

Albina Vision Trust Community Investment Prospectus	
Grant funds requested: \$375,000.00	Additional cash match: \$195,000.00
Grant funds recommended: \$375,000.00 (conditional upon mutual agreement on revised project scope)	
<p>Project Summary:</p> <p>Building on Albina’s vision, values, and conceptual drawings it’s time to answer the questions that will move the talk into action.</p> <p>The project will focus on community-based programming and the investment potential and will be an iterative process. As stakeholders work on what will make this an extraordinary community, development experts work on financial scenarios and supporting funding resources. The community, design team, and redevelopment experts will adjust and align—back and forth.</p> <ul style="list-style-type: none"> • The desired outcome is pre-development scenarios of community vision/benefits with development scenarios paired with financial strategies. <p>The project will work out the flow of investment that will build the place. Drawing on the market and private investment, public infrastructure funds, and philanthropic funding, what is the sequence of investment that will set in motion the redevelopment? Driven by our conversations with investors, property owners and the community, we will define the mix of public and private investments, including Opportunity Zone related capital, and the sequencing of investments.</p> <ul style="list-style-type: none"> • The desired outcome is an investment prospectus that is grounded in a realistic strategy for investment. <p>The complementary work is to research and formulate how the district will, in the face of market forces, be assured of affordability and avoid gentrification over time. This is uncharted territory in Portland, although there are precedents around the country.</p> <ul style="list-style-type: none"> • The desired outcome is a path forward for operating and maintaining social values in Albina. <p>The discussion will be complex and transparent. Putting the pieces together will be a collaborative effort; the community, displaced residents, property owners, and innovative thinkers will all be invited to the table to contribute.</p>	
<p>Project Location:</p> <p>Lower Albina is a neighborhood geographically defined as the area encompassed by N. Tillamook Street (including the Blanchard Public School Headquarters Site) to the north, the Steel Bridge to the south, the Lloyd District to the East and the Willamette River to the west. It is a part of Census Tract 23.03, and as a low-income area has been designated an Opportunity Zone by the State.</p>	

City of Portland Cully Community Centered Equitable Development		
Grant funds requested:	\$250,000.00	Additional cash match: \$150,000.00
Grant funds recommended: \$160,000.00 (conditional upon mutual agreement on revised project scope)		
Project Summary: <p>The Cully community has a vision that it will remain a place where people of color and low-income people can live and thrive; and that neighborhood changes and investments should preferentially benefit these communities, rather than leading to their displacement. To realize this vision for Cully, the project partners propose to facilitate a community process to explore the creation of a Community-Centered Tax Increment Financing (TIF) District. While past use of TIF in the City of Portland has produced racially-unjust outcomes that are diametrically opposed to Cully's community development and anti-displacement objectives, there is strong potential that this powerful tool can be repurposed to benefit people of color and low-income people.</p> <p>To fully explore and vet this possibility through community engagement, research, and policy analysis, we seek a Metro 2040 Planning and Development Grant. This grant will be used to support a community-driven, iterative process to determine priorities for the programming, rules, and governance of a prospective community-controlled TIF District. Ultimately, a leadership group representing community-based organizations -- and others that sign-on to the statement of goals and principles -- will recommend necessary features for a TIF District that serves identified community development and anti-displacement objectives, as well as whether a proposed District Plan should be adopted.</p> <p>The funds requested will support the technical aspects of creating an equitable development strategy along with a corresponding plan and report that identifies specific redevelopment opportunities and related actions that will benefit the Cully community. Prosper Portland will provide support for the community engagement elements of this exploration process.</p>		
Project Location: <p>The results of the proposed development and related efforts are meant to preferentially benefit the low-income people and communities of color in the Cully neighborhood. There have been some initial discussions amongst the seven community organizations about areas of focus, however the broader community process is what will drive the boundary creation. The Neighborhood Prosperity Initiative (NPI) areas, Our 42nd Avenue and Cully Blvd Alliance, are the two community organizations with specific, respective geographies that will also be involved in the discussion around boundary creation. Both NPIs have portions of their existing geographies that extend beyond the Cully neighborhood.</p> <p>The discussions with the community will capture priorities for future commercial and residential development in the area. The weight of those priorities will also help inform how the boundary is drawn to include the corresponding land use designations. There is a possibility that the boundary could extend beyond the existing neighborhood and NPI boundaries.</p>		

Clackamas County - DTD Corridors: Affordable Housing and Mixed-Use Development	
Grant funds requested: \$250,000.00	Additional cash match: \$0
Grant funds recommended: \$300,000.00 (conditional upon mutual agreement on revised project scope and incorporation of additional equity components and proposed outcomes)	
<p>Project Summary:</p> <p>The purpose of the project is to identify actions to remove barriers and create a more flexible approach to approving higher-density housing, affordable housing and mixed-use development opportunities along key corridors in Clackamas County. Creating more vibrant, mixed-use nodes or neighborhoods along the county's corridors will help enable people from all different communities and income levels to live where they can walk, bike or ride transit to work, to daily goods and services, or simply for pleasure.</p> <p>The anticipated work includes:</p> <ol style="list-style-type: none"> 1. Community Assessment 2. Public Engagement 3. Economic & Housing Market Opportunities Analysis 4. Strategic Development 5. Framework Plan 6. Opportunity Site(s) Identification 7. Implementation/ Code Amendments <p>The desired outcomes include facilitating an equitable engagement process with the community, with efforts to reach out to residents and business owners with diverse racial and economic backgrounds within the project areas. Feedback from those groups will be used to identify various cultural and social needs that may need to be addressed with redevelopment and to ensure the areas become strong multi-cultural communities with affordable housing and living wage employment opportunities and appropriate transportation opportunities available to all members of the community. In addition, the project builds on recent investments in infrastructure in and around the corridors, such as the Green and Orange light rail lines to the Park Avenue and Fuller Road stations, and remove barriers for the development of higher-density housing, affordable housing and mixed-use development. The goal is further all of Metro's Six Desired Outcomes by providing opportunities for more equitable development in proximity to both employment opportunities and to transportation options that further the regions efforts to combat climate change and preserve health ecosystems, and it will help create more vibrant places, accessible to transit.</p>	
<p>Project Location:</p> <p>The project application proposed to focus on the five major urban "corridors" in unincorporated Clackamas County, including areas within approximately one-quarter mile of each "corridor" street. The grant award recommended would be contingent on limiting the project focus to SE 82nd Ave (Hwy 213), from the northern county line, through the Clackamas Regional Center, to the intersection of Hwy 224. A possible extension down 82nd Drive past Hwy 212 may be considered.</p>	

City of Tigard**Washington Square Regional Center Update****Grant funds requested:** \$250,000.00**Additional cash match:** \$60,000.00**Grant funds recommended:** \$250,000.00**Project Summary:**

The Washington Square Regional Center has much greater potential for high-density residential and employment-rich development than has occurred since its designation as a regional center in 1995. The project will lay the foundation for updating all applicable plans, policies, and regulations associated with the portion of the regional center within Tigard in order to remove barriers to redevelopment, facilitate more compact and efficient use of land, and create more regional housing and employment options. This project is timely and necessary given the significant changes underway in the retail, transportation, and housing sectors since adoption of the regional center plan 20 years ago. Anticipated work to be completed by this project is as follows:

- Project Management Plan
- Community Engagement Plan
- Existing Conditions Report
- Needs, Opportunities, and Constraints Report
- Development Goals and Objectives Report
- Transportation Sensitivity Analysis
- Land Use and Transportation Evaluation and Recommendation
- Metzger Community Stability Plan

Amendments to zoning and plan district boundaries, land use regulations, infrastructure master plans, and economic development programs will likely be recommended by this project. The city plans to undertake this work in-house immediately following the completion of this project.

The desired near- and long-term outcomes as a result of this project include:

- More compact and efficient use of the Washington Square Mall site;
- Protection of existing market-affordable housing in the Metzger community;
- Construction of more housing that is centrally located within the region;
- Updated zoning and land use regulations resulting in more redevelopment and expansion opportunities for existing conforming and nonconforming businesses; and
- Identification of transportation, transit, and utility infrastructure needs and a prioritized list of strategic public and private investments.

Project Location:

The project is physically centered around the Washington Square Regional Center, which is located in Tigard, Beaverton, and unincorporated Washington County. For purposes of this project, Tigard proposes a theoretical service boundary to help define the geographic reach of this project that takes natural boundaries, existing development patterns, and the location of other regional centers into consideration. This analysis suggests that the project's geographic reach includes land that is generally within a 4-mile radius from the Washington Square Regional Center. This area is roughly 30,000 acres in size and includes all of Tigard, Durham, and King City and parts of SW Portland, Beaverton, Tualatin, and Lake Oswego.

City of Beaverton Cooper Mountain Community Plan	
Grant funds requested: \$693,000.00	Additional cash match: \$135,000.00
Grant funds recommended: \$693,000.00	
Project Summary: <p>The Cooper Mountain Community Plan is about preparing for Beaverton’s next great neighborhoods. The Cooper Mountain Concept Plan set the overall vision and cohesive approach to planning the larger 2,300-acre area. In four short years, the city has approved development of roughly 2,800 housing units in South Cooper Mountain, along with supporting neighborhood scale parks and schools. It is now time to prepare the rest of Cooper Mountain to become part of Beaverton. The project will implement the Concept Plan by:</p> <ul style="list-style-type: none"> • Refining land and resource inventories to better define buildable areas • Developing rules for residential zones that allow for a variety of housing types • Defining needed public facilities and developing strategies to implement them • Updating the Transportation System Plan for all modes, in coordination with the other transportation studies underway • Identifying “backbone” infrastructure needed to serve the area with sanitary sewer, storm water and water (potable and non-potable) • Preparing an infrastructure funding plan • Updating Comprehensive Plan policies and Development Code provisions • Engaging stakeholders and community members to create an inclusive and implementable plan <p>The City seeks to achieve the following outcomes:</p> <ul style="list-style-type: none"> • Predictability for well-planned growth, orderly and efficient infrastructure delivery, and fulfillment of the community’s vision for Cooper Mountain. • Coordinated results from governmental partnerships to align the plans and implementation by the city, county and urban service providers. • Built transportation solutions that enhance the regional and local street networks, improve safety and support all modes of travel, including transit. • Improved Access to Nature for Cooper Mountain’s open spaces, views and natural resources. • More housing choices to deliver 3,760 dwellings and broaden the range of community members who reside in Cooper Mountain. 	
Project Location: <p>The 1,232-acre Cooper Mountain area, formerly referred to as Urban Reserve Area 6B, is located immediately north of the South Cooper Mountain area (brought into the urban growth boundary in 2011). The project area is at the edge of the regionally designated urban area, with expansive rural reserves west of Grabhorn Road. The area is bounded by SW Grabhorn Road to the west, SW Kemmer and Weir Roads to the north, Beaverton city limits and SW Tile Flat Road to the south, and Beaverton city limits to the east. The city’s public engagement plan will involve existing Cooper Mountain property owners and residents, as well as communities beyond the project boundary. In an effort to involve potential future residents of Cooper Mountain, the project will engage Beaverton residents (including historically marginalized populations identified in the preliminary public engagement plan) and nearby residents in unincorporated Washington County through their respective Community Participation Organizations.</p>	

City of King City King City Master Planning	
Grant funds requested: \$350,000.00	Additional cash match: \$50,000.00
Grant funds recommended: \$350,000.00	
Project Summary: <p>King City completed the Concept Plan – King City Urban Reserve Area 6D in 2018, and URA 6D was subsequently brought into the UGB later that year. The city is now entering the detailed planning stage for this area. A TGM grant was recently approved to develop the city’s first TSP, which will include the existing city and URA 6D. The proposed master plan project is intended to refine the concept plan’s land use vision in coordination with the development of the TSP.</p> <p>The master planning effort is envisioned to achieve the following key outcomes:</p> <ul style="list-style-type: none"> • Community consensus based upon a substantial public engagement program designed to involve all members of the community and surrounding area. • A refined land use and urban design plan, which is consistent with best planning practice and Metro and state requirements, and is guided by market realities, addresses community needs, provides housing choice and affordability, and is fully integrated with the TSP. • Establish Design Criteria based on Best Practices for implementation and integration throughout the City’s Community Development Code. • A clearly defined strategy for protecting key natural resources and environmentally sensitive lands. • Identify key locations and opportunities for regional facilities. • Infrastructure plan including cost estimates, financing methodology, and development that will result in the efficient delivery of urban facilities and services along with a fair and equitable distribution of costs. 	
Project Location: <p>The project area is approximately 528 acres located immediately west of King City. SW Beef Bend Road and SW Roy Rogers Road border the area on the north and west. The south boundary is formed primarily by the southern segment of SW Elsner Road and the Tualatin River.</p>	

City of Tigard Tigard River Terrace Urban Reserve Planning		
Grant funds requested:	\$300,000.00	Additional cash match: 0
Grant funds recommended: \$300,000.00		
Project Summary: <p>This project will involve Metro Title 11 concept planning for the West and South River Terrace Urban Reserve Areas, including the following tasks and deliverables:</p> <ul style="list-style-type: none"> • Public outreach and engagement activities • Agency and service provider outreach and coordination • South River Terrace Urban Reserve Area Land Use Plan • West River Terrace Urban Reserve Area Land Use Plan • Traffic Impact Analysis • Natural Resource Assessment • Utility Master Plan Analysis • Housing Market and Need Analysis • Economic Market Analysis • Infrastructure Finance Analysis <p>Desired outcomes for this project include:</p> <ul style="list-style-type: none"> • Preferred transportation network connections that are coordinated with neighboring jurisdictions. • Safe and connected transportation options to planned educational facilities. • Utility infrastructure systems that are coordinated with neighboring developments and new planning areas (i.e., King City). • Contiguous and enhanced natural resource areas, including stream resilience strategies and stormwater management. • Coordination with previous planning work and updated land uses that reflect new regional priorities and plans. • Analysis of required infrastructure and identification of strategies for infrastructure finance. • Evaluation of market viability for non-residential uses. • Determination of park level-of-service needs. • Establishment of new residential neighborhoods with a variety of housing choices. 		
Project Location: <p>The West River Terrace Urban Reserve Area is comprised of 303 acres located at the western extent of the current Tigard city limits. The area is south of SW Scholls Ferry Road, east of SW Vandermost Road and directly west of Tigard's River Terrace community. The South River Terrace Urban Reserve Area is located at the southwestern extent of Tigard city limits, north of SW Beef Bend Road. This 205-acre area is bounded by the existing River Terrace community to the north, the recent King City UGB expansion area (Urban Reserve Area 6D) to the south, SW Roy Rogers Road to the west and SW 150th Avenue to the east.</p>		

City of Portland East Portland Infill, Equity and Sustainability	
Grant funds requested: \$250,000.00	Additional cash match: \$0
Grant funds recommended: \$0	
Project Summary: <p>The Equitable Infill and Redevelopment on Single Family Lots in East/Northeast Portland Project will: analyze properties in East/Northeast Portland against existing and pending regulatory changes that increase entitlements on single family residentially zoned lots; explore and develop construction and financing tools that can be made available to existing property owners and residents to access the increased value inherent in these entitlements and disseminate this information with a suite of supportive development services to the community. The objective of these efforts is to promote infill development by existing property owners as a means of increasing housing supply, creating wealth for existing property owners and reducing displacement. The desired outcome of these efforts is for existing homeowners to increase the housing supply and build wealth by building secondary dwelling units on (underdeveloped) properties with new community based financing products and support services.</p> <p>Specific project deliverables include:</p> <ul style="list-style-type: none"> • A searchable structure and lot database that identifies properties most readily adaptable and suitable for ADUs, duplexes, and other missing middle housing. • Recommendations to The City of Portland regarding property owner directed incentives that will encourage development of secondary residential dwelling units. • Documentation, evaluation and dissemination of a set of homeowner educational services, finance and asset building and affordable rental development strategies usable by public agencies, nonprofit organizations and for-profit service providers. • Creation of a Low-cost community-based displacement monitoring/reporting system. 	
Project Location: <p>The geographic focus of this effort is roughly aligned with the East Portland Community Office jurisdiction (minus Pleasant Valley) plus the neighborhoods of Brentwood -Darlington, Montavilla, Madison South, Sumner, Roseway and Cully. (See attached location map) These neighborhoods were chosen for this project because 1) they contain significant inventories of relatively large single family zoned lots occupied by relatively small structures that make them likely candidates for additional dwelling unit construction under new zoning entitlements described by both the City’s Residential Infill zoning code amendments and inclusionary housing requirements anticipated by the State Legislature under House Bill 2001, and 2) These same neighborhoods contain relatively high percentages of “vulnerable populations” at risk for displacement (renter households, low-income , persons of color and lacking a 4-year degree.)</p> <p>These same neighborhoods also have established community-based advocacy organizations with the capacity for and interest in engaging in the type of effort anticipated by the grant application.</p>	

City of Portland Light Rail Station Area Planning		
Grant funds requested:	\$644,000.00	Additional cash match: \$30,000.00
Grant funds recommended: \$0		
Project Summary: <p>Review light rail stations in Portland and select three station areas for more significant planning and community development work over 2 years; to increase entitlements, stimulate equitable community development, and increase housing and commercial opportunity.</p> <p>An initial Station Assessment Report would be prepared in the first stage of the project summarizing opportunities and challenges surrounding all of Portland’s light rail stations outside of the Central City. In the second stage of the project station area plans would be prepared for three stations. Stations will be selected based on opportunity for denser mixed-use communities and equitable transit-oriented development, presence of communities of color where there is opportunity for the community to build capacity and accrue benefit, and opportunity to affirm fair housing goals.</p> <p>Key partners are TriMet and the Fair Housing Council of Oregon. The City of Portland would provide 2 FTE of staff, and TriMet has committed .5 FTE. Most of the resources would be used for consultant services. Some resources are allocated contracts of grants to community-based organizations.</p>		
Project Location: <p>The project involves an assessment of the 31 light rail stations in Portland, excluding the Central City. Three stations will be selected to develop station area plans. A map has been uploaded. There are currently about 12,000 dwellings within these station areas, with zoned capacity to accommodate 44,000 additional dwellings.</p> <p>The Portland Comprehensive Plan provides a policy framework for station area development, identifying four types of stations: Center Stations, Employment Stations, Neighborhood Stations, and Destination Stations. Center stations correspond to the Town Centers and Neighborhood Centers identified in the Comprehensive Plan and are places that are intended to have a mix of high-density housing and full-service commercial district or “main street”. Employment Stations are places where the surrounding land use is intended to be primarily employment-oriented. Neighborhood Stations are intended to be dense residential nodes, with some commercial uses (but not necessarily a full-service” main street”). Destination stations correspond to major regional destinations, like the Portland International Airport or Washington Park. These policy typologies could help frame project goals.</p>		

City of Tigard Tigard Missing Middle Code Audit and Financial Feasibility Analysis	
Amount of Grant Request: \$ 90,000.00	Proposed Match: \$ 10,000.00
Recommended for Funding? \$ 0	
Project Summary: <p>This project will assess the feasibility of missing middle housing under Tigard's newly adopted development code. This code is the leanest in the Metro area, allowing missing middle housing in most zones by right, with only clear and objective standards. The city seeks to understand with these changes if regulatory barriers have been adequately addressed and whether financial or other barriers exist.</p> <p>The City will acquire a consulting team of financial analysts, architects, and developers to perform a feasibility analysis of two types of missing middle development - cottage clusters and courtyard units. These tests will be performed on two typical sites - one of which has an owner seeking to develop a cottage cluster. The team will perform three tasks as part of this work:</p> <p>Task 1: Massing Study For each of the 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. This part of the assessment will rigorously test the new development code for its ability to allow missing middle development that makes sense for the development community.</p> <p>Task 2: Financial Feasibility Based on the results of the massing studies, the consultant team will then build a pro forma for each type on each type on each site, to include the costs of land acquisition, entitlement, design, and construction costs. The analysis will also factor in affordable housing subsidy typical in community land trusts.</p> <p>Task 3: Report Generation The consultants will produce a summary report on the results of the project, to inform any further work on the development code. This report will be shared with Metro Council.</p> <p>After completion, the city will work with Milwaukie and Metro, using the results from the studies to build a developers' guide to missing middle housing.</p>	
Project Location: <p>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.</p>	