



Planning and development Grants

Supporting development of jobs
and safe and vibrant communities

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

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



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

Jerry Willey
Mayor of Hillsboro

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

Chris Smith
Member, Portland Planning and Sustainability Commission



How the grants are used by cities and counties

Metro has awarded grants in two cycles since 2007.

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

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

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

The third cycle of grants will be awarded in 2013.

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

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

Planning for new communities



Beaverton

Planning of portion of Bull Mountain area

\$3,750

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

Clackamas County

Development of Damascus/Boring Concept Plan

\$202,701

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

Damascus

Comprehensive planning for the city

\$524,724

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

Forest Grove

Planning for North Forest Grove area

\$8,422

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

Gresham

Kelly Creek Headwaters Urbanization Plan

\$90,000

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

Happy Valley

East Happy Valley Comprehensive Plan

\$168,631

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



Hillsboro

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

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

Multnomah County

Planning for Bonny Slope area
\$202,500

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

Oregon City

Park Place Concept Plan
\$292,500

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

Sherwood

Northwest Sherwood Plan
\$15,524

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

Sherwood

Brookman Road Concept Plan
\$153,000

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

Washington County

North Bethany Community Plan
\$1,170,000

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

**Washington County/
Tigard**

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

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

North Bethany Plan Area

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

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

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

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

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



Corridor plans



Portland

Barbur Corridor
Concept Plan

\$700,000

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

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

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

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

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

Tualatin

Linking Tualatin
(Highway 99W Corridor
Plan)

\$181,000

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

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

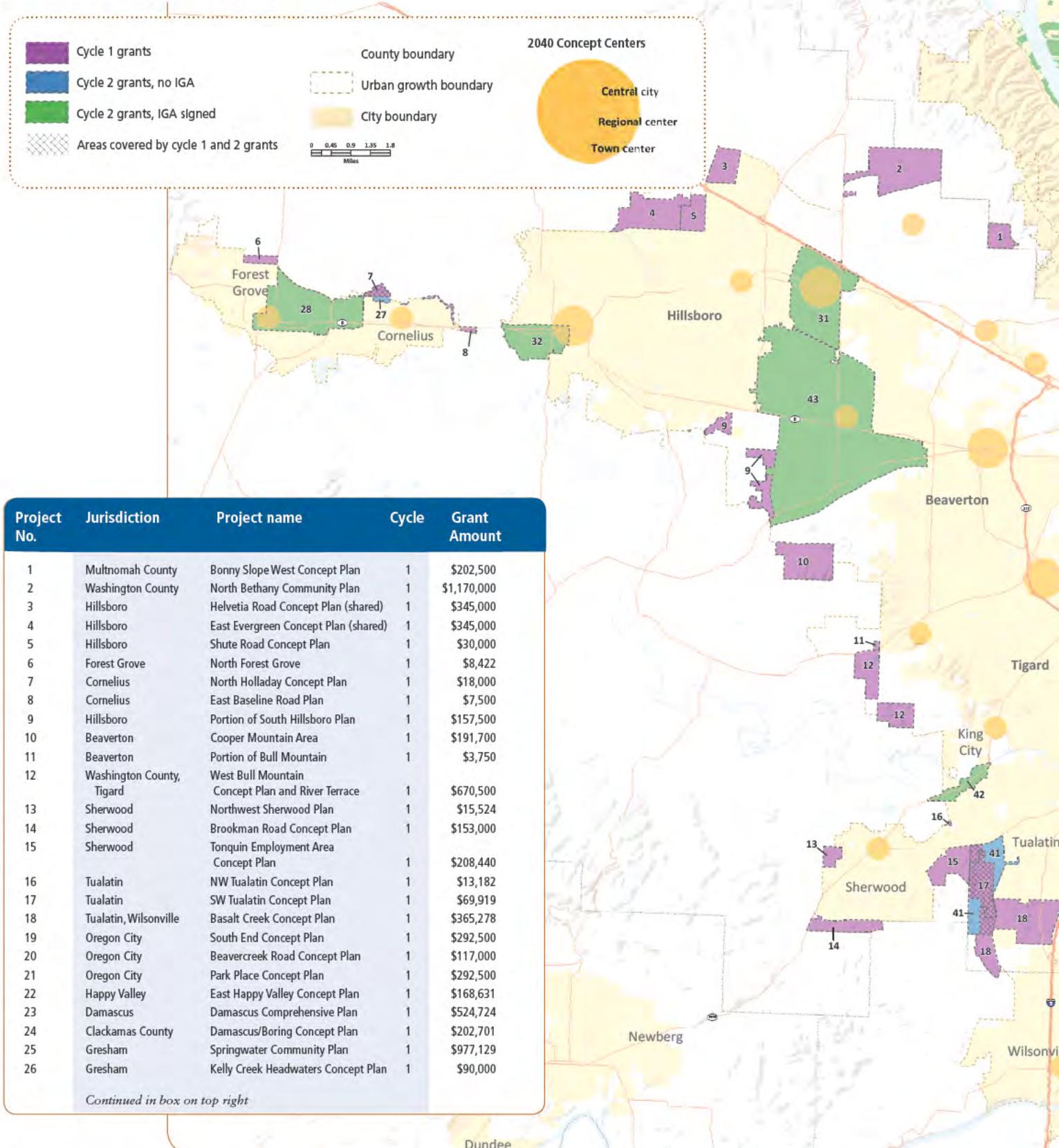
As of summer 2012, the city has worked to engage the community through an advisory group as well as through community workshops. They have defined goals and objectives for Linking Tualatin, developed and evaluated alternative scenarios for community focus areas, and are currently on track to define preferred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

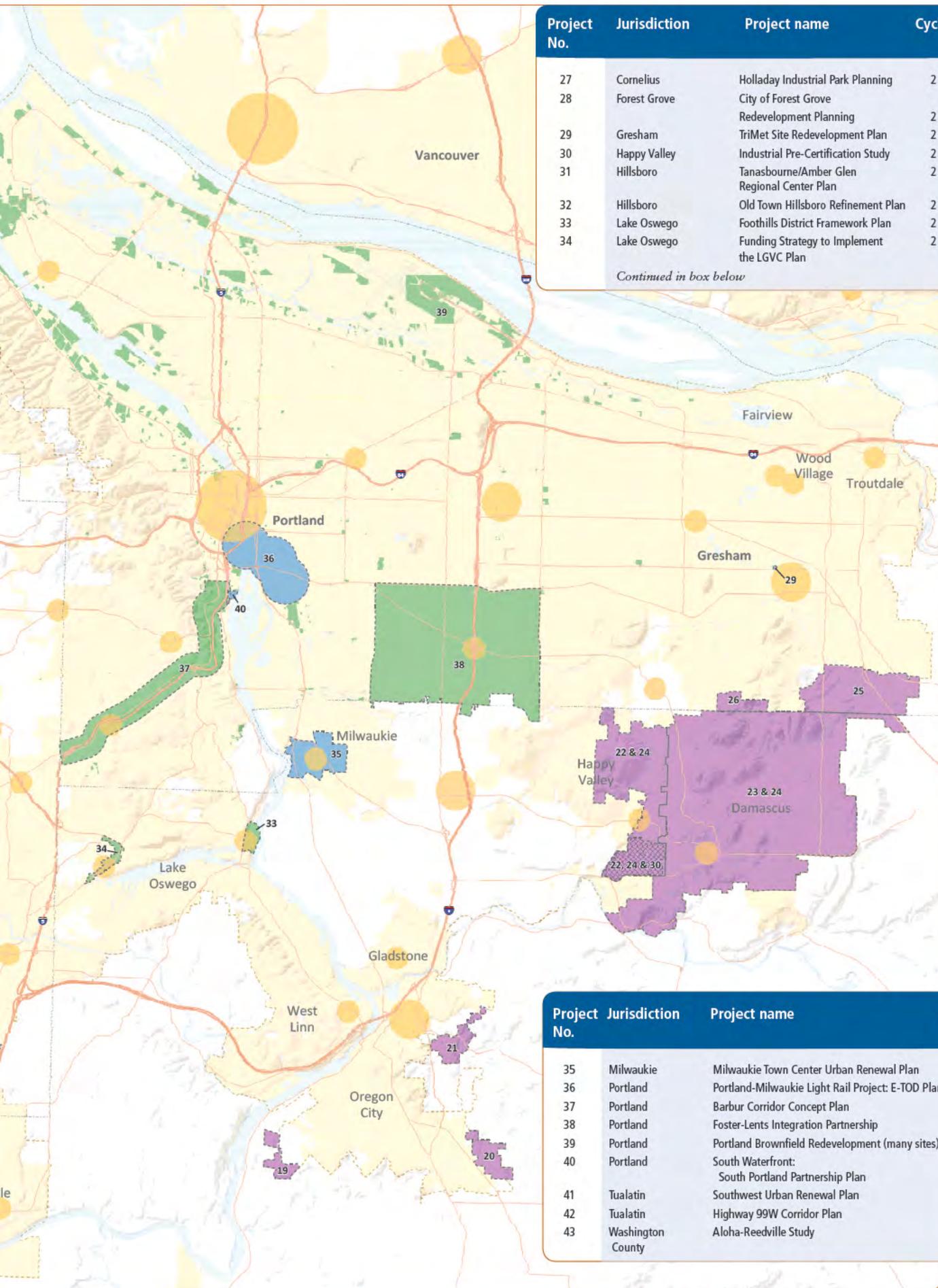
This project complements also the work of the current Southwest Corridor Plan. The cities of Tualatin and Portland are among the 13 project partners.



Planning and development grants project locations

Funded with Construction Excise Tax





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

Continued in box below

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

Industrial and employment areas



Cornelius

Planning for East Baseline area
\$7,500

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

Cornelius

North Holladay Concept Plan
\$18,000

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

Gresham

Planning for Springwater Community Plan
\$977,129

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

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

Hillsboro

Shute Road Concept Plan
\$30,000

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

Hillsboro

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

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

Oregon City

Beavercreek Road Concept Plan
\$117,000

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

Sherwood

Tonquin Employment Area Concept Plan
\$208,440

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

Tualatin

Northwest Tualatin Concept Plan
\$13,182

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

Tualatin

Southwest Tualatin Concept Plan
\$69,919

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

Lake Grove Village Center Plan

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

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

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

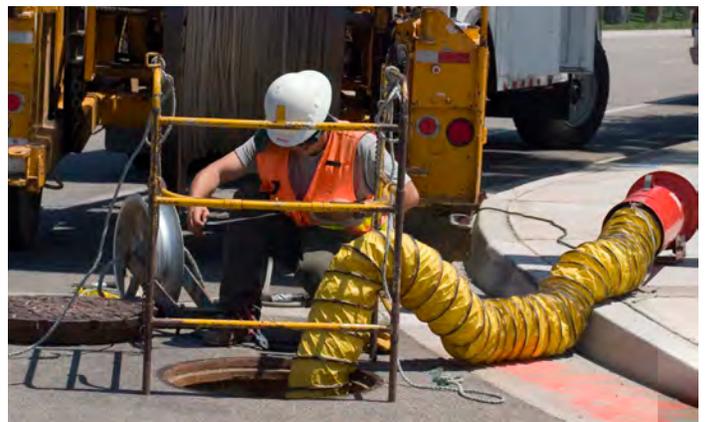
The financing strategy included four steps:

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



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

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



Redevelopment

Forest Grove

Redevelopment Planning
\$85,000

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

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



Hillsboro

Tanasbourne/AmberGlen
Regional Center
Implementation
\$275,000

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

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

Hillsboro

Old Town Hillsboro
Refinement Plan
\$90,000

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

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

Lake Oswego

Foothills District
Framework Plan
\$295,000

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

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

Lake Oswego

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

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

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

Portland

Foster Lents Integration Partnership
\$250,000

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

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

Portland

Brownfield Redevelopment
\$150,000

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

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



Washington County
 Aloha-Reedville Study
\$442,000

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

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



Additional projects

funded by the grants

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

Beaverton

Cooper Mountain concept planning
\$191,700

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



Oregon City

South End Concept Plan
\$292,500

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

Tualatin/Wilsonville

Basalt Creek Concept Plan
\$365,278

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

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

Cornelius

Holladay Industrial Park Planning
\$79,000

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



Gresham

TriMet Site Redevelopment Plan
\$70,000

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



GRANTS AWARDED

Happy Valley

Industrial Pre-Certification Study

\$32,600

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

Portland

Portland-Milwaukie Light Rail Project E-TOD Plan

\$485,000

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

Portland

South Waterfront: South Portland Partnership Plan

\$250,000

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

Milwaukie

Town Center Urban Renewal Plan

\$224,000

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



Tualatin

Southwest Urban Renewal Plan

\$70,000

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



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

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

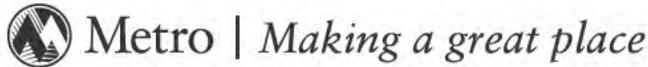
A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and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

Metro representatives

Metro Council President – Tom Hughes

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

Auditor – Suzanne Flynn



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