in The Intertwine, and it's making your life better. From health and happiness, to wealth and work. From teaching our children to transporting their parents. The Intertwine is enjoyed by diverse groups of people in wildly different ways. Yet we can all agree on the rich returns of our shared investments. Everyone benefits from salmon in our streams, safer public spaces, clear air to breathe and savings in the bank. We all feel better when nature intertwines with our communities.

**FREE, EASY, & RIGHT
OUTSIDE YOUR DOOR**

The Intertwine isn't just our region's network of parks, trails and natural areas. It's a redefinition of where we live. Instead of two states, six counties, and 32 cities, it's a shared landscape of 2 mountain ranges, five watersheds, innumerable species of plants, trees, and wildlife, and 37 annual inches of cool, clean rain. The Intertwine is an idea that can bring us together. The Intertwine is our Common Ground.

**THEINTERTWINE.ORG
PARKS, TRAILS & NATURAL AREAS**





PHOTO: METRO

THE INTERTWINE IS A STATE OF MIND A CENTURY IN THE MAKING

First envisioned by landscape architect John Charles Olmsted in 1903, generations of our leaders have mapped the economic benefits of our ecological resources.

The area we call The Intertwine is approximately 3,000 square miles — from the North Fork of Clark County’s Lewis River, south to the confluence of the Molalla and Pudding Rivers, east to the foothills of the Cascades and west to the foothills of the Coast Range.

THE INTERTWINE

SPANS

2 6 32

STATES COUNTIES CITIES

serving

2.1 MILLION PEOPLE.

BOASTS

1,250

MILES OF TRAILS

394,969

ACRES

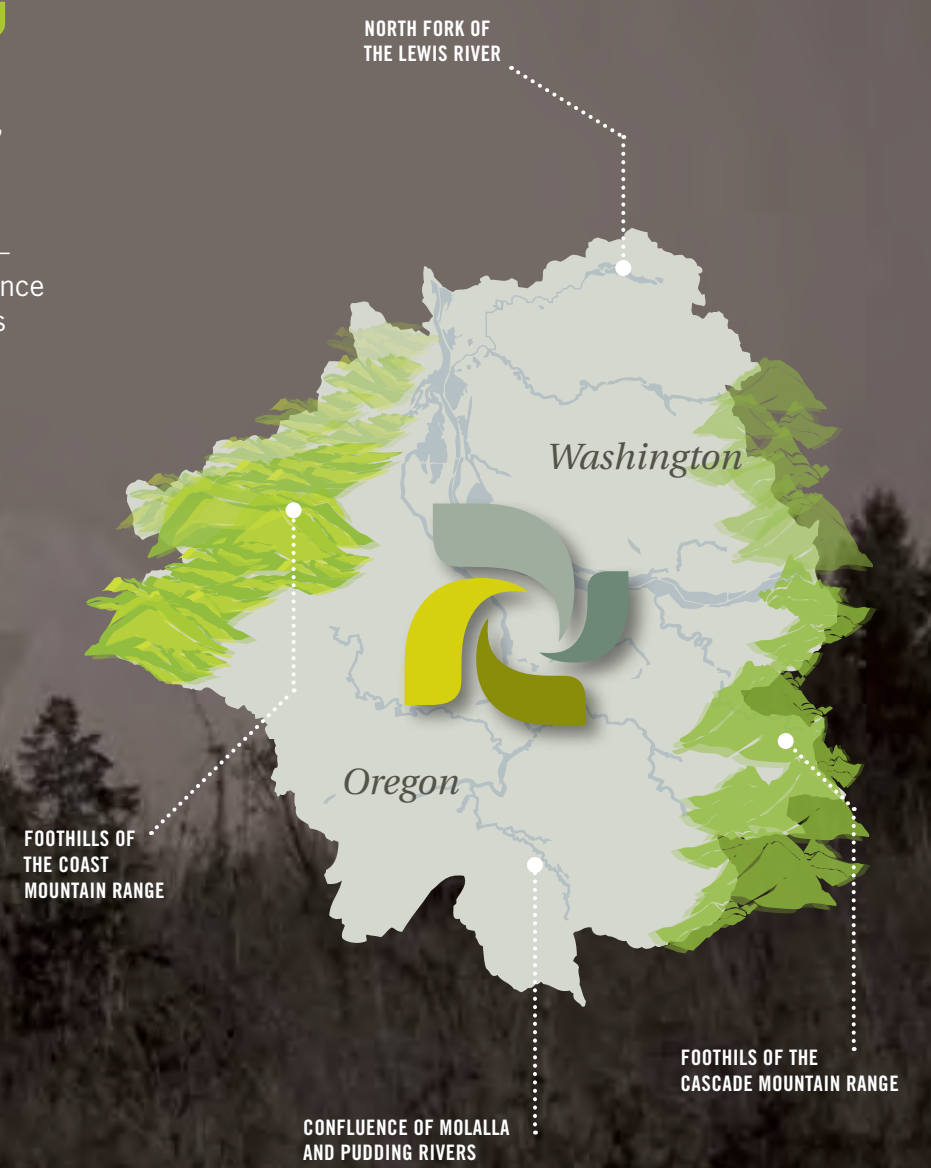
OF PARKS AND NATURAL AREAS.

*The value of The Intertwine’s ecosystem services
has been conservatively placed at*

\$3.3 BILLION.

“Marked economy may also be effected by laying out parkways and parks, so as to embrace streams that carry at times more water than can be taken care of by drain pipes.”

— John Charles Olmsted, 1903



INVESTING IN OUR RESOURCES

Start calculating the benefits derived from the resources of The Intertwine — our parks, trails and natural areas, our urban forests and free-flowing water — and you'll find that no critical infrastructure has a return on investment like nature.



WATER

Waterways and lakes constitute only 3.1 percent of The Intertwine but play an outsized role in providing habitat, recreation, transportation and other services.



TRAILS

1,000+ miles of planned and conceptual trails, added to 1,250 miles of existing urban and rural Intertwine trails, will ensure connectivity to The Intertwine for generations to come.



PARKS

The 2.1 million people that call The Intertwine home have access to over 49,896 acres of parks, including 1,800 acres within the most highly developed urban areas.



NATURAL AREAS

345,073 acres of preserves and restored wilderness area provide habitat for thousands of important species — from pearlshell mussels to the American beaver.



FOREST

54 percent of The Intertwine is tree cover and forested lands, while only 39 percent of our urban areas boast canopy. We can do better.



HEALTH: Just one 40,000 square foot green roof removes 1,600 pounds of airborne particulate matter a year, yielding \$3,024 annually in avoided health care costs.



WEALTH: The value of The Intertwine's ecosystem services has been conservatively placed at \$3.3 billion.



EDUCATION: 60 percent of our children live within a quarter-mile of green space — proven to aid cognition, self-discipline, and emotional well being.



WORK: Generating over 14,000 high-wage jobs, our 800 athletic and outdoor companies represent just one industry sector drawn to The Intertwine for our quality of life and the talent we attract.



TRANSPORTATION: Getting around on The Intertwine's 1,250 miles of bike, pedestrian and water trails keeps us on average 10 pounds trimmer.



ENVIRONMENT: The Intertwine supports more than 16 reptile species, 18 amphibians, 59 butterflies, 72 fish, 219 birds, 250 bees, thousands of invertebrates, and 76 mammals — including us!

*146 quadrillion
drops of water.
Each has their
own story.*

PHOTO: OREGON HISTORICAL SOCIETY

**LIKE RAINDROPS, OUR INDIVIDUAL
INTERTWINE EXPERIENCE IS UNIQUE.
BUT WE CAN ALL AGREE ON IMPROVED
WATER, HEALTH, WORK, AND PLAY.**

Nearly 2 trillion gallons of rain course through The Intertwine each year — enough to sink our entire state in a puddle of water. Water is the element that defines our home, from soggy lawns to the roar of Willamette Falls.

Our story starts with the raindrops that fall within The Intertwine. Each travels a unique path, one shaped by decisions that we make — around our tables, at the park, in meeting halls, and with our votes.

You already know it's wise to protect this elemental resource. But did you know that smart water policy can lower utility bills, raise property values, enrich our cities and employ our citizens?

From stormwater management to natural areas and trees, innovative infrastructure means putting our water to work — making our infrastructure absorbent, planting our streetscapes with green.

Every drop can make a splash. Come with us and we'll show you how.



WATER



COOLER BY NATURE

In 2001, the Oregon Department of Environmental Quality announced that high water temperatures were threatening steelhead habitat along the Tualatin River.

Faced with installing costly, energy-intensive cooling units, Washington County-based public utility Clean Water Services opted for trees — investments now shading the river, stabilizing its banks, providing diverse wildlife habitat, and saving ratepayers more than \$100 million.

“We’ve become experts on the Tualatin River watershed, and are using Mother Nature to replace steel and concrete with better solutions,” said Bill Gaffi, CWS General Manager.

Fast-forward a decade from Oregon DEQ’s mandate, and Washington County residents continue to enjoy low water/sewer utility rates, thanks to natural areas now heavily seeded with native plants: up to 700,000 a year, lining 36 miles of restored stream corridor.

According to Bruce Roll, CWS director of watershed management, the tree project’s total cost — just \$6 million since 2004 — represents a fraction of the chillers’ projected \$150 million price tag, not including heavy annual energy costs and chemical byproducts like phosphorus.

At Beaverton’s Englewood Park — a restored CWS site wedged between business parks and single-family homes — a raindrop now flows into Fanno Creek under 8-year-old Oregon ash and red alder. The new canopy generates shade credits to offset thermal loads from Durham and Rock Creek water treatment facilities, and also supports wildlife like the American beaver, whose ponds trap pollutants and reduce stream temperature swings.

Exploring the creek’s curves under leafy saplings, this raindrop passes Englewood residents on footpath, marveling at their newest neighbors — beavers industriously damming one very cool creek.

Benefits:



HEALTH



WEALTH



ENVIRONMENT

NATIONALLY,
*water-related energy use
(to heat, treat and pump water supplies)
consumes more than*

13% *OF OUR ELECTRICAL
PRODUCTION AT A
COST OF AT LEAST*
\$4 BILLION.

Historic Land Practice

*Since 2004, Clean Water Services
has planted 700,000 native trees
and shrubs a year...*

*...cooling 36 miles
of riparian corridor.*

PHOTO: MIKE HOUCK

DAYLIGHT AND SPRINGWATER

The formidable rains that fall within The Intertwine flow inexorably toward the Willamette and Columbia Rivers. Channeled by our 13 watersheds and sub-basins — from the Lewis in Washington State to the Molalla in Oregon’s Clackamas County — every drop of water is drawn toward this confluence.

Wending through the heart of The Intertwine is Johnson Creek, with headwaters not far from the Cascade foothills. Passing 26 miles through five cities — Gresham, Portland, Milwaukie, Damascus, and Happy Valley — this watershed supports steelhead and cutthroat trout, coho and Chinook salmon, red-legged frogs and pileated woodpeckers.

Johnson Creek hasn’t been this healthy in years. Once shunted down a Depression-era rock-lined channel, this partially urbanized waterway still regularly inundated 475 acres of neighborhood. Meanwhile, manmade degradation saw creek temperatures rise, water quality decline, and fish runs dwindle. In 1998, the entire stream was placed under watch by the Oregon Department of Environmental Quality.

Yet today, a raindrop falling not far from stream headwaters at Southeast 307th in Gresham lands near beds of pearlshell mussels. These long-lived freshwater mollusks indicate returning river health — the result of successful bond measures, neighborhood grants, and years of successful collaboration among citizens across six jurisdictions.

Today, a raindrop rolls down a calmer creek: reconnected to floodplain wetlands, free of invasive species, revisited by coho salmon and river otters. A restored Johnson Creek is simple stormwater management — a natural example of the The Intertwine at work.

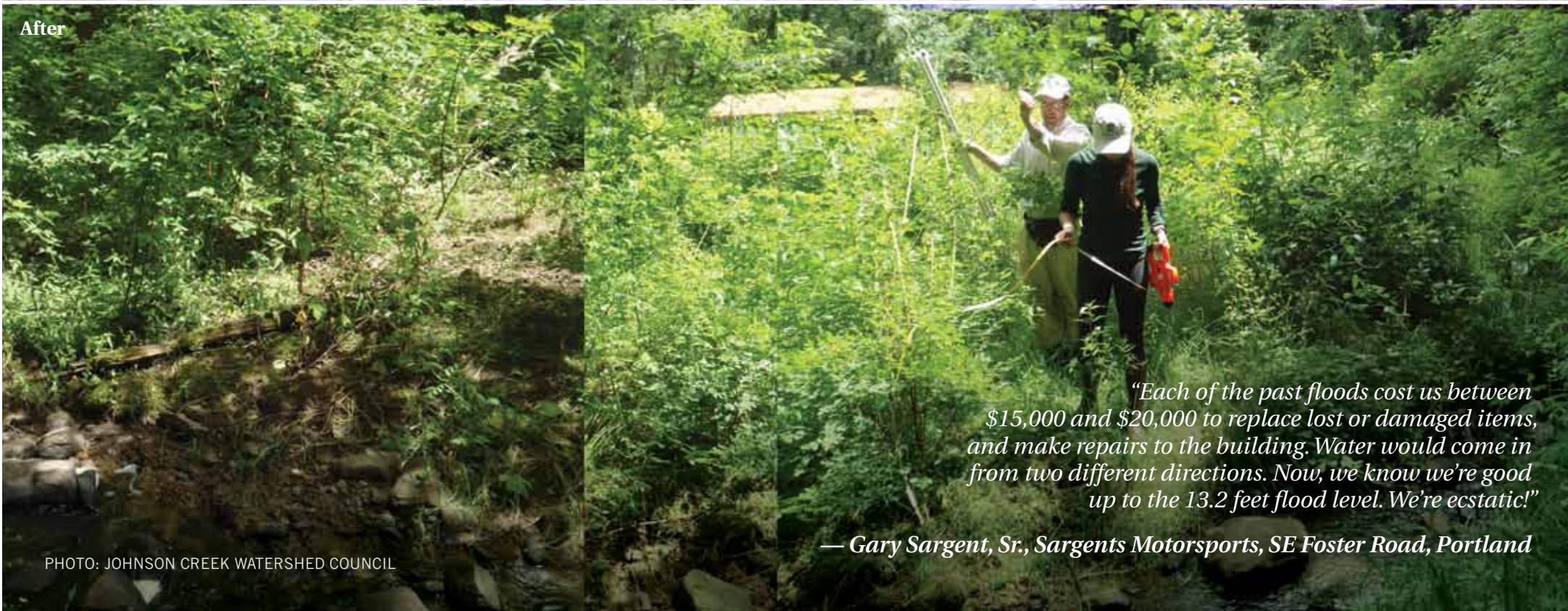


PHOTO: JOHNSON CREEK WATERSHED COUNCIL

“Each of the past floods cost us between \$15,000 and \$20,000 to replace lost or damaged items, and make repairs to the building. Water would come in from two different directions. Now, we know we’re good up to the 13.2 feet flood level. We’re ecstatic!”

— Gary Sargent, Sr., Sargents Motorsports, SE Foster Road, Portland



What is green infrastructure?

“At the scale of a city or county, green infrastructure refers to natural areas that provide habitat, flood protection, cleaner air and water. At the scale of a neighborhood or site, green infrastructure refers to stormwater management systems that mimic nature by soaking up and storing water.”

- EPA

Ecoroofs replace conventional roofing materials with a living, breathing vegetated roof system.

Green streets are vegetated curb extensions, planters, or rain gardens that clean streetside stormwater runoff.

Trees protect watershed health by absorbing rain, preventing erosion, and protecting water quality.

Invasive plant removal improves fish and wildlife habitat, tree cover, and water quality while mitigating fire risk and costs.

Natural area acquisition preserves watershed and floodplain function and prevents landslides and erosion that harm water quality and habitat.

Planting native trees, shrubs, grasses, and wildflowers filters pollutants, cools streams, and provides diverse fish and wildlife habitat.

Did you know...

Each year, The Intertwine's

237,900 IMPERVIOUS
ACRES DISPLACE
240 BILLION
GALLONS OF RAIN.

Watershed health degrades when
total impervious surface exceeds

10%

We're not alone.

In March, Seattle Mayor Mike McGinn
announced the goal to manage

700 MILLION

gallons of Seattle stormwater runoff
with natural drainage systems. He plans
to achieve this goal by 2025.

Once complete, Tabor to the River Program will boast

500 GREEN
STREETS & **3,500** STREET
TREES

But even today, Southeast Portland residents can see the program's progress:

61

ACRES OF INVASIVE
PLANTS REMOVED

32

PRIVATE STORMWATER
FACILITIES,
OF 100 PLANNED

6,000

NATIVE SHRUBS
AND TREES PLANTED
IN NATURAL AREAS

137

GREEN STREET
FACILITIES COMPLETED

660

STREET TREES
PLANTED TO DATE

8,000

FEET OF SEWER PIPE
REPLACED OR REPAIRED,
OF 81,000 FEET PLANNED

Tabor to River's Green
Streets will save City
of Portland ratepayers

\$58,000,000

PHOTO: KPFF CONSULTING ENGINEERS

THE NEW TRICKLE-DOWN ECONOMICS

First, the old math. Heavy rainfall plus 100-year-old combined stormwater/sewer pipes means nasty flooding in Southeast Portland. Solution? Repair and upsize the pipes. Price tag? \$144 million.

Now, the new math. Repair the pipes and install 500 Green Streets. Price tag? \$85 million, with benefits: replenished groundwater; good air quality; protected rivers and streams; calm traffic; improved pedestrian and bicycle safety; urban habitat creation; attractive neighborhoods.

This winning equation is the rationale for Portland's innovative Tabor to the River program. Launched in 2009 to manage stormwater within 1,400 flood-prone acres of the Brooklyn Creek Basin, program work will eventually span 2.3 miles — from the cone of Mount Tabor, west through dense city neighborhoods, to the banks of the Willamette River.

Thanks to early progress, a drop that falls here sees fewer sump pumps, more rain gardens, and a cleaner future.

Benefits:



WEALTH



TRANSPORTATION



ENVIRONMENT

Tabor to the River program,
launched in 2009 to manage
stormwater within 1,400 acres
of the Brooklyn Creek Basin



Fast and Furious

In Portland - Rain City, USA - stormwater management policy counts on 13 miles of new pipes to control once-frequent wastewater spills into rivers and sloughs.

Completed in 2011, the \$1.44 billion Big Pipe is the largest public works project in Portland history. But if not safeguarded, the Big Pipe's capacity could be exceeded before its time.

Landing with a splat on North Portland asphalt, a raindrop chutes past construction and cars — impervious surfaces that testify to our growing population. Slipping through the sewer grate, our drop, slick with mercury and oil, plastics and grease, needs a good scrubbing at the treatment plant before cannoning into the Columbia.

Each year in The Intertwine, over 15 quadrillion raindrops take the fast lane, displaced by our impervious surfaces. In doing so, this water bypasses some innovative, cost-effective ways we're managing our hydropower.

Green Streets clean
90 percent of pollutants
from captured stormwater.

SMART CEILING

A garden grows 10 stories up, a spot of green in the downtown Portland skyline. With its sedums and swaying grasses, the roof of the Hamilton West Apartments invites honeybees and chickadees to a high rise business district.

More than a penthouse picnic spot, this is a working garden, one that retains half the water that lands within its 7,800 square foot catchment area.

A raindrop falls softly here, between succulents and flowers, and sinks into the lightweight substrate of the most closely monitored ecoroof in Portland. Our drop is in good company; the Hamilton retains 768,000 gallons of stormwater a year.

The Hamilton's ecoroof, one of nearly 400 in Portland, reaps the rewards of long-term investment. Over the next 40 years, the Hamilton will reduce annual stormwater runoff by half, lower energy costs for residents, improve local air quality and provide habitat for birds and pollinators. Factor in a lifespan twice that of a conventional roof, and the Hamilton's owner can expect to save \$404,000.

Benefits:

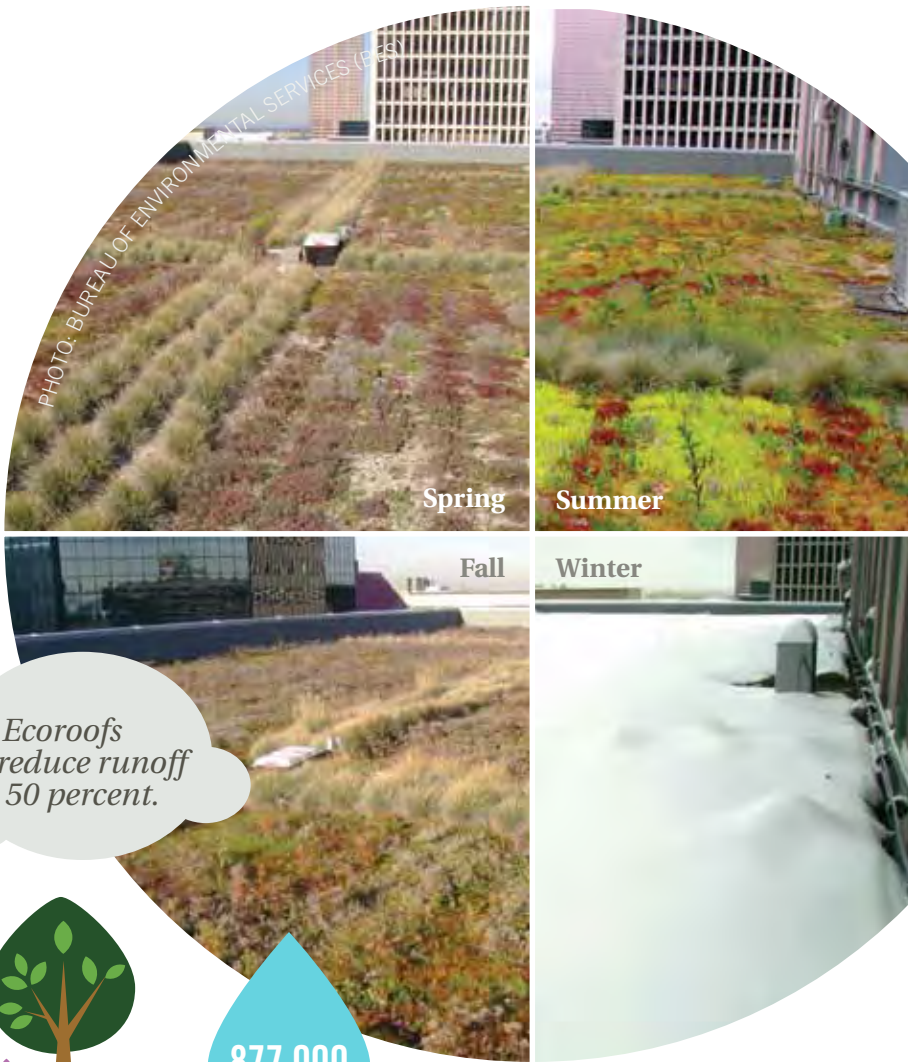


Covering 50% of New York City's flat rooftops with green roofs would result in a city-wide temperature decrease of 1.4°F.

"Banking on Green" ALSA study

Every square foot of Intertwine green roof removes 0.04 pounds of dust and particulate matter from the air.

BES



Ecoroofs can reduce runoff by 50 percent.

407,000 GAL/YR

877,000 GAL/YR

WHAT ARE *Ecosystem Services?*

Ecosystem services are the manifold benefits that people derive from nature.

- | | |
|---------------------------|---|
| Drinking water | Timber, wood fuel, natural gas and oils |
| Medicine | |
| Pollination | Plant-based clothing and other materials |
| Decomposition | Carbon storage and climate regulation |
| Water purification | |
| Recreation | Culture, knowledge, nature-borne creativity |
| Erosion and flood control | |

"Lacking a formal market, these natural assets are traditionally absent from society's balance sheet; their critical contributions are often overlooked in public, corporate, and individual decision-making."

— USDA Forest Service

An aerial photograph of a river winding through a landscape of dense forests and open fields. The river flows from the upper left towards the lower right, with several smaller tributaries branching off. The surrounding land is a mix of dark, wooded areas and lighter, open fields. The overall tone is warm and natural.

NATURAL AREAS



WILDBLUFF: THE WAY WE LIVED

200 years ago, the idea of a “natural area” might have sounded odd to tribal members taking in the wooded expanse of The Intertwine from the heights of Canemah Bluff.

It was a popular view. Within view of thundering Willamette Falls, Canemah annually hosted between 30,000 and 60,000 members of various tribes, negotiating for fishing rights, visiting relatives and trading for goods from throughout the region. Canoe loads of camas bulbs would come to the Clow-we-wal-la village of Canemah from the Willamette Valley Kalapuya tribes — camas that still colors this bluff blue each spring.

Ceded to the U.S. government in 1854 by the Tumwata Band of the Clow-we-wal-la People, the bluff witnessed the rapid industrial-ization of Oregon City — from railroad lines and sternwheelers to the sawmills powered by the falls. In the process, Canemah lost much evidence of its past — along with vital habitat for native white oaks and Pacific madrones.

Now encircled by development, Canemah gives meaning to the phrase “natural area.” For two decades, Metro has bought chunks along the bluff, acquiring the missing link in January 2013 — a 22-acre parcel stitching together 330 acres of publicly-owned wilderness in the city. Today, Canemah Bluff is the last relatively undisturbed traditional ecological landscape along this now urban ridgeline.

“With its cultural history, its rich forest, the view of the river, Canemah truly is a unique site, and we want it restored and protected,” said Jim Desmond, director of the regional agency’s Sustainability Center.

And that green we see today, gazing out from the bluff and across The Intertwine? That’s our investment in the future, inspired by the past.

Benefits:



PHOTO: OREGON HISTORICAL SOCIETY



PHOTO: THE TRUST FOR PUBLIC LAND



PHOTO: METRO



PHOTO: MIKE HOUCK

Natural areas comprise 19 percent of The Intertwine, yet no dedicated funding source exists to protect this investment through restoration and upkeep.

URBAN WILD

In 2012, the City of Tigard dedicated 48 urban acres at the confluence of Fanno and Summer Creeks to former Mayor Craig Dirksen, an active proponent of open space. Bordered by Fowler Middle School, plans for the new Dirksen Nature Park – the city’s largest natural area – include an environmental education center, children’s nature play area, community gardens and oak savannah habitat restoration.



A BETTER BRIDGE

To hike from Johnson Creek home to picnic on the ecoroof of Hamilton West, let's face it: we're going to have to cross a bridge.

The opposite of pervious, concrete bridges like the 87-year-old Sellwood jettison their untreated stormwater into the river below. So enter in a magical confluence for a dirty drop poised on the truss: an old marina, new bridge construction, creative landscape architects and collaborative public agencies.

In 2011, Multnomah County had a brainstorm while budgeting to replace the aging Sellwood bridge. Why not buy Staff Jennings Marina, a degraded boat ramp on the bridge's west side, and put it to double use — first as a staging area for construction, and later, into a natural area to manage the new bridge's stormwater?

Landscape architecture firm Walker Macy drew up the plans, calling for stormwater swales, trails, native plants, picnic spots and kayak tie-ups. Factoring in the costs of acquisition, demolition and landscape remediation, the County estimates the new natural area will represent just one percent the total bridge budget — yet save the project \$30-40 million for a ten-fold return on investment.

Factor in the future natural area's contiguity with Portland Parks and Recreation's plans for an adjacent westside park, and rain falling on the future Sellwood bridge in 2015 — when swale construction is set to begin — will benefit from an unprecedented collaboration between county transportation and city parks.

Now



SOURCE: WALKER MACY

Restoring Natural Areas

SOURCE: GREEN SEATTLE PARTNERSHIP

If natural areas are not restored



Present

Forested natural areas are dominated by deciduous trees, mainly big-leaf maples and alders, nearing the end of their life. After decades of neglect, non-native invasive plants such as English ivy and wild clematis, cover the ground and grow up into the tree canopy.

In 20 Years

Invasive plants outcompete and grow over existing native vegetation, blocking the sunlight plants and trees need to thrive. English ivy now dominates the tree canopy, making the trees weak, top heavy and susceptible to windfall. Eventually, trees die or fall over.

In 50 Years

The trees are gone. Only a few native shrubs struggle to survive the stress of competition with invasive plants.

In 100 Years

The forest is destroyed. Native trees can no longer establish on their own. We are left with a dense "ivy desert."
Very few plant species can live, and forest biodiversity is gone. Such conditions provide homes for rats and scarce habitat for more desirable urban wildlife.

If natural areas are restored



Present

Forested natural areas are dominated by deciduous trees, mainly big-leaf maples and alders, nearing the end of their life. After decades of neglect, non-native invasive plants such as English ivy are smothering native vegetation and weakening native trees.

In 20 Years

Through restoration efforts and long-term maintenance, the non-native plants are removed. Native groundcovers, shrubs and evergreen trees such as Douglas firs and Western red cedars and hemlocks are planted.

In 50 Years

As the evergreen trees grow, they shade out sun-loving invasive plants such as blackberry. Native understory plants thrive.

In 100 Years

With continued stewardship, the maturing forest requires less care and provides greater benefits to the city.

TREES



HOME RUN AT HOCKINSON

Splat! A raindrop hits a child's baseball bat as she takes a swing on the diamond at Hockinson Meadows in Vancouver.

This drop flies across stormwater-filtering turf grass framing tee-ball innings and soccer matches, past picnic shelters and parking area infiltration trenches, sinking at last into the wetlands that encircle this new 240-acre community park.

Between mud slicks and puddles, it's a bummer when kids have to take a raincheck on outdoor fun. But thanks to a city-maintained perimeter of natural area, our drop gets benched by a giant cottonwood — a working tree whose cost-efficient stormwater management allowed this popular park to grow.

Vancouver-Clark Parks and Recreation deemed municipal stormwater systems and detention ponds impracticable for this popular sport park, nestled within the Lacamas Creek watershed. So instead, the parks agency invested in its wetlands.

It was a natural choice; restoring the disturbed ecosystem mitigated the expansion project's increased runoff costs from new parking and athletic fields.

So thanks to our cottonwood, local Little League can really go to bat — on eight new, well-drained, sand-based turf athletic fields.



The expansion of
**Hockinson Meadows
Community Park**
created
80 JOBS.

A FOREST GROWS ON I-205

Freeways aren't usually this pretty. For 16 miles alongside Interstate 205, from the Columbia River in North Portland south to the city of Gladstone, a multi-use path winds between homes, light rail, and 5,000 young trees.

This forest — planted over four years by the Oregon Department of Transportation, East Multnomah Soil & Water Conservation District, Metro, and 1,800 Friends of Trees volunteers — reflects the innovative new tree thinking taking root in The Intertwine.

“This is the first time ODOT has done a project like this, where trees have been considered a capital asset similar to pavement and lightposts,” said Friends of Trees Executive Director Scott Fogarty.

Intended to improve neighborhood livability, encourage path use, manage stormwater, and increase environmental equity among communities, the award-winning I-205 project is already making life better for residents: scrubbing their air, filtering their stormwater, raising their property values.

And don't forget community. Said Antonio Askew, 19, pointing to freshly planted trees along the path: “like if I have kids, I can tell them, ‘Hey, I helped with that.’”

Benefits:



TRANSPORTATION



HEALTH



ENVIRONMENT

“One percent of all transportation dollars should go to greening roadways across the state. That way, in the future, when carbon is commodified, Oregon will have a plethora of trees sequestering carbon.”

- **Scott Fogarty,**
Executive Director, Friends of Trees



Planting an Asset

Street trees add an average of \$7,000 to the value of their associated homes.

Properly placed trees can save 20-50% in energy used for heating.

Trees are proven traffic calmers and crime deterrents.

Our street and park trees offer a \$3.80 return on every dollar invested.

Portland's urban canopy saves the city about \$36 million in stormwater processing costs.



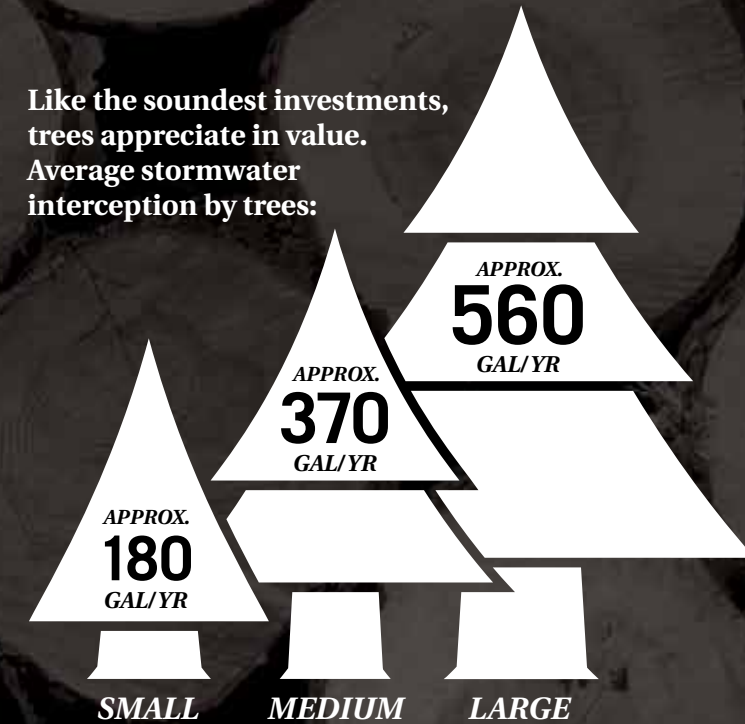
A little something about the trees...

*Each year, just
18,000 trees
planted by
Friends of Trees*

Remove 3.24 million
pounds of air pollutants.

Intercept nearly
43 million gallons
of rainwater.

Like the soundest investments,
trees appreciate in value.
Average stormwater
interception by trees:



Study in a natural setting,
especially in the very young,
is proven to aid cognition,
reduce symptoms of attention
deficit disorder, and increase
self-discipline and emotional
well being.



CLASS UNDER COTTONWOODS

The Columbia River is the heart of The Intertwine: where we say goodbye to the drop we met in Englewood Park; where stormwater exits, free of grime, after channeled through the Big Pipe; where the aerated flows off Willamette Falls mix calmly at the confluence.

Upriver at Steigerwald Lake National Wildlife Refuge — The Intertwine's eastern gateway — Gibbons Creek cuts a wide swath into the Columbia over 1,049 acres of wildlife-rich floodplain habitat. Attracting upwards of 100,000 visitors annually, the refuge is home to rich bird life: from martins and geese to herons and raptors.

When high water temperatures and lost vegetation began to threaten the health of Gibbons Creek, the Lower Columbia Estuary Partnership took action at the Refuge. Drawing on students and volunteers to plant over 13,500 native trees and shrubs to cool the creek, the Estuary Partnership also capitalized on community involvement to cultivate a new generation of stewards.

Launched in 2000, the Estuary Partnership's innovative education program schools students before heading outdoors to plant; each receiving up to four classroom lessons on topics such as bird identification, river food webs, and Native American plant use.

With new canopy above and curious students beside, our last drop takes time to enjoy life in The Intertwine, eddying slowly through Steigerwald to meet the Columbia.



Before

PHOTO: LOWER COLUMBIA
ESTUARY PARTNERSHIP



After



PHOTO: FRIENDS OF TREES

AN INTERTWINE CHALLENGE

This year The Intertwine Alliance offers the following challenges to residents and leaders of our region.

Water. We're on the nation's leading edge of innovative stormwater management, yet we will continue to face choices about whether to invest in pipes or in natural systems. **We challenge** our municipalities and utilities to increase the percentage of stormwater managed through green infrastructure.

Natural Areas. With much of The Intertwine's most stunning and precious natural areas now held in public trust, this is the time to restore these lands and ensure their long-term care. **We challenge** our residents and elected

leaders to establish a permanent funding source to protect our natural area investments.

Trees. Thanks to the dedicated work of our partners, we understand the tremendous economic, social, and environmental value of our trees. Now we can capitalize on this knowledge by planting more of these incredible assets — as well as caring for the trees in our own backyards. **We challenge** every government within The Intertwine to develop a plan to increase canopy cover.

Over the next weeks and months, we'll be asking our region's elected and civic leaders to help lead this agenda. Choose your challenge and we're ready to help — because watershed wide, from Coast Range to Cascades, we're all in this together.



THE INTERTWINE IS OUR COMMON GROUND.



OUR COMMON GROUND



Planning and development Grants

Supporting development of jobs
and safe and vibrant communities

Metro's Community Development and Planning Grants support planning projects that enable great communities to develop and thrive. The grants are awarded to local governments to pay for planning activities in targeted areas that will support development for future housing and jobs. The grants leverage some in-kind local contributions.

Funding for the grants comes from a regional excise tax on construction permits. The tax is assessed at 0.12 percent of the value of the improvements for which a permit is sought, unless the project qualifies for an exemption. Since its inception in 2006, the tax has raised more than \$10 million to support planning in new and growing communities.



“Hillsboro has many exciting redevelopment opportunities in and around its downtown and Tanasbourne/AmberGlen Regional Centers. The funding provided by Metro’s Community Development and Planning Grants program supports our city’s efforts to create vibrant centers and commercial areas that attract new development while preserving the historic character of our communities.”

Jerry Willey
Mayor of Hillsboro

“Metro’s Community Development and Planning Grants help local communities put their plans into action more quickly and support redevelopment needed to sustain economic activity.”

Chris Smith
Member, Portland Planning and Sustainability Commission



How the grants are used by cities and counties

Metro has awarded grants in two cycles since 2007.

The first cycle of grants paid for planning only in new areas brought into the region's urban growth boundary between 2002 and 2005. These grants enabled the recipient local governments to undertake the required planning and eventual adoption of the new urban areas into their comprehensive plans and development codes.

The second cycle of grants were awarded in 2010 to fund planning and development projects in 17 areas that further support development in important town and regional centers, transportation corridors and employment areas. These projects were chosen based on their expected abilities to result in on-the-ground development within five years, leverage additional financial and in-kind resources to match Metro's investment, demonstrate best practices in planning and development, and achieve regionally significant outcomes that support the 2040 Growth Concept.

Grant cycles	Project type	Start	Total Grant Award	Expended as of May 2012
1	Focused on Concept Planning for areas added to the UGB between 2002 and 2005	FY 2006-2007	\$6.3 Million	\$5 million
2	Focused on community and economic development inside the UGB	FY 2009-2010	\$3.7 million	\$754,000

The third cycle of grants will be awarded in 2013.

These grants are intended for community and economic development inside the UGB and up to 50 percent for new urban areas and urban reserves.

Grant cycle	Project type	Start	To be awarded
3	Focused on community and economic development inside the UGB, along with planning for new urban area and urban reserves	FY 2012-2013	\$3.7 million anticipated funding

Planning for new communities



Beaverton

Planning of portion of Bull Mountain area

\$3,750

This grant paid for Beaverton's portion of the planning responsibilities for an area brought into the urban growth boundary in 2002 near the unincorporated community of Bull Mountain. The city adopted a plan and code language for this small area to help support the adjacent Murray Scholls Town Center.

Clackamas County

Development of Damascus/Boring Concept Plan

\$202,701

This grant reimbursed Clackamas County for a portion of the cost of developing the Damascus/Boring Concept plan. This concept plan was accepted by the Metro Council in 2006 and helped guide comprehensive land use planning in the cities of Damascus and Happy Valley and other nearby areas brought into the urban growth boundary in 2002. The cities of Gresham and Happy Valley also participated in the development of the concept plan.

Damascus

Comprehensive planning for the city

\$524,724

The community of Damascus was brought into the urban growth boundary in 2002 and its residents voted in 2004 to incorporate as a new city. The comprehensive plan for the new city, which is not yet complete, will identify land uses, a transportation network, development codes, future parks and other public structures that will support economic growth and new housing in this community.

Forest Grove

Planning for North Forest Grove area

\$8,422

This plan covers 60 acres north of the City of Forest Grove that was added to the urban growth boundary in 2002 to provide for additional housing and improved east-west transportation connections. The comprehensive plan and zoning have been completed, and the area has been annexed to the City in preparation for development.

Gresham

Kelly Creek Headwaters Urbanization Plan

\$90,000

This plan covers 220 acres and is the city's portion of the Boring/Damascus Concept Plan. The plan has been completed, with 25 percent of the area annexed into the city and zoned for residential uses, and another 75 percent awaiting annexation and final city zoning.

Happy Valley

East Happy Valley Comprehensive Plan

\$168,631

Metro's grant funds supported the development of a comprehensive plan for a 2,100-acre area added to the urban growth boundary in 2002 and part of the larger Boring/Damascus Concept Plan area. The East Happy Valley Comprehensive Plan was completed in 2009 and most of this area has been annexed to the City of Happy Valley and zoning is completed so development can begin.



Hillsboro

Planning for a portion of the South Hillsboro Concept Plan area
\$157,500

This grant supported planning for two areas (known as Areas 69 and 71) that were added to the urban growth boundary in 2002 and were included as a portion of a larger South Hillsboro Concept Plan area. The remaining portion of the concept plan area was added to the urban growth boundary in 2011 and funding for this larger area was provided through private sources, the City of Hillsboro and Washington County. The concept plan for the larger 1,063-acre area was completed in June 2012. This area, which awaits annexation to the city and the completion of a comprehensive plan and zoning, is expected to accommodate more than 12,000 new housing units.

Multnomah County

Planning for Bonny Slope area
\$202,500

The Bonny Slope area, in unincorporated Multnomah County near Forest Heights, was brought into the urban growth boundary in 2002 for new housing. Multnomah County is responsible for completing the planning in this area.

Oregon City

Park Place Concept Plan
\$292,500

This area, 270 acres in size, was added to the urban growth boundary in 2002 to accommodate future housing east of Oregon City. The concept plan for this area is complete, but the area has not yet been annexed and awaits final zoning. The city took the opportunity to include an additional 180 acres of adjacent Clackamas County unincorporated land into the planning effort.

Sherwood

Northwest Sherwood Plan
\$15,524

This 88-acre area was added to the urban growth boundary in 2002 for a new residential neighborhood. The concept and comprehensive plans have been adopted and a new elementary school has already been constructed and is in use in this area.

Sherwood

Brookman Road Concept Plan
\$153,000

Metro grant funds helped the City of Sherwood complete planning for this 240-acre residential area south of the city that was added to the urban growth boundary in 2002. The plan is adopted and the area is awaiting annexation to the city and final zoning.

Washington County

North Bethany Community Plan
\$1,170,000

The North Bethany area was brought into the urban growth boundary in 2002 to provide for a new and more complete residential community that better integrates urban services and amenities and provides for a diverse range of housing options. Washington County completed the planning and zoning for the 804-acre area in 2012.

Washington County/ Tigard

West Bull Mountain Concept Plan and River Terrace Plan
\$670,500

The funding from the Metro grant covers planning for a 468-acre area west of Tigard that was added to the urban growth boundary in 2002. This area is intended to provide a wide range of housing options. The concept plan is mostly complete, and it is anticipated that the City of Tigard will finish the planning and complete the zoning for this area within the next two years. The city has annexed over half of the area.

North Bethany Plan Area

The 800-acre North Bethany area was included in the urban growth boundary in 2002 to provide for anticipated population growth in northern Washington County. Due in part to a lack of dedicated funding, conceptual planning for North Bethany did not begin immediately upon its inclusion in the urban growth boundary.

Metro's community planning and development grant provided funding for the planning work needed to facilitate future development in North Bethany and other areas recently added to the urban growth boundary. In 2007, Metro provided a \$1.17 million grant to Washington County to initiate North Bethany planning.

The North Bethany Subarea Plan, which is part of the broader Bethany Community Plan, was developed over a multi-year period. Washington County worked with the public, various consultants, a technical advisory committee and a stakeholder work group to develop the plan. Through this effort, the county and its stakeholders established a vision and framework for development in the area.

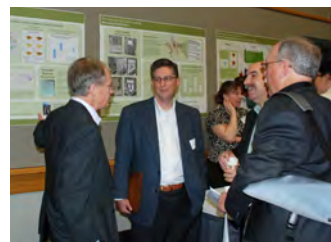
While envisioned as a "Community of Distinction," North Bethany is also intended to complement the existing housing and services in the nearby Bethany Town Center and to integrate with Portland Community College's Rock Creek Campus, which is part of the North Bethany planning area. North Bethany has been planned as a complete community with a vision that incorporates:

- high standards for integrating comprehensive plans for urban services such as parks and stormwater management
- a comprehensive design approach that integrates neighborhoods with open space
- a variety of housing choices for a range of affordability levels
- community design features and focal points—such as civic spaces, parks, small neighborhood commercial sites and schools—that are connected to one another, to adjacent points of interest, and to neighborhoods using a variety of transportation options.



Design goals for this community include:

- integrating the North Bethany community into the larger, existing Bethany community
- distinguishing North Bethany by its variety of housing choices – including affordable options, walkable streets, nearby schools, community gathering places, variety of green spaces and natural areas, and family-friendly character
- integrating a coordinated system of parks, trails, natural areas and water quality facilities into the community
- providing multiple transportation options – walking, bicycling, driving and use of transit – that are connected and integrated within North Bethany and with the larger transportation system
- providing for the long-term livability of the area, including considerations for future growth.



The foundation elements of the North Bethany Subarea Plan were completed and adopted by the Washington County Board of Commissioners in 2010, with additional refinements in 2011 and 2012. Service

district annexations are pending in the area, and the first development pre-application meeting was held in July 2012. It is anticipated that development will begin in earnest in 2013. Development in the North Bethany plan area is anticipated to take place in multiple phases over the next 30 years.

Corridor plans



Portland

Barbur Corridor
Concept Plan

\$700,000

This project is engaging communities in Southwest Portland to create a concept plan for the corridor that:

- identifies community focus areas with the greatest development and placemaking opportunities and potential transit station areas
- develops a vision for Barbur Blvd. that supports community-identified goals
- links community visions for development and placemaking, watershed health and investment strategies.

The city is committing \$330,516 in matching funds for this concept plan. As of summer 2012, the city has worked with the community to define goals and objectives for the Barbur Corridor, has identified community focus areas, held a community workshop to define alternatives for each focus area, and is on track to evaluate alternatives and define preferred land use scenarios in the fall. The city also committed additional funds to add the Kelly focus area at the northern end of Barbur Boulevard to the study.

This project complements the work of the current Southwest Corridor Plan, in which the 13 project partners are defining a set of land use, transportation and community building investments and strategies that best achieve local and regional goals and develop an action plan for local

and regional agreements to implement the vision. The Southwest Corridor Plan will integrate affordable housing, parks, green infrastructure, economic development, and public health into land use and transportation decisions.

Tualatin

Linking Tualatin
(Highway 99W Corridor Plan)

\$181,000

This grant supports a city-wide process to support employment growth and community building in targeted focus areas with investments in a full range of transportation projects, including high capacity transit and local transit service to support employers. This project enables the city to prepare a land use plan for the city, including the Highway 99W corridor. The plan will facilitate the

redevelopment of industrial, commercial and residential uses to achieve a vibrant community while balancing the conflicting demands of vehicular mobility and continuous-flow operation with pedestrian and bicycle safety and transit access. An additional \$33,200 in matching funds will be provided by the city.

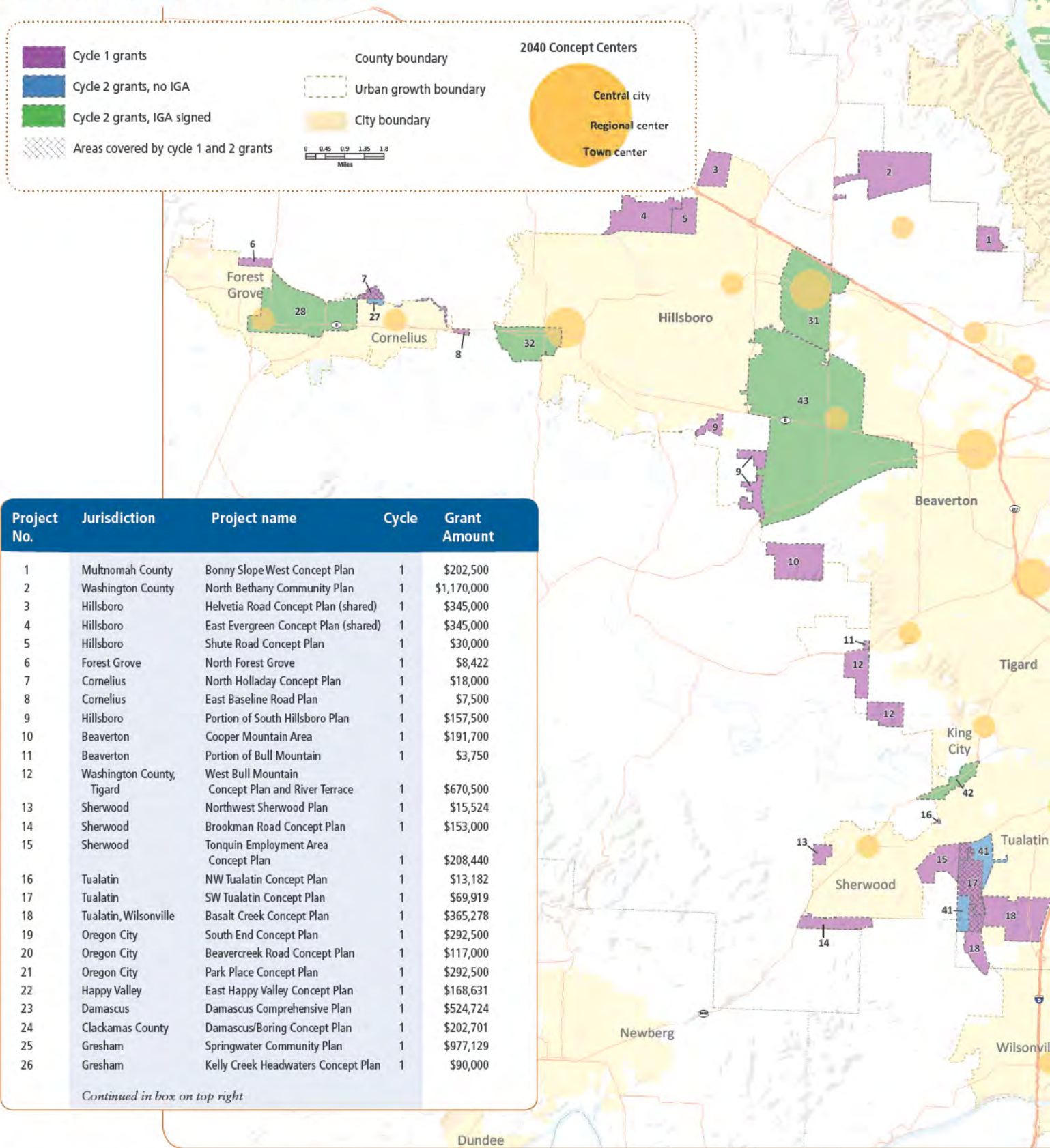
As of summer 2012, the city has worked to engage the community through an advisory group as well as through community workshops. They have defined goals and objectives for Linking Tualatin, developed and evaluated alternative scenarios for community focus areas, and are currently on track to define preferred alternatives in the fall.

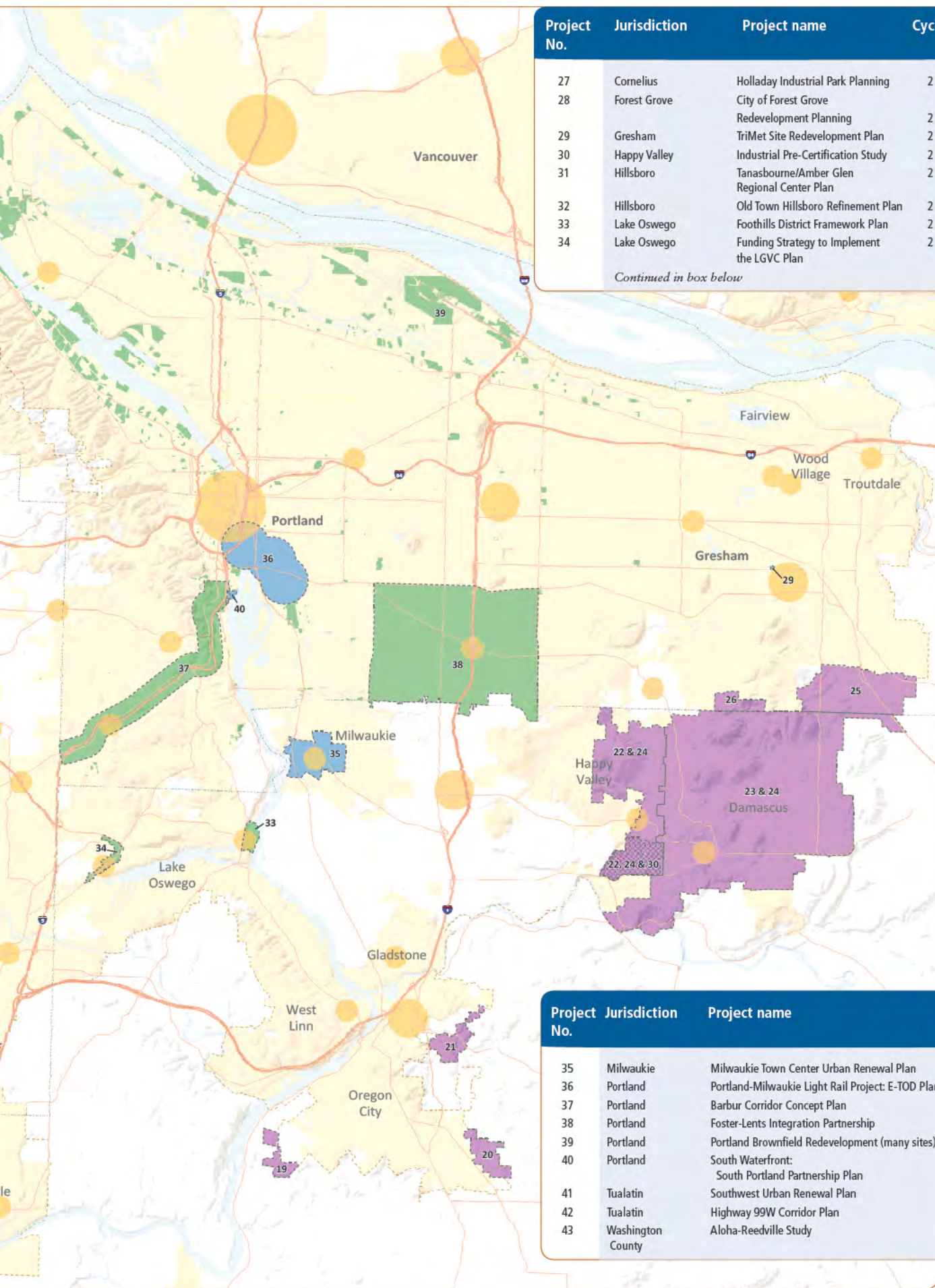
This project complements also the work of the current Southwest Corridor Plan. The cities of Tualatin and Portland are among the 13 project partners.



Planning and development grants project locations

Funded with Construction Excise Tax





Project No.	Jurisdiction	Project name	Cycle	Grant Amount
27	Cornelius	Holladay Industrial Park Planning	2	\$79,000
28	Forest Grove	City of Forest Grove Redevelopment Planning	2	\$85,000
29	Gresham	TriMet Site Redevelopment Plan	2	\$70,000
30	Happy Valley	Industrial Pre-Certification Study	2	\$32,600
31	Hillsboro	Tanasbourne/Amber Glen Regional Center Plan	2	\$275,000
32	Hillsboro	Old Town Hillsboro Refinement Plan	2	\$90,000
33	Lake Oswego	Foothills District Framework Plan	2	\$295,000
34	Lake Oswego	Funding Strategy to Implement the LGVC Plan	2	\$50,000

Continued in box below

Project No.	Jurisdiction	Project name	Cycle	Grant Amount
35	Milwaukie	Milwaukie Town Center Urban Renewal Plan	2	\$224,000
36	Portland	Portland-Milwaukie Light Rail Project: E-TOD Plan	2	\$485,000
37	Portland	Barbur Corridor Concept Plan	2	\$700,000
38	Portland	Foster-Lents Integration Partnership	2	\$250,000
39	Portland	Portland Brownfield Redevelopment (many sites)	2	\$150,000
40	Portland	South Waterfront: South Portland Partnership Plan	2	\$250,000
41	Tualatin	Southwest Urban Renewal Plan	2	\$70,000
42	Tualatin	Highway 99W Corridor Plan	2	\$181,000
43	Washington County	Aloha-Reedville Study	2	\$442,000

Industrial and employment areas



Cornelius

Planning for East Baseline area
\$7,500

The East Baseline area, added to the urban growth boundary in 2002, is a 22-acre area intended for future industrial development to help the city accommodate additional employment lands and to provide urban services at the east end of the city. The planning and zoning for this area have been completed.

Cornelius

North Holladay Concept Plan
\$18,000

The North Holladay Concept Plan covers a 56-acre area north of the Cornelius city limits that was added to the urban growth boundary in 2005. The concept plan was completed in 2011 and the area is awaiting annexation and final industrial zoning.

Gresham

Planning for Springwater Community Plan
\$977,129

This grant supported planning in the 1,150-acre Springwater employment area that was added to the urban growth boundary

in 2002. The concept plan has been completed and the area is awaiting annexation to the City of Gresham and final zoning.

Hillsboro

Shute Road Concept Plan
\$30,000

This 210-acre area was added to the urban growth boundary in 2002 to accommodate future industrial employment. The concept and comprehensive plans have been completed for this area, zoning is in place and 36 acres have been developed as of June 2012.

Hillsboro

Helvetia Road and East Evergreen concept plans
\$345,000

Metro grant funds supported concept planning for the Helvetia Road (248 acres) and East Evergreen (544 acres) industrial areas added to the urban growth boundary in 2004 and 2005, respectively. Both areas have been included in the city's comprehensive plan. All of the East Evergreen area and much of the Helvetia Road area are awaiting annexation into the City of Hillsboro after which the zoning may be completed.

Oregon City

Beavercreek Road Concept Plan
\$117,000

This 308-acre area was added to the urban growth boundary in 2002 and 2004 for future industrial needs. The concept plan was completed and adopted into the city's comprehensive plan. Based on more refined locational and economic information, the city created a mix of uses for the area, including the accommodation of needed job land. Currently, the area is awaiting annexation and final zoning.

Sherwood

Tonquin Employment Area Concept Plan
\$208,440

This 283-acre area was added to the urban growth boundary in 2004 to provide additional industrial employment adjacent to the City of Sherwood. The planning has been completed for this area, and as of June 2012 it is awaiting annexation and final zoning.

Tualatin

Northwest Tualatin Concept Plan
\$13,182

This 23-acre area was added to the urban growth boundary in 2002 for future large-lot industrial employment. The City of Tualatin completed the plan in 2007 and has zoned the property for industrial uses.

Tualatin

Southwest Tualatin Concept Plan
\$69,919

This 464-acre area, in part the former Tigard Sand and Gravel site, is directly west of the Tualatin city limits. It was added to the urban growth boundary in 2002 and is a Regionally Significant Industrial Area. The city has completed the concept plan for this area, which has not yet been annexed to the city. Following annexation, the city will complete the final industrial zoning for this area.

Lake Grove Village Center Plan

The Lake Grove Village Center is a mixed-use residential and commercial town center, centered on Boones Ferry Rd. in Lake Oswego.

The Lake Grove Village Center Plan was adopted by the Lake Oswego City Council in 2008 and includes a list of projects to help create a walkable, mixed-use center. Some of the projects envisioned in the plan include bikeway and sidewalk connections to surrounding neighborhoods, public plazas and gathering spaces, parking improvements, and enhancements to Boones Ferry Road.

The plan adopted in 2008 did not include a financing strategy to fund its implementation. The City of Lake Oswego applied to Metro for funding through the Community Development and Planning Grants program to support the development of the financing strategy. In 2010, Metro awarded the city a grant of \$50,000, which the city matched with another \$20,000 from the city's general fund.

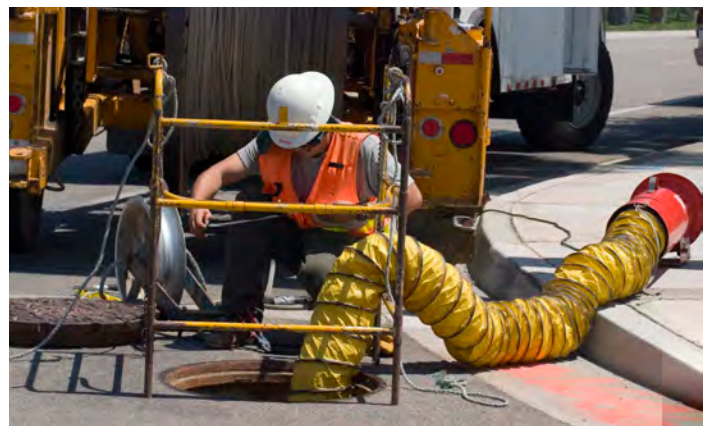
The financing strategy included four steps:

- Prioritizing projects in the plan by estimating costs and identifying the projects that could serve as catalyst projects to encourage private development. These projects include road improvements, sidewalks and pathways, pedestrian plazas, traffic signal enhancements, and parking improvements.
- Identifying possible funding strategies to pay for the plan's elements. Possible funding strategies could include tax increment financing through an urban renewal district, the formation of a local improvement district, assessment of systems development charges on new construction, general obligation or revenue bonds, and grants.
- Examining the feasibility of the different funding strategies to determine the amount of revenue that they could generate.
- Developing a strategy for achieving the funding necessary to implement the plan.



City planning staff hired a team of consultants to engage local residents, business and civic leaders in the development of the financing strategy for the Lake Grove Village Center Plan. Eight work sessions and other public meetings were held over a period of eight months to identify the funding strategies and tools that could best support the plan's implementation.

In April 2012, the consultant team finished its report and the city council gave direction to pursue a "mixed tools" approach that would rely on long-term tax increment financing from the creation of an urban renewal district along with a "bridge" loan from the city's general fund to allow for early construction of improvements to Boones Ferry Road. This approach also leaves open the possibility of pursuing other financing tools, such as creating local improvement districts, to pay for additional projects in the Lake Grove Village Center Plan. In July 2012, the city council approved the establishment of an urban renewal district in the Plan area. The first phase of Boones Ferry Road improvements is expected to begin construction in 2014.



Redevelopment

Forest Grove

Redevelopment Planning
\$85,000

Metro's grant supported the city's efforts to prepare an urban renewal feasibility study and an urban renewal report to support the implementation of a tax increment financing district. The study aims to assess blight, identify investments in public structures necessary to promote private development in blighted areas, identify subsidies that might be needed to support mixed-use development, and assess the potential impacts of tax increment financing on other taxing districts and on revenue collection within the urban renewal area. The city provided an additional \$20,000 in matching funds.

The city has completed the first draft of the feasibility study and held urban renewal 101 workshops with the city council, planning commission and economic development commission. The study has determined that urban renewal is feasible and the city will conduct further public outreach before the city council decides whether to establish an urban renewal district.



Hillsboro

Tanasbourne/AmberGlen
Regional Center
Implementation
\$275,000

This grant award supports planning and development of implementation tools to support robust mixed-use development and transportation investments in the newly designated Tanasbourne/AmberGlen Regional Center.

To date, a zoning code update has been completed, which focuses on properties within the AmberGlen plan area. The City is currently working on an Urban Renewal Feasibility Study, which will help determine if Tax Increment Financing is a realistic funding strategy. Sites that are expected to catalyze further development will be identified through a later phase of the project. The city also wants to explore the possibility of extending the existing MAX red line to the regional center.

Hillsboro

Old Town Hillsboro
Refinement Plan
\$90,000

Metro's grant funds are supporting the city's redevelopment planning in the vintage industrial neighborhood located southwest of the Hillsboro Regional Center. The city envisions this "Old Town Hillsboro" redeveloping as an "eclectic mix of residences, shopping and employment opportunities." Other funding sources provided another \$68,000 to complete this work.

A joint workshop by the city and Washington County in June 2012 shared information on redevelopment and sustainable development opportunities and on the identification of catalyst sites.

Lake Oswego

Foothills District
Framework Plan
\$295,000

The city seeks to develop a comprehensive redevelopment plan consistent with the goals of the 2040 Growth Concept. The plan is intended to establish a new regulatory framework and comprehensive strategy for investing in public structures to accelerate redevelopment activity. An additional \$1.3 million in matching funds was anticipated from the city.

This project was initially intended to complement the Portland-to-Lake Oswego Streetcar project, which is now on hold. The city has revised the work scope to retain elements that promote transit oriented development linked to bus service. The city has completed its study, and the plan is under consideration by the city council.

Lake Oswego

Funding Strategy for Lake
Grove Village Center Plan
\$50,000

The Lake Grove Village Center Plan addresses the current and near-term requirements of land use and transportation within the existing Lake Grove Town Center. The Funding Strategy Plan started with identifying and prioritizing specific projects and identified urban renewal as an essential funding source among other funding tools to be implemented. An additional \$20,000 in matching funds was identified for this project from the city.

The city has completed the funding strategy plan, which has been adopted by the city council and selected urban renewal as the preferred funding source. Boones Ferry Road has been identified as the main target area for development.

Portland

Foster Lents Integration Partnership
\$250,000

This project, led by the Portland Development Commission, is intended to develop a strategic framework for green infrastructure investments in the Foster Corridor to achieve thriving, transit-oriented, sustainable 20-minute neighborhoods. The strategy seeks to address green infrastructure, economic development, environmental stewardship, transit services, transportation infrastructure and strategic redevelopment to catalyze private investments in the target areas. The strategy will identify constraints, opportunity sites and realistic financial partners for redevelopment.

Metro's grant is matched with nearly \$136,000 in other funds from the city. So far the City of Portland has developed a public engagement strategy for this project, engaged a consultant to help manage the project and established a technical advisory committee.

Portland

Brownfield Redevelopment
\$150,000

This study is assessing market feasibility needs and actions to achieve full redevelopment of Portland's brownfields in 25 years. The project includes a brownfield inventory and conditions analysis, an evaluation of financial feasibility gaps and other redevelopment barriers, an estimate of the public payback for expanding brownfield reinvestment, and recommendations or incremental implementation actions. An additional \$50,000 in funding was provided by the city.

So far the city has contracted with a consultant team, conducted the inventory and existing conditions analysis, and completed the preliminary financial feasibility analysis. The study area covers a cumulative total of approximately 1,400 acres.



Washington County

Aloha-Reedville Study
\$442,000

This project funds the first phase of a three-year project to develop potential alternatives for improving the community's livability and address the impacts of future growth. This phase consists of an existing conditions report and an extensive public outreach program to evaluate service needs and options. The project's final results will include strategies to encourage public and private investment in development, programs and services and is focused on transportation, land use, affordable housing and economic development.

Phase one was completed in June 2012. The funding for the second and third phases, which will build upon the existing conditions report to develop alternatives and identify recommendations for the county community plan, comes from a \$2 million award through the Sustainable Communities Initiative Challenge Grant, a program of the U.S. Department of Housing and Urban Development in partnership with U.S. Department of Transportation and the Environmental Protection Agency.



Additional projects

funded by the grants

Cycle 1 grants – The following three projects were awarded Cycle 1 grants in 2007 but work has not begun.

Beaverton

Cooper Mountain concept planning
\$191,700

Metro awarded grant funding in 2007 for a 504-acre area that was added to the urban growth boundary in 2002 for future residential land. This planning effort will include an additional 543-acre area, west of Beaverton and north Scholls Ferry Road, which was added to the urban growth boundary in 2011 for additional residential development near the Murray Scholls Town Center.



Oregon City

South End Concept Plan
\$292,500

This 192-acre area was added to the urban growth boundary in 2002. Planning for this area will begin in summer 2012.

Tualatin/Wilsonville

Basalt Creek Concept Plan
\$365,278

This 790-acre area between Tualatin and Wilsonville was brought into the urban growth boundary in 2004 for future industrial employment. The planning for this area is expected to begin in fall 2012. The City of Tualatin was awarded the Metro grant funds and will be working with City of Wilsonville to develop the plan.

Cycle 2 grants – The following seven projects were awarded grants in 2010 but implementation was delayed due to various factors. Metro will be working with these local governments in the coming months to help launch these projects.

Cornelius

Holladay Industrial Park Planning
\$79,000

This planning will support a three-part preparation of a 50-acre shovel-ready industrial site north of Holladay Drive. The work supported by the grant will consist of a site survey, a wetland study and vegetated corridor functional assessment, and a traffic study.



Gresham

TriMet Site Redevelopment Plan
\$70,000

Through this project, the city will work with TriMet to transform a park-and-ride lot into a signature development in the middle of the Gresham Regional Center. The city and TriMet will study the market, land use and urban design potential for this 417-space TriMet park-and-ride lot, explore the financial feasibility of development on this site, and ensure adequate park-and-ride spaces. An additional \$18,000 is being provided in matching funds from the city and TriMet.



GRANTS AWARDED

Happy Valley

Industrial Pre-Certification Study

\$32,600

The funds awarded in this grant will augment local in-kind support to complete an Industrial Pre-Certification Study of multiple sites of 20 acres and larger located within the 400-acre Rock Creek employment area. More than \$21,000 will be provided in matching funds from the city.

Portland

Portland-Milwaukie Light Rail Project E-TOD Plan

\$485,000

This grant will support the development of an innovative employment-based transit-oriented development (E-TOD) typology that encourages high job density and transit ridership around four stations on the new Portland-Milwaukie light rail line, located in predominantly industrial neighborhoods. The project will first develop overall land use, economic development and transportation frameworks and then specific implementation strategies for a successful E-TOD plan. This grant will be matched with another \$175,000 from the city and Living Cities/Harvard Kennedy School.

Portland

South Waterfront: South Portland Partnership Plan

\$250,000

This grant is intended to support a comprehensive stakeholder engagement process to refine the preferred design alternative for the South Portal Project, which will improve multi-modal access to the South Waterfront District. The refinement will narrow three key site specific transportation modes critical to success of the Partnership Plan and allow progress on the Portland-to-Lake Oswego Streetcar project, which is now on hold.

Milwaukie

Town Center Urban Renewal Plan

\$224,000

This grant will support the development of an urban renewal plan for the Milwaukie Town Center that identifies the appropriate land use plans and development strategies to stimulate private investment, as well as the funding mechanisms to support redevelopment efforts. Matching funds of \$83,500 will be provided from the city.



Tualatin

Southwest Urban Renewal Plan

\$70,000

The city is proposing to create an urban renewal plan to develop a tax increment financing district, and funding from this grant will be used to hire a consultant to conduct a feasibility study, create an urban renewal plan and consult with legal counsel who specializes in urban renewal law. An additional \$43,000 in matching funds will be provided by the City of Tualatin.



For more information about Metro's Community Development and Planning Grants, visit www.oregonmetro.gov/grants or contact **Gerry Uba** at 503-797-1737 or gerry.uba@oregonmetro.gov.

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

Metro representatives

Metro Council President – Tom Hughes

Metro Councilors – Shirley Craddick, District 1; Carlotta Collette, District 2; Carl Hosticka, District 3; Kathryn Harrington, District 4; Rex Burkholder, District 5; Barbara Roberts, District 6

Auditor – Suzanne Flynn



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