

City of Fairview Main Streets on Halsey Site Readiness and Policy-Code Development	
Amount of Grant Request: \$ 200,000	Proposed Match: \$ 28,374
Recommended for Funding? \$ 200,000	
Project Summary: <p>The scope of work will entail the collaboration of the three jurisdictions, Fairview, Wood Village and Troutdale in working with their already-established steering committee, the Halsey Community Collaborative Compact (HC3), to engage property owners and community members in taking the next steps in implementing the Main Streets of Halsey Strategic Economic Action Plan. The intent of this project is to meet goals of the Main Streets Plan, Statewide and Metro planning goals related to housing, transportation and employment.</p> <p>This Metro grant will focus on these distinct actions:</p> <ol style="list-style-type: none"> 1) Assessing and facilitating site readiness work, including strategies to overcome development barriers, and marketing of specific parcels; and, 2) Aligning and creating adoption-ready consistent, clear and relevant land use and urban design codes across the three jurisdictions to facilitate future development. 	
Project Location: <p>The NE Halsey Corridor is an east/west minor arterial connector that links businesses, neighborhoods, and communities between northeast Portland and Troutdale. This project focus is on the 2.8-mile portion of the corridor that passes through the cities of Fairview, Wood Village, and Troutdale – between Fairview Parkway and the Historic Columbia River Highway.</p>	

City of Happy Valley Rock Creek Employment Center Infrastructure Assessment and Funding Plan	
Amount of Grant Request: \$210,000	Proposed Match: \$ 33,500
Recommended for Funding? \$ 210,000 [Funding conditions: \$170,000 of funding is contingent on the City securing ODOT's participation in the project]	
Project Summary: <p>The expected outcome of this project will be to identify infrastructure solutions and potential funding options to attract economic development. The infrastructure solution package will act as a catalyst for job growth and economic development within the RCEC by identifying a specific plan to serve the development sites and provide interim solutions to Hwy. 212 from the Rock Creek Intersection (Hwy. 212/224 "split") to 172nd Avenue as it relates to the very long term highway plan (Sunrise Corridor Phase II). It is evident in the current study of the employment sites that the characteristics of the RCEC are favorable for industrial and employment land development and suitable for jobs-based industry recruitment. The infrastructure and funding challenges that exist with the Sunrise Phase II combined with a lack of internal utility connection to the existing regional infrastructure impede the current ability of the RCEC to achieve the intended outcome.</p> <p>This project will identify near-term solutions for the transportation constraints and will identify funding options for local infrastructure connections within the RCEC. These outcomes will establish a collaborative method for the City, County, State, private land owners and future industrial developers to participate in funding the needed infrastructure. The level of community readiness and local commitment to the predicted development outcomes has been demonstrated through the series of planning steps the City of Happy Valley has taken since the property was added to the Urban Growth Boundary (UGB) in 2002, as well as by the construction of a major arterial (172nd Avenue) from Hwy. 212 to Sunnyside Road and the development of the sanitary sewer main (Rock Creek Interceptor). The approximately 400 gross acres of land within the RCEC has adequate scale to generate a critical mass of activity by providing a significant number of potential development sites.</p>	
Project Location: <p>The southeast quadrant of Happy Valley centered on the intersection of 172nd Ave. and OR Highway 212.</p>	

City of Portland 102nd & Pacific Development Project: Gateway Transit Center	
Amount of Grant Request: \$ 100,000	Proposed Match: \$ 250,000
Recommended for Funding? \$ 100,000	
Project Summary: <p>Fund predevelopment work to support development of 10-acres of privately held properties near the Gateway Transit Center and broad redevelopment in the Gateway Transit Center. The scope of work will include evaluating parking in the area and options for replacement parking obligations with the Oregon Clinic, assessment of market potential for retail and commercial development in the district, and connectivity, including multi-modal access, pedestrian impediments between the transit center and the Halsey/Weidler Business District, Gateway Discovery Park and the Prosper Portland development at NE Halsey and 106; as well as how to leverage other investments and opportunities in the area including TriMet's Red Line Enhancement Project and improving transit interface with workforce training and career technical facilities in East Portland. The desired outcomes are to prepare property owners to better develop their properties, particularly the 102nd and Pacific Project in a way that fulfills key community priorities, including improved connectivity to and through the Gateway Transit Center area, improved access to Gateway public spaces at the transit center, Gateway Green, and the new Gateway Discovery Park at NE 106th and Halsey, and greater certainty for future development adjacent to 102nd and Pacific and at Prosper Portland owned-property adjacent to MAX station.</p>	
Project Location: <p>The predevelopment work will focus on the Gateway Transit area between I-205, NE Halsey, NE Glisan and the Hasley/Weidler Business District. The work will be informed by transit users, pedestrians and bicycles accessing from East Portland, east of I-205.</p>	

City of Portland Rosewood Equitable Development Plan	
Amount of Grant Request: \$ 300,000.00	Proposed Match: \$ 70,000.00
Recommended for Funding? \$245,000 Funding for Bureau of Planning and Sustainability entry level staff to help with logistical coordination removed from grant award.	
Project Summary: <p>The proposed Rosewood Equitable Development Plan will: 1) Update the land use and transportation plans; 2) Prepare predevelopment studies for three specific opportunity sites; and 3) Develop anti displacement strategies in anticipation of rising housing costs. These three project elements will be undertaken in collaboration with the Rosewood community.</p> <p>Land Use and Transportation Plan Update: Update the zoning map utilizing newly adopted residential and mixed-use zoning to create more residential capacity and neighborhood serving commercial uses. These zoning changes will be supported by a coordinated review and update of the transportation network as part of the Outer Stark Street Safety project improvements are needed to support safe and convenient access to the Rosewood Neighborhood Center. Deliverable: Outer Stark Street Corridor and Max Station Area Plans:</p> <p>Pre-development Studies. Conceptual development plans and financial feasibility analyses will be prepared for three opportunity sites currently under the control of identified community partners: 1) Human Solutions (160th/Stark), 2) Rosewood Village (162nd/Stark) and 3) Bridge Meadows (162nd/Alder). Deliverable: Site-specific design concepts, pro-formas, and financing strategies for affordable housing at each of the three opportunity sites.</p> <p>Anti displacement strategies: Working collaboratively with The Rosewood Initiative, the Community Alliance of Tenants and other community organizations this project will identify factors that are causing displacement and develop strategies to prevent or mitigate disruption to the existing community. Deliverable: Facilitated community engagement process and anti-displacement strategy.</p> <p>These efforts are intended to support a healthy, connected and vibrant Rosewood neighborhood center where the benefits of new development and infrastructure investment accrue to the existing communities as well as new residents and businesses.</p>	
Project Location: <p>The Rosewood Equitable Development Plan is proposed for an area approximately 1,900 acres in size located in East Portland. It is bounded by the City's municipal boundary with Gresham to the east along 162nd Avenue and the 128th Avenue to the west, between NE Halsey St and the Glendoveer Golf Course to the north and the SE Stephens St alignment to the south. It includes the Rosewood Neighborhood Prosperity Initiative (NPI), the Rosewood Neighborhood Center as designated by the City of Portland Comprehensive Plan and the E Burnside/148th and 162nd Avenue MAX station areas. It also includes the Glenfair, Parklane and Oliver elementary schools and the Parklane and Glenfair public parks.</p>	

City of Portland

Southwest Corridor Equitable Housing Strategy

Amount of Grant Request: \$ 330,000

Proposed Match: \$ 50,000

Recommended for Funding? \$ 230,000 Funding for Bureau of Planning and Sustainability, Portland Housing Bureau and TriMet TOD staff removed given extensive grant funding already received for Southwest Corridor.

Funding Condition: Funding for pre-development analyses contingent upon the City or public partners having site control.

Project Summary:

This project builds off the current Southwest Corridor Equitable Housing Strategy (EHS) scheduled for adoption by the Tigard and Portland city councils this summer. Funding would implement priorities of the housing strategy to increase housing choice, prevent residential displacement, and commit early housing resources in advance of planned light rail service. Work to be completed in 2019 includes:

Portland City Council adoption of two TOD station area plans (Barbur Transit Center and South Portland/Gibbs) to include urban design plans and increased entitlements. In South Portland the historic district guidelines would be updated. Plans in these two areas will inform an agreement with the Oregon Department of Transportation regarding the future of two sites in their control.

Pre-development site analysis leading to the construction of hundreds of new units of housing. Opportunity sites include several already in public ownership (Ross Island Bridgehead parcels, Barbur Transit Center, and the PCC parking lot) and other private parcels that could be acquired by the City, Metro, or by TriMet as part of the light rail project. Analysis done on private parcels would be done with generic templates to make them implementable on more than one site.

Formation of an inter-jurisdictional Equitable TOD Workgroup to execute the responsibilities detailed in the pending Memorandum of Understanding between TriMet, City of Portland, Washington County, City of Tigard, and Metro. Grant work will be coordinated with those agencies through that MOU. Grant funds will be used to increase TriMet's staff capacity to lead this work.

Formation of a Community Preservation and Engagement Workgroup composed of community leaders, nonprofit developers, and organizational partners working on anti-displacement initiatives in the corridor. This group will advise project decisions, build organizational relationships, and engage communities vulnerable to displacement pressures.

Project Location:

This project takes place within the City of Portland within the ½ mile buffer area around the SW Barbur alignment of the SW Max Line future light rail alignment. Additional focus is applied to two station areas located around SW Gibbs and around the West Portland Town Center (Barbur Transit Center) as shown on the attached map. Opportunity site analysis will occur on sites at each of the potential station areas in Portland.

City of Sherwood	
Brookman Addition Concept Plan Refinement	
Amount of Grant Request: \$ 100,000	Proposed Match: \$ 10,000
Recommended for Funding? \$100,000	
Project Summary: <p>This project will refine the Brookman Addition Concept Plan. The project will analyze land use and transportation patterns in the western and central subareas as conditions have changed since the plan was adopted in 2008. The 2008 plan shows Brookman Road as a neighborhood collector road. Brookman Road is now classified as an arterial road in Washington County's and the City of Sherwood's Transportation System Plan as a result of no alternative arterial was identified in the I-5 to 99W planning project. Brookman Road is under the jurisdiction of Washington County and they are a project partner. This project will refine the alignment and function of Brookman Road, surrounding land uses and produce a financing plan to implement transportation system improvements. The refinement will help foster economic vitality in Sherwood, facilitate the development of the Brookman area which will develop sooner than later, and provide different travel modes and additional routes of the regional transportation system. This plan refinement will build off the goals of the 2008 plan which include: Connections to Sherwood; A Complete Community; Transition of Land Intensities; Transportation Choices, Parks and Green Spaces, and Long Term Quality.</p>	
Project Location: <p>This project is located in the Brookman Road area of Sherwood between Highway 99W and and SW Ladd Hill Road and is north of the urban reserve. Brookman Road is the boundary between the UGB and Urban Reserve area. The Brookman area was brought into the UGB in 2002. Roughly ninety-acres of the Brookman area were annexed into the city in 2017, in the central sub-area.</p>	

City of Tigard**Tigard Missing Middle Community Land Trust Model Feasibility and Pre-Development Assessment****Amount of Grant Request:** \$ 150,000**Proposed Match:** \$ 51,447

Recommended for Funding? No. Project is too hypothetical as it would evaluate feasibility for cottage cluster development on sites that did not have a clear path towards site control resulting in development.

Project Summary:

This project will assess the feasibility of a missing middle housing to effectively deliver equitable and affordable housing using the community land trust model within the Southwest Corridor and to provide valuable pre-development insight that will ease the path to future construction of a model development. The City and its partner Proud Ground will assemble a collaborative consulting team of financial analysts, architects, and development consultants to perform a feasibility analysis of a missing middle housing development, with a focus on its capacity to provide affordable housing in perpetuity through the community land trust model. The team will perform four tasks as part of this work.

Task 1: Site Selection

The city will work with Proud Ground and the project team to develop a set of criteria for site selection, with weight given to certain locational factors. Five sites will be selected for analysis.

Task 2: Massing Study

For each of the five selected sites, the consultant team will develop a massing study for two missing middle typologies -cottage clusters and courtyard units - to demonstrate how the land can be efficiently developed to accommodate the maximum number of units with common areas and parking.

Task 3: Financial Feasibility

Based on the results of the massing studies, the consultant team will then build a pro forma for each site, to include the costs of land acquisition, entitlement, design, and construction costs. The analysis will be conducted with the capacity and needs of the community land trust model factored in.

Task 4: Report Generation

The consultant team, working with the City and Proud Ground, will generate a summary report on the methodology, feasibility analysis, and the results of the project.

The primary outcomes will be a report summarizing the findings and a base of knowledge that will help the partners pursue future funding to realize the project within 2-3 years.

Project Location:

The location for this project is within the city limits of Tigard. The site selection process will include the entire city, but the criteria for site selection will give preferential weighting to lots proximate to transit and to sites within the city's two urban renewal districts - Downtown Tigard and the Tigard Triangle.

Housing Authority of Clackamas County Clackamas Heights Master Plan	
Amount of Grant Request: \$ 220,000	Proposed Match: \$89,071
Recommended for Funding? \$220,000	
<p>Project Summary:</p> <p>The desired outcome of the Clackamas Heights Master Plan is the redevelopment of a physically distressed and underutilized public housing community. Built in 1942, Clackamas Heights was the first public housing property in Oregon. The 100 housing units on the site were constructed without foundations and were originally built as temporary housing for the local workforce. Located in the historic Park Place neighborhood in Oregon City, the site occupies approximately 17 acres and is highly underutilized given the shortage of affordable housing in the area.</p> <p>To achieve the development outcome of revitalization, the master planning process will provide an open, goal oriented community engagement process that will include current residents, the surrounding Park Place neighborhood and members of the broader public. This will include discussion around potential partnerships with business owners and civic groups in the area. Two advisory committees will be formed as part of the master planning process, one technical and one public, in order to ensure that all stakeholders have an opportunity to participate and be heard in regard to the shaping of their future neighborhood.</p> <p>Anticipated long term outcomes include increasing the number of affordable housing units available on the site, promotion of resident health, expanded access to nutritious food options, the creation of a safe, quality environment for walking and biking and to facilitate affordable, accessible public transit options. Further outcomes will be determined by an extensive community engagement and planning process.</p>	
<p>Project Location:</p> <p>Clackamas Heights is located on the north side of Oregon City, in the Park Place neighborhood, which falls within Census Tract 223. The site consists of 17 acres bounded by Gain Street to the North, Front Avenue to the East, Apperson Blvd to the West and Holcomb Blvd to South. The Park Place neighborhood is characterized by extreme income disparities and low levels of income and investment that qualify it as severely distressed. The neighborhood has two areas known as “lower” and “upper” Park Place, with Clackamas Heights and the area of disinvestment falling in the lower region. Upper Park Place has experienced growth and development in the recent past, whereas lower Park Place, the area immediately surrounding Clackamas Heights, has experienced disinvestment and continued decline. The stark contrasts between the two sections of the neighborhood further justify the need for revitalization that will unify Clackamas Heights and lower Park Place in general, with the rest of the neighborhood.</p>	

Port of Portland Employment Land Site Readiness Toolkit	
Amount of Grant Request: \$170,000	Proposed Match: \$ 55,777
Recommended for Funding? 170,000	
Project Summary: <p>The 2017 Portland Metro Regional Industrial Site Readiness Inventory identified the need for pre-development tools and strategies to improve site readiness within the Portland Metro UGB. The region's current supply of market-ready industrial sites based upon the 2017 inventory update shows only 10 market-ready sites available, only 3 of which do not currently have development agreements. This trend in the reduction of the region's market-ready large, vacant industrial sites is representative of the region's decreasing supply of market-ready employment lands.</p> <p>The remaining vacant, under-utilized and redevelopment employment lands within the UGB have more challenges, are more complex, more time intensive undertakings, and will be more expensive to bring to market-ready status. More efficient use of the region's existing supply of employment land is one way to support an economy that will need to create 85,000 to 440,000 jobs by the year 2040 to accommodate the region's projected population growth.</p> <p>Investment, leadership and creativity are needed to move employment sites in the region to market-ready status and provide a sufficient supply of sites as one approach to meet the needs of an economy expected to put more people to work in a land constrained geography. This project will provide a site readiness toolkit jurisdictions and private-sector partners can use to address 7 site readiness challenges. A robust inventory of market-ready employment land is key to the region's economic competitiveness and prosperity, ensuring all our residents benefit from that prosperity through access to employment. The project will convene a region-wide project advisory team with representation from the 3 county area and a cohort of other economic development partners. The long-term development outcome will be an increase in the supply of market-ready employment lands in the region, resulting in a higher employment capacity for the region. It being compatible with the surrounding neighborhood.</p>	
Project Location: <p>This is a region-wide project covering the entire Metro area within the UGB. An indicator of this project's broad geographic reach is that 19 partners from across the region have committed to participate in this project. This coalition represents a cross-section of cities (large and small) in all 3 counties in the Metro UGB. The tools and strategies identified and created for this site readiness toolkit will be available for use by any jurisdiction or development partner in the region.</p>	

Washington County Department of Land Use & Transportation Getting Ahead of the Curve: Proactive Transportation Planning for Urban Reserves in Washington County	
Amount of Grant Request: \$ 420,000	Proposed Match: \$60,000
Recommended for Funding? \$ 420,000	
Project Summary: <p>The project will provide realistic information about the transportation improvements necessary to adequately serve the cumulative growth in the urban reserve areas, both for roads within the urban reserve areas and for those roads that connect urban areas. In the short term, this project will identify a prioritized list of improvements needed to serve traffic growth from urban reserve development, along with cost estimates and anticipated right-of-way needs that cities can use for their concept and comprehensive planning in coordination with the County. This will give the county, cities, and general public a better idea of what to expect when development does start happening, and should also give existing residents of urban reserve areas some peace of mind that the anticipated traffic increases are being planned for. In the long term, this project provides the framework for the prioritized transportation improvements to be funded and built as the urban reserve areas are annexed into cities.</p>	
Project Location: <p>Washington County has several urban reserve areas in close proximity to each other, including in south Hillsboro, west Beaverton, west Tigard, west King City, and west Sherwood. The urban reserve growth areas in Washington County create a crescent shape between existing urban and rural areas. Most of the newly urbanizing areas are and will be composed primarily of residential development. This can be an issue because traffic from these and other nearby urban areas often uses rural roads to access employment areas and other amenities in nearby cities. The existing roadways within the urban reserve areas are often not built to accommodate any increase in traffic, with narrow travel lanes, lack of shoulders, and sight distance deficiencies. Planning for the specific concept plan areas is primarily done on a local scale, but transportation planning for these areas should be done on a regional scale so that the county can keep up with, and get ahead of, the cumulative traffic demand on rural and urbanizing roadways.</p>	

Washington County Housing Services Willow Creek Park & Ride - Alder Grove	
Amount of Grant Request: \$ 100,000	Proposed Match: \$ 48,185
Recommended for Funding? \$ 100,000	
Project Summary: <p>The Alder Grove project will provide 150-200 units of much-needed permanent affordable housing in a high opportunity area in Washington County. As a partnership between Trimet, the Housing Authority of Washington County (HAWC) and private developer, DBG Properties, LLC, the Alder Grove project is an opportunity to provide a model for enhanced development of parking areas near transit. This funding will support predevelopment work of the site to provide the development team with information that will allow the project to move forward.</p>	
Project Location: <p>The Alder Grove project will be located at the northern portion of the Trimet Willow Creek Park & Ride MAX Station - 180 NW Edgeway Dr, Hillsboro, OR 97124. This project is located within the Amberglen community of the City of Hillsboro in Washington County, Oregon. The project is anticipated to serve low-income households from the Washington County area.</p>	