

# Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)  
Date: Wednesday, Feb. 13, 2013  
Time: 5 p.m.  
Place: Metro, Council Chamber

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5 PM	1.	<b><u>CALL TO ORDER</u></b>	Loretta Smith, Chair
5:02 PM	2.	<b><u>SELF INTRODUCTIONS &amp; COMMUNICATIONS</u></b>	Loretta Smith, Chair
5:05 PM	3.	<b><u>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</u></b>	
5:10 PM	4.	<b><u>COUNCIL UPDATE</u></b> <b><u>CONSENT AGENDA</u></b>	
5:15 PM	5.	*     • Consideration of the Jan. 23, 2013 Minutes *     • MTAC Member Nominations	
	6.	<b><u>INFORMATION / DISCUSSION ITEMS</u></b>	
5:20 PM	6.1	** 2013 MPAC Work Program – <u>INFORMATION</u>  • <u>Outcome</u> : Continue MPAC’s discussion from Jan. 23 on the 2013 committee work program.	Loretta Smith, Chair
5:35 PM	6.2	Metro Council Planning and Development Grants – <u>INFORMATION</u>  • <u>Outcome</u> : MPAC members understand the process for filing a letter of intent and understand example projects that have been awarded funding in the past two cycles.	John Williams
5:50 PM	6.3	Metro and Local Jurisdictions’ 2013 State Legislative Agendas – <u>INFORMATION / DISCUSSION</u>  • <u>Outcome</u> : MPAC members have a shared understanding of partner jurisdictions’ priorities for the 2013 state legislative session. Members should come prepared to share information on the legislative priorities their position represents.  Washington County, Multnomah County, and Metro Coordination on Legislation Regarding Area 93.  • <u>Outcome</u> : MPAC members have a shared understanding of the Area 93 issue.	All

Continued on back...

**6:20 PM** 6.5 Governor's Land Use Package – INFORMATION **Jim Rue, DLCD**

- Outcome: MPAC understanding of the purpose and background of the Governor's land use bills.

**6:50 PM** 7. MPAC MEMBER COMMUNICATION

**7 PM** 8. ADJOURN **Loretta Smith, Chair**

\* Material included in the packet.

\*\* Material will be distributed prior to the meeting.

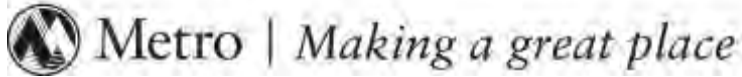
*For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: [kelsey.newell@oregonmetro.gov](mailto:kelsey.newell@oregonmetro.gov). To check on closure or cancellations during inclement weather please call 503-797-1700.*

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Metro Policy Advisory Committee  
**January 23, 2013**  
Metro Regional Center, Council Chambers

**MEMBERS PRESENT**

Annette Mattson  
Bob Grover  
Bob Stacey  
Craig Dirksen  
Doug Neeley  
Jody Carson, *1<sup>st</sup> Vice Chair*  
Kent Studebaker  
Loretta Smith, *Chair*  
Martha Schrader  
Peter Truax, *2<sup>nd</sup> Vice Chair*  
Sam Chase  
Tom Imeson  
William Wild

**AFFILIATION**

David Douglas School Board, Governing Body of School Districts  
Washington County Citizen  
Metro Council  
Metro Council  
City of Oregon City, Clackamas Co. 2<sup>nd</sup> Largest City  
City of West Linn, Clackamas Co. Other Cities  
City of Lake Oswego  
Multnomah County  
Clackamas County  
City of Forrest Grove, Washington Co. Other Cities  
Metro Council  
Port of Portland  
Oak Lodge Sanitary District, Clackamas Co. Special Districts

**MEMBERS EXCUSED**

Amanda Fritz  
Andy Duyck  
Dennis Doyle  
Jerry Willey  
Marilyn McWilliams  
Nick Fish  
Norm Thomas  
Steve Clark  
Steve Stuart

**AFFILIATION**

City of Portland  
Washington County  
City of Beaverton, Washington Co. 2<sup>nd</sup> Largest City  
City of Hillsboro, Washington Co. Largest City  
Tualatin Valley Water District, Washington Co. Special Districts  
City of Portland  
City of Troutdale, Multnomah Co. Other Cities  
TriMet Board of Directors  
Clark County

**ALTERNATES PRESENT**

Chad Eiken  
Ed Gronke  
Jennifer Donnelly  
Josh Fuhrer  
Paul Manson

**AFFILIATION**

City of Vancouver  
Citizen, Representing Clackamas Co. Citizen  
Oregon Dept. of Land Conservation & Development  
City of Gresham  
Citizen, Representing Multnomah Co. Citizen

**STAFF:** Joe Montanez, Alison Kean Campbell, Kelsey Newell, Robin McArthur, John Williams, Andy Cotugno, Maria Ellis, Chris Deffebach, Ken Ray, Councilor Carlotta Collette

## **1. CALL TO ORDER AND DECLARATION OF A QUORUM**

Chair Loretta Smith called the meeting to order at 5:14 p.m. and declared a quorum at 5:20 p.m.

## **2. SELF INTODUCTIONS & COMMUNICATIONS**

All attendees introduced themselves.

## **3. CITEZEN COMMUNICATION ON NON-AGENDA ITEMS**

Members of SEIU Local 49 and LIUNA were in attendance to address living wage jobs, improved working conditions, basic workers' rights protection, and collective bargaining.

Metro Councilor Sam Chase stated that providing living wage jobs in a responsible manner is a fundamental issue.

## **4. COUNCIL UPDATE**

Councilor Stacey provided an update on the following items:

- New Metro Council districts took effect January 2013. Only two cities changed districts – Happy Valley, now in District 2 and Maywood Park, now in District 5. Both cities were previously in District 1. There were also minor changes in Cedar Mill, Aloha, Stafford, and East Portland. (Map included as part of meeting record.)
- The next round of Community Planning and Development Grants is underway and Metro is anticipated to award up to \$3.7 million in this grant cycle. Cities and counties are eligible to apply, either as sole applicants or in partnership with other government entities, non-profit organization or businesses. Funds will support planning and development in existing communities and planning in urban reserves and new areas added to the urban growth boundary. For more information on Community Planning and Development Grants, visit [www.oregonmetro.gov/grants](http://www.oregonmetro.gov/grants).
- Applications for this year's cycle of Regional Travel Options grants are due to Metro by Friday, February 22, 2013. The RTO program promotes better use of the region's biking, walking, and public transit infrastructure. For more information, visit [www.oregonmetro.gov/rtogrants](http://www.oregonmetro.gov/rtogrants).
- In December 2012, the Joint Policy Advisory Committee on Transportation (JPACT) approved the policy direction for allocation of the 2016 – 18 of the Regional Flexible Funds. For more information, visit [www.oregonmetro.gov/regionalflexiblefund](http://www.oregonmetro.gov/regionalflexiblefund).
- There have been updates to the Title 4 Industrial Lands Map. The changes stem from three ordinances adopted by the Metro Council in 2012, at the request of various local governments in the region. For more information and materials, visit [www.oregonmetro.gov/mpac](http://www.oregonmetro.gov/mpac).

## **5. CONSENT AGENDA**

- **Consideration of the Dec. 12, 2012 Minutes**
- **MTAC Member Nominations**

MOTION: Councilor Jody Carson moved, Ms. Annette Mattson seconded, to approve the consent agenda.

ACTION: With all in favor and one abstained (Fuhrer), the motion passed.

## **6. INFORMATION & DISCUSSION ITEMS**

### **6.1 2013 MPAC WORK PROGRAM**

Chair Smith, with assistance from Ms. Robin McArthur, overviewed the draft 2013 MPAC work program and solicited recommendations from members on what additional topics MPAC would like to consider in 2013. Additionally, Ms. McArthur highlighted areas that MPAC will be required to review in 2013 including the Regional Active Transportation Plan and Climate Smart Communities work.

Members recommended the following topic areas for MPAC consideration:

- Affordable Housing as it relates to Urban Growth Boundary;
- Brownfields;
- Climate Smart Communities;
- Growth Management Plans;
- Highway Transportation Services;
- Holistically addressing Environmental Justice issues;
- Improving the economic impact opportunities on historically problematic developable lands;
- Revisiting past equity indicators for the region; and
- Working collectively on shared goals between Metro, League of Oregon Cities, and Association of Oregon Counties.

### **6.2 COMMUNITY INVESTMENT INITIATIVE, REGIONAL INFRASTRUCTURE ENTERPRISE**

Mr. Tom Imeson with the Community Investment Initiative (CII) Leadership Council, and Ms. Lorelei Juntunen of ECONorthwest, presented on the CII Regional Infrastructure Enterprise (RIE). The goal of the RIE is to facilitate investment in infrastructure that catalyzes job creation, economic development and private investment. The purpose of the presentation was to provide MPAC with a shared understanding of the current status of the CII and to provide an opportunity to provide feedback regarding the potential functions for the RIE. Their presentation overviewed the committee composition, why it is important the RIE is developed, and the essential questions that will need to be addressed prior to the RIE moving forward – for example specifics on the RIE governance structure, functions and focus.

In order to begin to address these key questions, the RIE scheduled a series of focus groups as well as distributed a survey to local jurisdictions. Ms. Juntunen stated that the RIE, with assistance from DHM Research, will be convening focus groups in December 2012. The focus group, comprised of local mayors, reported several challenges to development of land in their municipalities including: land aggregation, brownfield remediation, legal challenges to land use decision, regulatory

challenges as it relates to urban renewal, and urbanization. Ms. Juntunen also presented results of a Catalytic Infrastructure Survey distributed to 25 cities, 3 counties, 4 water and sewer districts, the Port of Portland, and TriMet. The survey was a limited tool to define the functions of the RIE, not project selection. Survey findings showed that there are roughly equal numbers of industrial projects to community development projects that need assistance, that the range of sophistication varies from basic to complex, and that the biggest needs facing communities are funding and technical assistance.

The overall implications from the survey and the focus group focused on the following function options: Regional prioritization, Pre-development and site readiness, and Finance packaging and funding. (PowerPoint presentation included as part of the meeting record.)

MPAC discussion included:

- Members expressed concerns that some past projects were not as “shovel-ready” as promised and that existing projects should take priority. Staff anticipated that refined project proposal guidelines would be available by summer 2013. Additionally, staff noted that subgroups will be convened spring 2013 to address project selection and governance issues.
- Members inquired how the RIE differs from the Oregon Business Plan (OBP). Staff clarified that the OBP focuses on a wide number of initiatives that have a broad approach, while the RIE focuses on a smaller set of initiatives that specifically address basic infrastructure development.
- Members recommended the RIE consider addressing challenges in heavily urbanized, unincorporated areas. Staff believed that the RIE could very well be applied to certain outlying areas.
- Members recognized the CII as a working model of non-governmental response to specific community issues.

## **7. MPAC MEMBER COMMUNICATION**

Oregon City Mayor Doug Neeley stated that he has appreciated working on issues with the League of Oregon Cities such as Open Spaces, the Newell Acquisition, and the Canemah Bluffs.

## **8. ADJOURN**

Chair Smith adjourned the meeting at 6:25 p.m.

Respectfully Submitted,



Joe Montanez  
Recording Secretary

**ATTACHMENTS TO THE PUBLIC RECORD FOR JANUARY 23, 2013**

The following have been included as part of the official public record:

<b><u>Item</u></b>	<b><u>Doc. Type</u></b>	<b><u>Doc. Date</u></b>	<b><u>Doc. Description</u></b>	<b><u>Doc. Number</u></b>
4.0	Map	1/15/13	New Title 4 Map	12313m-01
5.0	Handout	1/16/13	Revised MTAC Nominations	12313m-02
6.1	Handout	1/15/13	MPAC Work Program	12313m-03
6.1	Handout	6/30/11	MPAC Bylaws	12313m-04
6.2	Handout	1/23/13	CII Leadership Council	12313m-05
6.2	PowerPoint	1/23/13	CII, RIE	12313m-06



Date: February 4, 2013  
To: Metro Policy Advisory Committee  
From: John Williams  
Chair, MTAC  
Re: MTAC Nominees for MPAC Approval

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Please see the 2013 nominations for the Metro Technical Advisory Committee in the attached table. As per MPAC bylaws, MPAC may approve or reject any nomination.

Any vacant positions are still pending and will be submitted for MPAC consideration as soon as they are received.

If you have any questions or comments, do not hesitate to contact me.

Thank you.



**METRO TECHNICAL ADVISORY COMMITTEE  
2013 MEMBERS**

	<i>Position</i>	<i>Member</i>	<i>Alternate</i>
1.	Clackamas County Citizen	Jerry Andersen	Susan Nielsen
2.	Multnomah County Citizen	Kay Durtschi	Jennifer Shih, Carol Chesarek
3.	Washington County Citizen	Bruce Bartlett	Dresden Skees-Gregory
4.	Largest City in the Region: Portland	Susan Anderson	Joe Zehnder, Tom Armstrong
5.	Largest City in Clackamas County: Lake Oswego	Denny Egner	Beth St. Amand
6.	Largest City in Multnomah County: Gresham	Stacy Humphrey	Brian Martin
7.	Largest City in Washington County: Hillsboro	Colin Cooper	Jeannine Rustad
8.	2 <sup>nd</sup> Largest City in Clackamas County: Oregon City	Tony Konkol	Pete Walter
9.	2 <sup>nd</sup> Largest City in Washington County: Beaverton	Don Mazziotti	Barbara Fryer
10.	Clackamas County: Other Cities	John Sonnen, West Linn	Michael Walter, Happy Valley
11.	Multnomah County: Other Cities	Rich Faith, Troutdale	Bill Peterson, Wood Village
12.	Washington County: Other Cities	Jon Holan, Forest Grove	Julia Hajduk, Sherwood; Chris Neamtzu, Wilsonville; Aquilla Hurd-Ravich, Tualatin; Dick Reynolds, Cornelius
13.	City of Vancouver	Chad Eiken	Matt Ransom
14.	Clackamas County	Dan Chandler	Jennifer Hughes
15.	Multnomah County	Chuck Beasley	Karen Schilling
16.	Washington County	Andy Back	Aisha Willits
17.	Clark County	Oliver Orjiako	Mike Mabrey

18.	<b>ODOT</b>	<b>Lainie Smith</b>	<b>Kirsten Pennington, Lidwien Rahman</b>
19.	<b>DLCD</b>	<b>Jennifer Donnelly</b>	<b>Anne Debbaut</b>
20.	<b>Service Providers: Water and Sewer</b>	<b>Kevin Hanway (Water)</b>	
21.	<b>Service Providers: Parks</b>	<b>Hal Bergsma</b>	
22.	<b>Service Providers: School Districts</b>	<b>Dick Steinbrugge (Beaverton School District)</b>	<b>Ron Stewart (1<sup>st</sup> alternate: North Clackamas School District)  Tony Magliano (2<sup>nd</sup> alternate: Portland Public Schools)</b>
23.	<b>Service Providers: Private Utilities</b>	<b>Shanna Brownstein (NW Natural)</b>	<b>Annette Mattson (PGE)</b>
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27.	<b>Public Economic Development Organizations</b>	<b>Eric Underwood (Oregon City)</b>	
28.	<b>Land Use Advocacy Organization</b>	<b>Mary Kyle McCurdy</b>	<b>Tara Sulzen</b>
29.	<b>Environmental Advocacy Organization</b>	<b>Eric Lindstrom</b>	<b>Joanna Malaczynski</b>
30.	<b>Housing Affordability Organization</b>	<b>Ramsay Weit</b>	
31.	<b>Residential Development</b>	<b>Justin Wood</b>	<b>Ryan O'Brien</b>
32.	<b>Redevelopment / Urban Design</b>	<b>David Berniker</b>	<b>Joseph Readdy</b>
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35.	<b>Public Health &amp; Urban Form</b>	<b>Paul Lewis (Clackamas Co.)</b>	<b>Jennifer Vines (Washington Co.) Moriah McSharry McGrath (Multnomah Co.)</b>
	<b>Non-voting Chair</b>	<b>John Williams</b>	<b>Robin McArthur</b>

Materials following this page were distributed at the meeting.



Date: February 11, 2013  
To: Metro Policy Advisory Committee  
From: John Williams  
Chair, MTAC  
Re: MTAC Nominees for MPAC Approval

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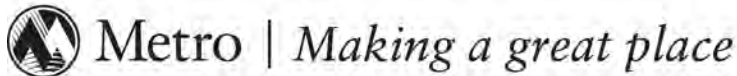
Thank you.

# REVISED 2/13/13

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	<b>Non-voting Chair</b>	<b>John Williams</b>	<b>Robin McArthur</b>



## 2013 MPAC Tentative Agendas

As of 2/12/13

*Items in italics are tentative; **bold** denotes required items*

<p><b><u>MPAC Meeting</u></b> Wednesday, Jan. 23, 2013</p> <ul style="list-style-type: none"><li>• 2013 MPAC Work Program – Information / Discussion</li><li>• Community Investment Initiative Development – Regional Infrastructure Enterprise – Information</li></ul>	<p><b><u>MPAC Meeting</u></b> Wednesday, Feb. 13, 2013</p> <ul style="list-style-type: none"><li>• 2013 State legislation: Metro and MPAC members update group on their priorities – Discussion</li><li>• Presentation about Area 93</li><li>• Presentation by DLCD on Governor’s land use package – Information</li><li>• Continue 2013 MPAC work program – Discussion</li><li>• Community Planning and Development Grant - Discussion</li></ul>
<p><b><u>MPAC Meeting</u></b> Wednesday, Feb. 27, 2013</p> <ul style="list-style-type: none"><li>• Clean Energy Works Oregon – Information/discussion</li><li>• Air Toxics Presentation (Multnomah County) – Information</li><li>• <i>Columbia River Crossing Presentation – Information</i></li></ul>	<p><b><u>MPAC Meeting</u></b> Wednesday, March 13, 2013</p> <ul style="list-style-type: none"><li>• Climate Smart Communities Scenarios project: investment choices – Information/discussion</li><li>• <i>Climate Adaptation Presentation (building community resilience to future climate impacts (Kent Snyder – ACSI; Tim Lynch – Multnomah County Office of Sustainability; Kari Lyons-Eubanks – Multnomah County Environmental Health; Vivek Shandas – PSU</i></li></ul> <p><b><u>FYI: National League of Cities Congressional City Conference</u></b> March 9 to 13, 2013</p>
<p><b><u>MPAC Meeting – Canceled</u></b> Wednesday, March 27, 2013</p>	<p><b><u>MPAC Meeting</u></b> Wednesday, April 10, 2013 (consider rescheduling the meeting to April 3)</p> <ul style="list-style-type: none"><li>• <i>Climate Smart Communities Health Impact Assessment – Information</i></li><li>• <i>Climate Smart Communities Scenarios project: presentation on the scorecard workshops – Information/discussion</i></li></ul> <p><b><u>FYI: Best Practices Trip – Atlanta, GA</u></b> April 9 to 12, 2013</p>

<p><b><u>MPAC Meeting</u></b>  Wednesday, April 24, 2013</p> <ul style="list-style-type: none"> <li>• <b>2014 Urban Growth Report</b> – present draft timeline</li> <li>• <i>Brownfields</i> – presentation by City of Portland, continued MPAC discussion of policy recommendations to advance brownfields remediation in region.</li> <li>• <i>Large site industrial site readiness</i> – further discussion of policy recommendations and update on 2013 state legislation.</li> <li>• <i>2035 RTP Amendments</i> – Information</li> <li>• <i>Institutional Food Buying Alliance</i> – presentation by Multnomah County, Clackamas County, private sector representatives – Information/Discussion</li> </ul>	<p><b><u>MPAC Meeting – Canceled due to Joint MPAC/JPACT Summit on May 3, 2013</u></b>  Wednesday, May 8, 2013</p> <p><b><u>Joint MPAC/JPACT Climate Smart Communities Summit</u></b>  May 3, 2013</p>
<p><b><u>MPAC Meeting</u></b>  Wednesday, May 22, 2013</p> <ul style="list-style-type: none"> <li>• <i>Joint Summit recap</i></li> <li>• <i>Presentation on health &amp; land use featuring local projects from around the region</i></li> <li>• <i>Community Investment Initiative Development – Readiness Pilot Program – Preliminary Results – Information</i></li> </ul>	<p><b><u>MPAC Meeting</u></b>  Wednesday, June 12, 2013</p> <ul style="list-style-type: none"> <li>• <i>Presentation on the final draft of the <b>Regional Active Transportation Plan</b> – Information</i></li> <li>• <i>Community Investment Initiative update</i></li> <li>• <i>Metro Planning &amp; Development grants update</i></li> <li>• <i>Affordable Housing Opportunities, tools and strategies – Discussion</i></li> </ul>
<p><b><u>MPAC Meeting</u></b>  Wednesday, June 26, 2013</p>	<p><b><u>MPAC Meeting</u></b>  Wednesday, July 10, 2013</p> <ul style="list-style-type: none"> <li>• <i>MPAC field trip?</i></li> </ul>
<p><b><u>MPAC Meeting</u></b>  Wednesday, July 24, 2013</p> <ul style="list-style-type: none"> <li>• <i>Consider cancellation</i></li> </ul>	<p><b><u>MPAC Meeting</u></b>  Wednesday, Aug. 14, 2013</p> <ul style="list-style-type: none"> <li>• <i>Metropolitan Export Initiative</i></li> <li>• <i>SW Corridor Plan</i></li> </ul>
<p><b><u>MPAC Meeting</u></b>  Wednesday, Sept. 11, 2013</p> <ul style="list-style-type: none"> <li>• <i>Discuss next steps on brownfields/large site industrial if needed</i></li> </ul>	<p><b><u>MPAC Meeting</u></b>  Wednesday, Sept. 25, 2013</p>
<p><b><u>MPAC Meeting</u></b>  Wednesday, Oct. 9, 2013</p> <ul style="list-style-type: none"> <li>• <i>20-year population and employment forecasts</i></li> <li>• <i>Climate Smart Communities: Phase II Findings– update/discussion</i></li> </ul>	<p><b><u>MPAC Meeting</u></b>  Wednesday, Oct. 23, 2012</p> <ul style="list-style-type: none"> <li>• <i>Topics TBD</i></li> </ul>



**MPAC Meeting**

Wednesday, Nov. 13, 2012

- *Topics TBD*

**MPAC Meeting**

Wednesday, Dec. 11, 2012

- *Climate Smart Communities: Final check-in for 2013 – update/discussion*

**Parking Lot:**

- Equitable distribution of transit services in the region
- Presentation on Metro Council work plan for 2013
- Simplify the development process, particularly for difficult sites (brownfields)
- Equity indicators in the region
- Affordable housing
- Apartments without parking

# Metro Community Planning and Development Grants

## Purpose

The Metro Council seeks to encourage good planning that readies land for development, removes barriers to private investment in development and improves the livability of the region. The intent of the Community Planning and Development Grants is to support these efforts throughout the region. The grants are funded with construction excise tax (CET), which is assessed on construction permits issued within Metro's service district.

## Eligibility

- Planning and development projects are eligible for grant funding. Funds cannot be used to support general budget needs, construction or operating costs of proposed projects or any other costs that are not directly attributable to the planning work for which funds are sought.
- Local governments (cities and counties) within Metro's service district are eligible to apply. They may submit as sole applicants or in partnership with non-profit, business, community or other government entities. If two or more government entities apply for one grant, one must be the lead agency on the application and submit only one application.

## Funding Availability

This is the third cycle of Metro's Community Planning and Development Grants. Cycle 1 began in 2006 and provided \$6.3 million to local jurisdictions for concept and comprehensive planning in UGB expansion areas. Cycle 2 began in 2010 and funded planning projects with high potential to lead to on-the-ground development readiness. The Metro Council awarded \$3.7 million to 17 local jurisdiction projects inside the UGB in that cycle.

Metro estimates \$3.7 million will be available for the upcoming cycle of grant awards. Of this amount, 50% is earmarked for planning in areas that Metro Council added to the Urban Growth Boundary (UGB) since 2009 and for Urban Reserves. The remaining 50% is available for areas within the UGB, including areas added to the UGB before 2009. If the amount of qualified grant requests for the areas added since 2009 and Urban Reserves does not equal or exceed the earmarked amounts, the remainder of funds may be allocated to grant requests for planning inside the UGB. The amount of funding available is based on an estimate of the CET generated up to September 14, 2014, when the current authorization to collect and distribute the CET expires. The actual funding may exceed or be less than the estimate of \$3.7 million, depending on tax generated. Any additional funds may be added to the funding available for this cycle or to future cycles.

## Deadlines and Key Dates

The application process involves submission of a Letter of Intent followed by a full application. Metro's Chief Operating Officer has appointed a Grants Screening Committee to review, assess and make recommendations to the COO and Metro Council regarding grant awards. Timeline:

- ✓ January 16, 2013 - Pre-application meeting information for applicants
- February 15, 2013 - Letter of Intent due to Metro
- April 18, 2013 - Full application due to Metro
- June 2013 - Metro Council awards grants

## Additional Information

Details on eligibility, the evaluation process and application requirements are included in the Grants Application Handbook, available at Metro's website or from our staff. For more information, visit the website at [www.oregonmetro.gov/planninggrants](http://www.oregonmetro.gov/planninggrants) or contact Gerry Uba, Community Planning and Development Grant Project Manager, at 503-797-1737 or email [gerry.uba@oregonmetro.gov](mailto:gerry.uba@oregonmetro.gov).



# Planning and development Grants

Supporting development of jobs  
and safe and vibrant communities

**M**etro'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.

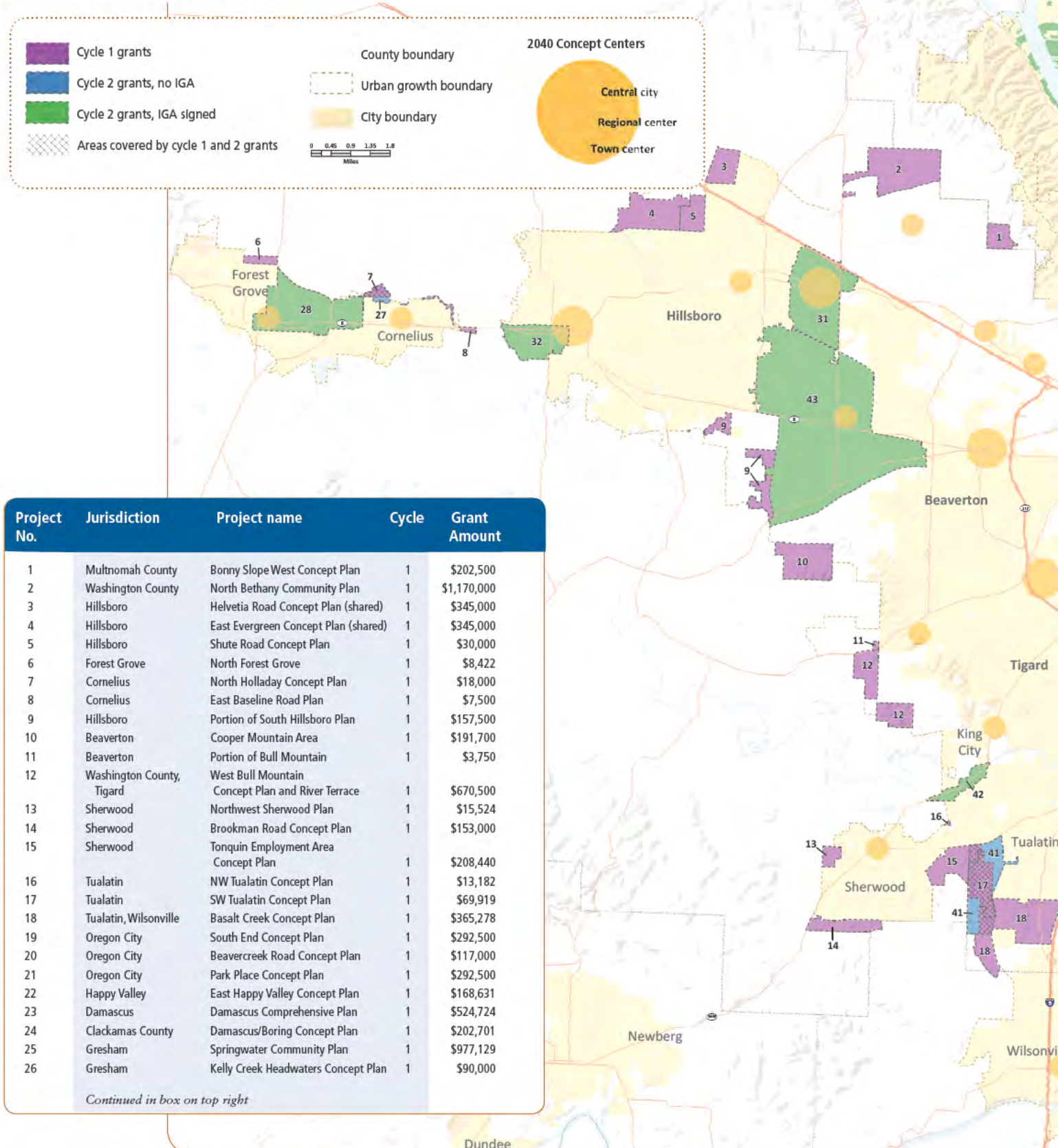
As of summer 2012, the city has worked to engage the community through an advisory group as well as through community workshops. They have defined goals and objectives for Linking Tualatin, developed and evaluated alternative scenarios for community focus areas, and are currently on track to define preferred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

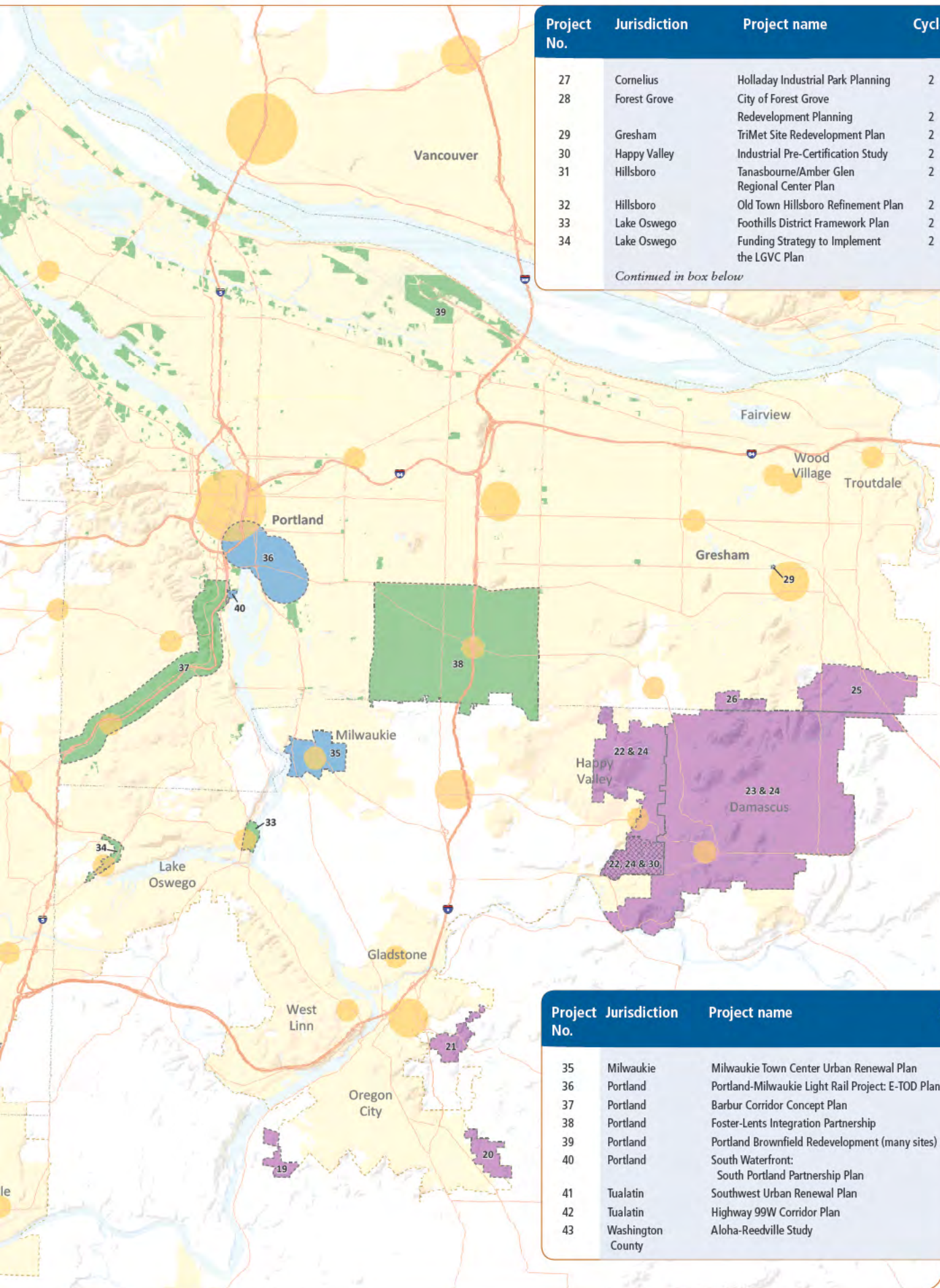
This project complements also the work of the current Southwest Corridor Plan. The cities of Tualatin and Portland are among the 13 project partners.



# 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.

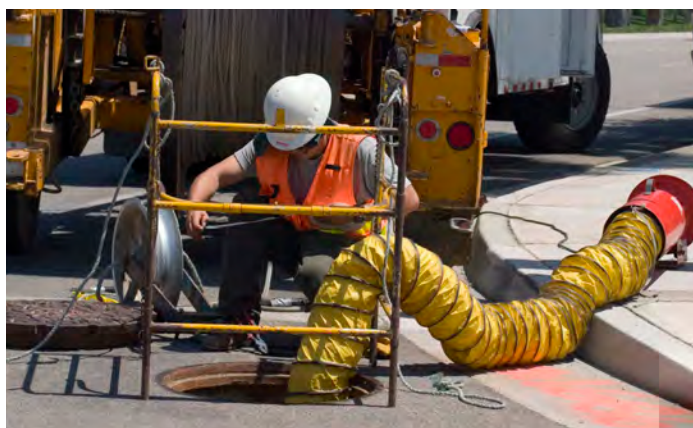
## The financing strategy included four steps:

- 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](http://www.oregonmetro.gov/grants) or contact **Gerry Uba** at 503-797-1737 or [gerry.uba@oregonmetro.gov](mailto: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.

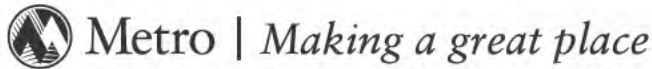
A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and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



**Metro**  
600 NE Grand Ave.  
Portland, OR 97232-2736  
503-797-1700

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**BOARD OF COUNTY COMMISSIONERS**

**PUBLIC SERVICES BUILDING**  
2051 KAEN ROAD | OREGON CITY, OR 97045

February 13, 2013

Metro Council President Tom Hughes  
Metro Councilors  
Metro  
600 NE Grand Ave  
Portland, OR 97232

Re: Request to extend deadline for CET grant applications.

Dear President Hughes and Councilors:

Clackamas County requests that Metro extend the deadlines for the next round of Construction Excise Tax (CET) grants to allow the application process to follow the decision of the Court of Appeals in the appeals of the Metro Urban and Rural Reserves (Reserves). We believe an extension may avoid wasted resources and will allow better planning.

Under the current timeline, grant applications will be due around the time the Court of Appeals is expected to issue a decision on the Reserves. An extension of 90 days or so in the process would allow applicants to know whether or not they should assume that there will in fact be Reserves. Given that half of the grants are expected to be used for planning in Reserves, there is a reasonable possibility that both Metro and its partners could end up wasting substantial time and resources preparing and reviewing applications that have to be withdrawn or amended based on the outcome of the appeals.

For Clackamas County, there is a direct link between the outcome of the Reserves Appeal and a potential CET grant application. The County and some of the partner cities adjacent to the Stafford Urban Reserve have discussed the potential to prepare a "framework" plan that will help coordinate the future of the Stafford/Borland Urban Reserve. The Intergovernmental Agreement between Metro and the County on Reserves requires some level of coordination in planning for the entire Stafford area.

As you know, the cities of Tualatin and West Linn have appealed the Reserves decision. As such, they are understandably reluctant to participate in planning for the Stafford Reserve while their appeal is still pending. It is our hope that we can work with the neighboring cities on an application for a CET grant for

Stafford/Borland if the Court of Appeals upholds the Reserves decision. We only have that opportunity if Metro agrees to extend the deadline for the applications. Therefore, we respectfully request that Metro extend the deadline for CET grant applications by 90 days.

Sincerely,

A handwritten signature in black ink, appearing to read "John Ludlow". The signature is fluid and cursive, with the first name "John" written in a larger, more prominent script than the last name "Ludlow".

John Ludlow, Chair  
On behalf of the Board of County Commissioners

## METRO COUNCIL LEGISLATIVE PRIORITIES 2013 Legislative Session



### TOP PRIORITY ITEMS

- **I-5 Replacement bridge over the Columbia River:** Support adoption of an equitable state finance package that reflects the importance of this project to the state while protecting the interests of the Portland region and addressing the project's impacts on the local community.
- **Oregon Convention Center headquarters hotel:** Pursue state participation in finance package for development of headquarters hotel needed to attract national conventions to Oregon.
- **Paint stewardship:** Lift the sunset on Oregon's paint stewardship program while incorporating improvements in convenience, public outreach and accountability.
- **Willamette Falls Legacy Project:** Pursue allocation of funds identified in Governor's Balanced Budget for redevelopment of Blue Heron paper mill site in Oregon City.
- **Industrial site readiness:** Support creation of state financial tools to help make land inside the urban growth boundary available for industrial development and job creation through infrastructure investment, brownfield cleanup, land aggregation, and other means.
- **Property tax reform:** Support changes in Oregon's property tax system that enhance the fairness of the system and improve the ability of local voters to effectively approve increases in local revenue without inadvertently affecting the ability of other jurisdictions to provide services to their residents.
- **Service provision in unincorporated areas:** Support legislation moving "Area 93" from Multnomah County to Washington County upon adoption of intergovernmental agreement between the counties. Oppose legislation allowing landowners to demand services outside local planning processes.

### OTHER ITEMS, BY ISSUE AREA

#### Transportation Finance and Policy

- **Funding for non-highway transportation:** Support adoption of Connect Oregon V and development of "Connect Plus" package that provides ongoing funding for investment in air, rail, marine, transit, bicycle and pedestrian capital projects as well as transit operations.
- **TriMet collective bargaining:** Support legislation restoring collective bargaining to transit districts.
- **Clean Fuels Program:** Support legislation lifting the sunset on Oregon's Clean Fuels Program.
- **Local revenue authority:** Preserve and expand local options so local governments have the flexibility to build, operate and fund transportation systems that support prosperous, livable and sustainable communities.

#### Land Use/Community Development

- **Urban growth management:** Oppose efforts to force larger urban growth boundary expansions by legislatively removing certain areas from the buildable lands inventory.

- **Affordable housing:** Support legislation clarifying that receipt of federal rent subsidies like Section 8 vouchers is not grounds for denying tenancy.
- **Brownfields:** Support creation of policy tools including tax credits and tax abatements to facilitate brownfield redevelopment.

**Resource Conservation and Recycling:**

- **Product stewardship:** Support creation of systems for collection and recycling of batteries and mercury-containing fluorescent light bulbs based on producer responsibility.
- **Diesel emissions reduction:** Update state law to allow federal Diesel Emissions Reduction Act funds to be spent on most effective means of reducing diesel emissions.
- **Labeling of compostable materials:** Support legislation to improve information to households and businesses about the compostability and environmental impact of products and packaging.
- **Toxics:** Support legislation requiring disclosure and removal of toxic chemicals in children's products and expanding the use of integrated pest management by state agencies.

**Regional Parks and Natural Areas**

- **Allocation of RV fees:** Support change in the formula for allocation of recreational vehicle fees to increase percentage allocated to county parks, including Multnomah County parks owned and operated by Metro.
- **Abandoned vessels:** Support legislation that improves Metro's ability to address problems associated with abandoned or derelict vessels at Metro facilities.

**Smart Government**

- **Transient lodging tax:** Support legislation requiring internet travel companies to pay transient lodging tax on full consideration paid for lodging.
- **Efficient government:** Maintain or enhance local control related to public retirement and benefit costs.

# Area 93 Overview

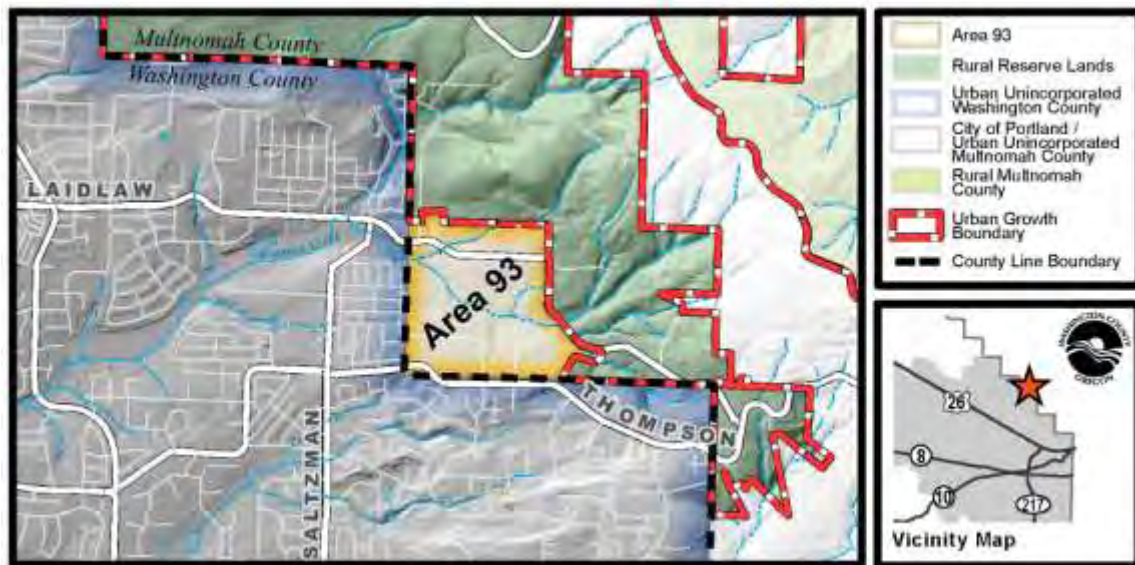
Updated February 11, 2013



## What is “Area 93”?

In 2002, the region added more than 20,000 acres to the urban growth boundary (UGB) to provide enough land to support 20 years of anticipated population and job growth, as required by Oregon law. “Area 93” was one of several areas included in the 2002 UGB expansion to serve growth on the region’s west side—others included North Bethany, portions of River Terrace (West Bull Mountain), and portions of South Hillsboro.

Area 93 is located in Multnomah County, approximately 2.5 miles north of the U.S. Highway 26/Oregon 217 interchange. It is approximately 160 acres in size. Due to existing roads and natural features, the land area available for development is significantly less. Area 93 is isolated from other urbanized areas in Multnomah County by a rural reserve area approximately one-half mile in width. It is contiguous to urbanized Washington County on two sides.



## What is Area 93’s current status?

The regional and local governments involved in the 2002 UGB decision made a collective commitment to allow development of Area 93 to help address the region’s growth needs. Honoring that commitment reduces growth pressure on farm and forest land elsewhere. Multnomah County and the City of Portland completed a significant amount of preliminary planning for Area 93. However, unlike other 2002 west side UGB expansion areas, Area 93 has not been able to move beyond planning. The primary challenge has been determining how to provide essential urban services such as water, sewer, parks, roads, and police protection. The preferred solution to advance development of Area 93 involves transferring it into Washington County.

# Area 93 Overview

Updated February 11, 2013

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## Why change the county boundary for Area 93?

Area 93 landowners, Metro, and Multnomah and Washington counties have worked cooperatively to find a solution that delivers on the region's 2002 commitment to provide for residential development in this area. In this unique situation, moving the county boundary to bring Area 93 into Washington County is necessary because:

- Public services essential to developing Area 93 cannot be provided in a timely and cost-effective manner by the City of Portland or Multnomah County,
- Those services are available in Washington County, and
- Revenue-raising tools are already in place in Washington County to ensure that Area 93 infrastructure costs are paid for by those directly benefitting from development.

## Who would pay the planning and infrastructure costs of development?

Washington County's objective is to make this change of jurisdiction as close to revenue-neutral for its existing taxpayers as possible. Existing Washington County residents should not have to pay for public improvements needed in Area 93—those who benefit should pay for them. Potential revenue tools to pay for Area 93 planning and services include: Metro's Community Planning and Development Grants; development fees; systems development charges for transportation, parks, water and sewer systems; construction excise taxes for schools; and increased property taxes collected as the area develops (including specific levies for urban levels of road maintenance and police protection).

## What kind of development is anticipated for Area 93?

Development will be primarily residential, at densities consistent with the existing urban development in adjacent Washington County. If Area 93 is transferred to Washington County, it will be subject to the appropriate environmental standards and rules currently used by Metro, Washington County and Clean Water Services to protect stream corridors, water quality and wildlife habitat.

## How soon would development occur?

Development could commence in 2016 or 2017. Changing county boundaries in Oregon requires a change in state law. The 2013 Legislature will be considering specific legislation to adjust the boundary. To implement the boundary change, Multnomah and Washington counties would need to adopt a formal agreement by January 2014. Once an agreement is adopted, citizen input about the planning and development of Area 93 would take place over a one- to three-year period.

## Where can I get additional information?

Please visit [www.co.washington.or.us/area93](http://www.co.washington.or.us/area93) or contact Stephen Roberts in Washington County's Department of Land Use and Transportation at 503-846-4963.



# Revising Oregon's Urban Growth Management Program: Overview of Initial Concepts

Over the past 20 years, Oregon has been relatively successful in increasing the efficiency of land use in our urban areas. This has meant conservation of farm and forest lands for our agricultural and forest products industries (the second and third leading sectors of our economy), and lower costs for roads, sewer and water systems in growing areas -- important objectives of our land use program. This success also has resulted in more transportation options for communities.

We rely heavily on urban growth boundaries (UGBs) to decide where we grow and how, but many residents, local governments, and other stakeholders have become frustrated with the complexity, expense and slowness of the decision-making process. The complexity of the system makes it hard for citizens to participate effectively in decision-making, and the uncertainty of outcomes makes many local governments avoid taking on the significant effort required to update long range urban area plans.

A collaborative team of experienced land use practitioners, stakeholders and public officials has been working since late 2011 on potential reforms to the system that Oregon cities use to manage growth. The Governor asked the team to work with the Department of Land Conservation & Development (DLCD) to design changes to key aspects of the state's land use program in order to achieve the following outcomes:

## Desired Outcomes

- Encourage continued improvement in urban efficiency, and assist cities to create well-functioning communities that are desirable places to live and work;
- Make it easier to carry out planned development within existing urban areas;
- Reduce the time and expense of urban growth boundary (UGB) amendments, and make amendments more predictable, particularly for smaller cities;
- Focus state and local planning on areas that are growing most rapidly;
- Continue to conserve important farm and forest lands and other resources.

## Initial Concepts

The design team and other workgroups have developed concepts to improve the growth management system in four main areas. These proposed concepts will continue to be refined by the design team and other workgroups, and ultimately by the legislature. The proposed concepts are:

- 1. Population forecasting.** Population forecasts are the beginning point for decisions communities make about growth management. Forecasts have become increasingly controversial and expensive. This concept proposes a simplified, faster and less expensive way to determine and adopt population forecasts for growth management purposes.
- 2. Residential growth.** Provide a simplified, faster planning process for cities to use in forecasting residential and related land needs within urban growth boundaries, as long as cities plan within ordinary ranges given their size and growth rate, and as long as they are making good use of redevelopment and infill opportunities on land already inside urban areas.
- 3. Employment growth.** Provide a simplified, faster planning process for cities to forecast employment land needs (industrial, commercial and a variety of related land needs), provided cities plan for amounts within ordinary ranges given their size and growth rate, and as long as they encourage redevelopment and infill opportunities. In addition, provide a way for groups of local governments to work together to plan for large-lot, land intensive, industrial needs, and establish a new, dynamic process to allow governments to react more quickly to unanticipated but highly significant new employment opportunities.
- 4. Growth within and adjacent to existing urban areas.** Begin to restore alignment between our land use planning efforts and the laws and procedures that determine which local entities will govern and provide urban services to growing urban areas. Strengthen the alignment between state infrastructure investments and urban growth management objectives.

## Process

- The design team and related committees have completed their initial work on these concepts, and for several months the design team and the broader stakeholder group have been working to review and refine these proposals.
- Ultimately, revising the growth management program requires legislative changes to state laws, as well as changes to LCDC's land use planning goals and rules. Several legislative proposals are being drafted for the upcoming session to implement the proposed concepts and to establish principles to guide LCDC in changing land use Goals and rules. It will likely take one to two years to complete both legislation and related rules in order to fully implement these changes.
- These efforts are linked to other regulatory streamlining policy and public finance efforts, all with the purpose of helping Oregon retain and expand jobs while supporting local efforts to create desirable and successful places to live and work.

## Additional Information

For more information on this subject, visit the following web sites:

- [www.lcd.state.or.us](http://www.lcd.state.or.us)
- <http://governor.oregon.gov/Gov/GNRO/index.shtml>