

**City of Beaverton****Downtown Design and Development Readiness Project****Amount of Grant Request:** \$ 150,000.00**Proposed Match:** \$ 59,750.00**Recommended for Funding?** \$ 150,000.00**Project Summary:**

The Downtown Design and Development Readiness Project is about taking concrete steps to make development happen. Past Beaverton projects, including the important and award-winning Community Vision Plan, have done the valuable work of defining what the community wants Downtown to be. This project is about allowing and encouraging that future. This project will fix the Development Code; remove obstacles to development; make sure density comes with design; and integrate thinking and actions about buildings, streets, parks, plazas and other essential urban elements to ensure a vibrant and livable Downtown.

The project will implement the community's high-level vision for a vibrant Downtown by:

- Better defining Downtown and establishing mini-districts within it so strategies can be more fine-grained.
- Removing obstacles to development and rethinking site and building design rules.
- Encouraging new buildings, jobs and housing.
- Working closely with our partner Tualatin Hills Park & Recreation District (THPRD) to define the role of urban public spaces.
- Promoting safe, inviting streets and sidewalks that work with adjacent development and promote a variety of ways to travel – including improving connections between Old Town and Beaverton Central to unite the two parts of Downtown.
- Developing implementation next steps, including identifying “quick wins.”
- Conducting the project with significant and inclusive public engagement

**Project Location:**

The project area is Downtown Beaverton, which includes Old Town (bordered by Beaverton High School, Fifth, Lombard and Canyon) and Beaverton Central (bordered by Cedar Hills Boulevard, Canyon, Lombard and Hall/Center). The area has significant development potential; is nestled among jobs centers in Beaverton, Hillsboro and Portland; and has excellent transportation access with Highway 217, MAX, WES and frequent bus service.

**City of Cornelius****Cornelius Urban Renewal Plan, Town Center Plan, and Conceptual Site Planning Project****Amount of Grant Request:** \$ 315,000.00**Proposed Match:** \$ 33,500.00**Recommended for Funding?** \$ 315,000.00**Project Summary:**

This project involves a comprehensive planning effort comprised of the development of an Urban Renewal Plan, conducting conceptual site planning for two Special Employment Development Areas in the city, and a thorough analysis and master plan development for the Cornelius Conceptual Town Center. It is expected that through this effort the City will drive smart and appropriate growth in its core commercial and light industrial areas. While a Town Center Master Plan will establish guiding principles and standards for development and expansion of commercial and residential services and amenities in a mixed-use environment, a drilled-down conceptual site planning effort for two of the Special Employment Development Areas will establish community-led expectations for future development, identify infrastructure needs, and evaluate impacts to the community. Lastly, the best planning efforts in the world don't gain much traction without actual public dollars to be strategically deployed as the catalyst to private investment in the community. This will be achieved through the development and implementation of an Urban Renewal Plan. These three planning deliverables serve as a suite of complementary efforts to spur a new generation of prosperity for Cornelius.

**Project Location:**

The project will focus on the Cornelius Conceptual Town Center, the preliminary Urban Renewal District Boundary, and two Special Employment Development Areas as identified in the Cornelius Economic Opportunities Analysis and Strategic Action Plan. The total project area encompasses approximately 0.78 square miles, which makes up 35% of the city's 2.24 square-mile total area. More notably, however, is that the project area encompasses over 89% of the total area of commercially and industrially-zoned properties within the city. Hence, the impact of these complementary planning efforts will have a widespread impact on the functionality of our local economy and employment base. This also illustrates the cohesive nature of this multi-faceted planning approach to prepare our commercial, industrial, and mixed use properties for future growth and success.

<b>City of Happy Valley</b> <b>Pleasant Valley/North Carver Comprehensive Plan</b>	
<b>Amount of Grant Request:</b> \$ 400,000.00	<b>Proposed Match:</b> \$ 205,000.00
<b>Recommended for Funding?</b> \$ 400,000.00	
<b>Project Summary:</b>  <p>Eventual adoption of the Pleasant Valley/North Carver Comprehensive Plan (PV/NC Comp Plan). For an approximately 2,700-acre area in a portion of the former City of Damascus lands within the Urban Growth Boundary deliverables include:</p> <p>Integrated Land Use and Transportation Plan including all urban zoning designations and an extensive TSP Update; Parks Master Plan/SDC Methodology/Capital Improvement Plan; Sanitary/Storm Sewer Master Plans; Water Master Plan; Steep Slopes and Natural Resources Overlay Zone Plan Update (Title 3/13); Local Wetland Inventory; and, three separate school districts 10-year Capital Plans.</p> <p>Citywide Deliverables: Updated Comprehensive Plan Policies and Land Development Code Text Amendments directly addressing equitable development and equitable housing projects and policies (beyond significantly increasing buildable land supply); Buildable Lands Inventory; and, Housing Needs Analysis for the subject area.</p>	
<b>Project Location:</b>  <p>Approximately 2,700-acre area that is made up of the western portion of the City of Damascus and the North Carver area. Extends from roughly the 177th Ave. area of the East Happy Valley Comprehensive Plan area adopted in 2009 east to roughly the 190th Drive area and from the Multnomah/Clackamas County boundary to the north to the Clackamas River to the south.</p>	

## City of King City King City Main Street Master Plan

**Amount of Grant Request:** \$ 100,000.00

**Proposed Match:** \$ 157,500.00

**Recommended for Funding?** No

### Project Summary:

Project activities will evaluate and develop design criteria and determine the feasibility of development types. The project will include elements that will augment our master planning efforts and help shape the development characteristics of the area. The project will include the following elements:

- **A Market Analysis:** The Market Analysis will test the feasibility and help develop financial tools that will be used to assist development and promote an urban main street/town center designed to service the community with jobs, commerce and residential opportunities.  
Deliverable = Market Analysis Used to Guide Development Types.
- **Engineering:** The Engineering will provide design alternatives that address infrastructural shortfalls, related costs associated with the infrastructure design alternatives, which alternative would be best suited given the geography of the areas and how shortfalls may be bridged.  
Deliverable = Site specific engineering and analysis, Multi-modal Transportation system integration.
- **Master Planning:** Planning efforts will provide development guidelines that ensure a robust and integrated community that addresses equitable housing types and ensure densities that will support the commercial, industrial & retail aspects of the community's Main Street/Town Center.  
Deliverables=Master Plan, Parks Plan, Rough Elements of a Transportation System Plan & associated Comprehensive Plan Amendments.

### Project Location:

The primary focus of the planning efforts will be on developing a new King City Main Street/Town Center SE of Roy Rogers and Beef Bend in the Western portion of the Urban Reserve with commercial, retail, hotel, tourism, and industrial development in a vibrant mixed use town center. The downtown area is expected to be surrounded and integrated with an equitable range of housing types, including Multi-Family, Townhouse, Condos, Single Story Homes, Single Family Dwellings, and Estates. Our preliminary market analysis indicates that full development is attainable within ten years. The studies we are proposing and are completing now will allow this area to be fully prepared for development by 2020.

<b>City of Portland</b> <b>Rossi Farms Site Specific Development Plan</b>	
<b>Amount of Grant Request:</b> \$ 112,500.00	<b>Proposed Match:</b> \$ 50,000.00
<b>Recommended for Funding?</b> \$ 112,500.00	
<b>Project Summary:</b>  <p>This project would carry out pre-development feasibility and market analysis for the Rossi Four-Corners area in East Portland. The subject properties encompass more than 30 acres, with mixed-use zoning adopted with the 2035 Comprehensive Plan. Rossi Farm is a landmark in East Portland, and one of the City's largest undeveloped sites adjacent to schools and a new park. A partnership between Parkrose School District, the Rossi family and the City would help support realization of public goals, such as encouraging a more holistic master plan, integration of the site design with abutting parks, inclusion of family-friendly affordable housing, and development of more transit-supportive and walkable designs.</p>	
<b>Project Location:</b>  <p>This project occurs at a 30 acre +/- site located on NE 122nd Avenue in East Portland.</p>	

<b>City of Portland</b> <b>Infill Housing Without Displacement: Sustainable NE Portland Strategy</b>	
<b>Amount of Grant Request:</b> \$ 155,000.00	<b>Proposed Match:</b> \$ 37,900.00
<b>Recommended for Funding?</b> No	
<b>Project Summary:</b>  <p>This project will address financing and other obstacles to the (re)development process as perceived by property owners in the Cully, Sumer and Madison South neighborhoods. By creating a path for property owners and nonprofit organizations to take advantage of these development opportunities this project will stabilize and increase affordable housing in the neighborhood. The outcome will be increased densities in neighborhood centers and along corridors by (a) construction of accessory dwelling unit (ADUs) by homeowners with limited resources; and (b) securing opportunity sites for affordable multi-unit housing development.</p>	
<b>Project Location:</b>  <p>This project takes place in NE Portland in the Cully, Sumner and Madison South neighborhoods.</p>	

**City of Portland****Maximizing equitable housing outcomes using climate resilience strategies in the Johnson Creek Floodplain.****Amount of Grant Request:** \$ 104,850.00**Proposed Match:** \$ 165,221.00**Recommended for Funding?** No**Project Summary:**

The Downtown Design and Development Readiness Project is about taking concrete steps to make The Johnson Creek Housing and Resilience Project will investigate market conditions, zoning tools, and design tools to develop strategies to maintain housing supply and affordability in East Portland, while simultaneously supporting floodplain restoration to reduce local flood risks, promote job growth, and enhance stream and floodplain ecology. This project is co-led by the Portland Housing Bureau and Bureau of Environmental Services in partnership with other agencies participating in a Governor-designated Oregon Solutions project.

The need: The City of Portland needs about 35 acres of land to mitigate the 100-year flood and prevent negative impacts on residents and industrial site development, which would require the removal of homes and the loss of additional housing capacity. This Metro grant would allow the City of Portland to research market conditions, develop land use tools, and vet housing designs to retain housing supply and affordability through infill development, while permanently reshaping the 100-year floodplain onto public property in support of the Oregon Solutions project.

**Goals:**

- Offset the loss of homes and housing capacity as a result of future floodplain restoration
- Maintain housing supply and housing affordability
- Provide housing choices that suit the needs of local residents
- Address impediments to infill development

**Project Location:**

This proposal focuses equitable housing and climate resilience issues in the Lents Town Center Urban Renewal Area, which includes residential neighborhoods, employment and industrial areas, and natural areas and open space.

<b>City of Portland</b> <b>Brentwood-Darlington Complete Community Strategy</b>	
<b>Amount of Grant Request:</b> \$ 155,000.00	<b>Proposed Match:</b> \$ 73,711.00
<b>Recommended for Funding?</b> No	
<b>Project Summary:</b>  This is a community led project to set goals and identify strategies for increasing access to complete community assets in Brentwood Darlington while maintaining affordable housing and avoiding displacement. Opportunity sites will be identified for both affordable and middle housing.	
<b>Project Location:</b>  This project is located in SE Portland roughly corresponding with the Brentwood Darlington neighborhood.	



<b>City of Portland</b> <b>Expanding Opportunities for Affordable Housing in Faith Communities</b>	
<b>Amount of Grant Request:</b> \$ 125,000.00	<b>Proposed Match:</b> \$ 40,000.00
<b>Recommended for Funding?</b> Metro COO recommends funding of \$125,000 on the condition that the City of Portland obtains letters of support from three or more Faith-based institutions willing to partner on this project and explore opportunities for construction of affordable housing on their property.	
<b>Project Summary:</b>  This project will prepare models for developing affordable housing on underutilized faith-based institutional property and present these models to identified institutions for their consideration. Desired outcomes would be construction of affordable housing that helps meet the city's housing needs while being compatible with the surrounding neighborhood.	
<b>Project Location:</b>  Citywide, specific sites will be identified through outreach efforts with the City's faith based communities.	

<b>City of Portland</b> <b>St Johns Community Stability Project</b>	
<b>Amount of Grant Request:</b> \$ 70,000.00	<b>Proposed Match:</b> \$ 40,000.00
<b>Recommended for Funding?</b> No	
<b>Project Summary:</b>  <p>This project provides planning and implementation efforts that leverage the City of Portland's Affordable Housing Bond funding, building institutional capacity in community non-profit organizations, identifying opportunity sites for developing or preserving affordable housing and exploring zoning map and code changes to create more development opportunity in the St Johns Town Center.</p>	
<b>Project Location:</b>  <p>This project is located generally in the St. Johns Town Center in North Portland.</p>	

**City of Portland/Multnomah County Joint Office of Homeless Services**  
**Tri-county Equitable Housing Strategy to Expand Permanent Supportive Housing for People Experiencing Chronic Homelessness**

**Amount of Grant Request:** \$ 150,000.00

**Proposed Match:** \$ 29,440.00

**Recommended for Funding?** \$ 150,000.00

**Project Summary:**

The proposed project is a one-year, tri-county equitable housing project to develop, prioritize, and begin implementation of strategies, including coordinated investment strategies, to produce additional development of permanent supportive housing (PSH) for people experiencing chronic homelessness - some of the most vulnerable and marginalized members of our communities. PSH is a best practice to end chronic homelessness by combining deeply affordable housing with supportive services to promote housing stability. PSH development requires resource and site identification and additional strategic coordination to identify ongoing resources for operating and supportive services. This project addresses these challenges through focused planning that is both regional in scope and county-specific. It will ready Clackamas, Multnomah and Washington Counties to begin development of additional PSH sufficient to meet a minimum of 10% of assessed regional need by June 2022.

The project will assemble a multijurisdictional steering committee and an expert consultant team to: assess existing conditions; develop and implement public engagement strategies; complete a region-wide PSH gap analysis; conduct county-specific PSH development capital and operating cost analyses; identify investment strategies to support PSH funding plans; identify opportunity sites for PSH development; and prioritize and begin implementation of specific funding plan strategies to initiate PSH development.

**Project Location:**

The project will support equitable housing development throughout the three-county Metro area, though anticipated permanent supportive housing development will occur almost exclusively within existing urban growth boundaries and in alignment with the Centers, Corridors, Station Communities, and Main Street areas identified in the Metro 2040 Concept Map.

<b>City of Tigard</b> <b>Tigard Triangle Urban Renewal Implementation Project</b>	
<b>Amount of Grant Request:</b> \$ 340,246.00	<b>Proposed Match:</b> \$ 251,371.00
<b>Recommended for Funding?</b> \$ 340,246.00	
<b>Project Summary:</b>  <p>The goal of the Tigard Triangle Urban Renewal Implementation Project is to develop a plan for strategic public investment that supports and catalyzes equitable development in the Triangle that is consistent with the community's vision. This project will develop a comprehensive urban renewal investment strategy to maximize the value of urban renewal dollars, leverage private sector investment, and help achieve equitable development in the Triangle. The City proposes to assemble a collaborative interdisciplinary team to work with City staff on this project. The general timeframe for completion is 18 – 24 months. The scope of work includes the development of four interrelated tasks.</p> <p>Task 1. Equitable Development Strategy to inform the approach and outcomes of all deliverables.          Task 2. Urban Renewal Finance Plan to provide a financial framework for public investment decision-making.          Task 3. Property and Redevelopment Study to leverage private sector investment.          Task 4. Infrastructure Investment Plan to analyze, prioritize, and advance design of key public infrastructure projects.</p> <p>This project will help implement the 2040 Growth Concept and the Urban Growth Management Functional Plan by building upon the City's recent multi-pronged efforts to transform the Triangle into an active, urban, multimodal, and mixed-use district in keeping with its Metro 2040 Town Center designation</p>	
<b>Project Location:</b>  <p>The 500-acre Tigard Triangle is located just east of downtown Tigard and seven miles south of downtown Portland. This underdeveloped area is surrounded by high-volume highways on each side: I-5 to the east, Hwy 217 to the southwest, and Hwy 99W to the northwest. The Triangle is well-situated within the region for access to employment centers outside of Tigard and is located on the proposed Southwest Corridor light rail alignment. However, it lacks key infrastructure and suffers from blight and disinvestment in many areas.</p> <p>According to the 2015 Tigard Triangle Strategic Plan, the Triangle is well-positioned in the region to support more residents, businesses, and employees. This 500-acre area has only 420 residents and about 4,000 employees. Yet, the Triangle is geographically the size of downtown Portland and has about 8.5 million square feet of buildable area.</p>	

<b>Clackamas County - DTD</b> <b>Park Avenue Development and Design Standards</b>	
<b>Amount of Grant Request:</b> \$ 180,000.00	<b>Proposed Match:</b> \$ 45,000.00
<b>Recommended for Funding?</b> \$ 180,000.00	
<b>Project Summary:</b>  <p>The Park Avenue Development and Design Standards Project (the project) will employ an inclusive and extensive community engagement process to create development and design standards for the Park Avenue Station area. These standards will be crafted to implement the Community Values and Guiding Principles (including those related to economic vitality, inclusiveness, sustainability and design) of the McLoughlin Area Plan, developed and approved by the community from 2008-12, and The Five Components of the McLoughlin Area Plan, approved by the Clackamas County Board of Commissioners in 2015. The project will also include an assessment of neighborhood livability and economic diversity in the residential areas surrounding the Park Avenue Station. The intent is for the final outcomes of the project to embody the essence of equitable development and to be applicable as a flexible template for other areas along McLoughlin, as well as other auto-dominated, suburban commercial areas in the region.</p>	
<b>Project Location:</b>  <p>The project will focus on the area from the Park Ave Light Rail Station on the north (the intersection of Park Ave and McLoughlin Blvd) to Courtney Ave to the south. It will include the commercial areas directly adjacent to McLoughlin in this area, as well as the surrounding neighborhoods within a 1/2 mile buffer. The Project Area map in the Uploads section displays this area. In addition, we have included a map of the entire McLoughlin Corridor that shows the area where outcomes of this grant could be replicated at specific locations in the future.</p>	

<b>Housing Authority of Clackamas County</b> <b>Hillside Master Plan for Housing Opportunity</b>	
<b>Amount of Grant Request:</b> \$ 214,000.00	<b>Proposed Match:</b> \$ 79,150.00
<b>Recommended for Funding?</b> \$ 214,000.00	
<b>Project Summary:</b>  <p>The Hillside Master Plan for Housing Opportunity will provide a comprehensive redevelopment strategy for a public housing community owned and operated by the Housing Authority of Clackamas County. Located in Milwaukie, OR, Hillside is home to 302 vulnerable low income residents who would face tremendous hardship finding housing in the private market.</p> <p>Hillside includes 100 units of single level, duplex homes built in the early 1940's, and a 9-story residential tower with 100 units built in the 1970s. The site is just over 22 acres and presents incredible opportunity for increased housing density in a property situated near amenities such as Providence Medical Milwaukie, TriMet Bus and Max lines, downtown Milwaukie and SE Portland.</p> <p>Over the next 2-3 years, the Housing Authority will be seeking local, state and federal funding for the redevelopment of the Hillside site. The goal is to replace the aged duplex structures originally built for temporary housing and replace them with higher quality and higher density housing on the site in a range of income levels and design typologies. The tower on the site will be rehabilitated to bring the structure up to a higher physical quality and increase its useful life.</p> <p>Completion of a Master Plan for the site will provide a physically and financially viable design concept vetted through an extensive community process and leading to complete revitalization and transformation of the community.</p>	
<b>Project Location:</b>  <p>The Hillside public housing community is located in the Ardenwald neighborhood of Milwaukie, on SE 32nd ave. The 16 acre site is adjacent to Providence Milwaukie and within walking distance to TriMet routes 33 and 75.</p> <p>The current unit configuration of the site includes a 9 story residential tower with 100 1 and 2 bedroom apartments, and 100 duplex units ranging in size from 1-2 bedrooms.</p>	

<b>Multnomah County</b> <b>Vance-Yeon Master Plan</b>	
<b>Amount of Grant Request:</b> \$ 300,000.00	<b>Proposed Match:</b> \$ 161,807.00
<b>Recommended for Funding?</b> No	
<b>Project Summary:</b>  <p>Multnomah County will lead the proposed Vance-Yeon Master Plan project with a project management team that includes the Chair's Office, Commissioner District 4, Department of Community Services, Health Department, Department of County Assets, and Department of County Management. Partners include the City of Gresham, Oregon Department of Environmental Quality, and Rockwood Community Development Corporation. Master planning for the area will take a multi-jurisdictional, community-focused approach to create a framework for delineating a set of options and recommendations for future development or disposition of the Vance-Yeon properties. There is currently pre-grant work underway focused on Vance Park, and the proposed planning process will focus on the 72 acres zoned Heavy Industrial that comprise the majority of the property. The planning process will include the input and needs of community, County, City, and other stakeholders to consider a diverse set of infrastructure, service, economic, and land use needs, as well as needs related to population and employment growth. The County will ensure the process and plan itself address historical inequities and strive to improve livability and quality of life in Rockwood.</p>	
<b>Project Location:</b>  <p>The Vance-Yeon properties are approximately 86 acres of land comprised of eight individual parcels located in the Rockwood neighborhood of Gresham. The area is bounded by SE 182nd Avenue on the west, residential properties just south of SE Yamhill to the north, SE 190th to the east, and residential and general industrial properties to the south that are located north of SE Division. Currently, Vance-Yeon is comprised of several land uses including Vance Park (designated in 1974 - Tax Lot 1S3E05BC-04000); Vance Pit (stormwater treatment facilities, landfill, and inactive quarry - Tax Lots 1S3E05CB-00100, 1S3E05CA-0300, 1S3E05BD-03100); and Yeon (Multnomah County employment and storage facilities - Tax Lots 1S3E05BD-01600, 1S3E05CA-00200, 1S3E05CA-00100, 1S3E05D-00300).</p>	

## Prosper Portland (formally known as the Portland Development Commission) Anti-Displacement Strategies and Tools for Community-Led Development

**Amount of Grant Request:** \$ 250,000.00

**Proposed Match:** \$ 250,000.00

**Recommended for Funding?** No

### Project Summary:

This project will be completed in collaboration with our community partners- Our 42nd Ave, Cully Boulevard Alliance (project of NAYA), Historic Parkrose, The Jade District (project of APANO), Division Midway Alliance, Rosewood Initiative and St Johns Center for Opportunity. This project will help facilitate development in priority communities by providing district partners with funds to administer site specific property feasibility analysis, complete a commercial market analysis for each district and explore the viability of expanding the Neighborhood Prosperity Initiative (NPI) micro urban renewal areas to allow for additional tax increment financing to fund community led or supported development projects. The goal of these efforts is to mitigate the displacement of business and long-time property owners in each of these commercial corridors while encouraging development that keeps the existing community fabric intact.

Desired outcomes include: Network districts have an increased amount of financial resources or new funding sources have been identified. Communities have access to a toolkit outlining lessons learned, best practices and strategies for community led development. Communities and Prosper Portland have a deeper understanding of the market pressures impacting individual districts and the tools to mitigate displacement. Districts and private property owners better understand site specific development and design constraints and have a path toward development.

### Project Location:

This project will focus on seven commercial districts located throughout the City of Portland; Our 42nd Ave, Cully Boulevard Alliance, Historic Parkrose, The Jade District, Division Midway Alliance, Rosewood Initiative and St Johns Center for Opportunity.



<b>Tri-County Metropolitan Transportation District of Oregon</b>	
<b>Greyhound Site Feasibility Study</b>	
<b>Amount of Grant Request:</b> \$ 94,960.00	<b>Proposed Match:</b> \$ 16,560.00
<b>Recommended for Funding?</b> N	
<b>Project Summary:</b>  <p>The City of Portland is holding a community conversation related to the Broadway Corridor (<a href="http://prosperportland.us/portfolio-items/broadway-corridor-framework-plan/">http://prosperportland.us/portfolio-items/broadway-corridor-framework-plan/</a>) that includes the Portland Post Office, Union Station and the Greyhound site. This master planning effort will take place over the next two years and will inform the development within this area. The intent of this grant application is to provide transit and development ideas and concepts specific to the Greyhound site that would help inform the City's master planning process.</p>	
<b>Project Location:</b>  <p>The Greyhound site is located in the Old Town/Chinatown neighborhood and bounded by NW 5th Avenue, NW 6th Avenue, NW Glisan Street and NW Irving Street.</p>	

## Washington County Land Use & Transportation Getting Ahead of the Curve: Proactive Planning for Urban Reserves in Washington County

**Amount of Grant Request:** \$ 420,000.00

**Proposed Match:** \$60,000.00

**Recommended for Funding?** No

### Project Summary:

Through this project the County will partner with cities, Metro and ODOT to address the cumulative transportation system effects of development of the County's urban reserves, and develop a template for the financial elements of concept plans for these areas to facilitate implementation of transportation improvements to serve the mobility needs of the urban reserves and adjacent areas while preserving access for rural areas. This will facilitate a more orderly transition of the urban reserve areas from unincorporated Washington County to urbanized areas within cities.

Elements of the scope of work include: strengthening partnerships (working with a Technical Advisory Committee and key stakeholders), assessing transportation needs (to identify needs generated by development of the urban reserves), assessing urban reserve development options (to assess land use and transportation strategies to accommodate future growth), and developing template for financial element.

Desired outcomes include: reducing barriers to development of the urban reserves, consistent and realistic financial elements of the concept plans developed for these areas, understanding of the cumulative effects of development of the urban reserves on the existing transportation system, continued improvement in the working relationships among public agencies and between public agencies and developers, and provision of adequate transportation improvements to provide mobility needed to support development.

### Project Location:

Work to be done through this project would apply throughout Washington County. The focus of the effort is on developing information and tools that would be used by cities to develop concept plans for the designated urban reserve areas that may be annexed to their cities. The urban reserve areas are adjacent to: Forest Grove, Hillsboro, Beaverton, King City, Tigard, Tualatin, Sherwood and Wilsonville.