



MULTNOMAH COUNTY, OREGON

BOARD OF COMMISSIONERS

Beverly Stein, Chair

1120 SW Fifth Avenue, Suite 1515
Portland, Or 97204-1914
Phone: (503) 248-3308 FAX (503) 248-3093
Email: mult.chair@co.multnomah.or.us

Diane Linn, Commission Dist. 1

1120 SW Fifth Avenue, Suite 1500
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Email: diane.m.linn@co.multnomah.or.us

Gary Hansen, Commission Dist. 2

1120 SW Fifth Avenue, Suite 1500
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Phone: (503) 248-5219 FAX (503) 248-5440
Email: gary.d.hansen@co.multnomah.or.us

Lisa Naito, Commission Dist. 3

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Sharron Kelley, Commission Dist. 4

1120 SW Fifth Avenue, Suite 1500
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Phone: (503) 248-5213 FAX (503) 248-5262
Email: sharron.e.kelley@co.multnomah.or.us

**ANY QUESTIONS? CALL BOARD
CLERK DEB BOGSTAD @ 248-3277**

Email: deborah.l.bogstad@co.multnomah.or.us

**INDIVIDUALS WITH DISABILITIES
MAY CALL THE BOARD CLERK AT
248-3277, OR MULTNOMAH COUNTY
TDD PHONE 248-5040, FOR
INFORMATION ON AVAILABLE
SERVICES AND ACCESSIBILITY.**

SEPTEMBER 3, 1998

BOARD MEETING

FASTLOOK AGENDA ITEMS OF INTEREST

pg 2	9:30 am Public Comment Opportunity
pg 2	9:30 am Resolution Supporting Local Improvement District for Central City Streetcar Project
pg 3	10:00 am Resolution Placing 3 Tax Foreclosed Properties in Affordable Housing Development Program Inventory for Low Income Housing
pg 3	10:15 am Resolution Revising CRC Ballot Title Captions and Measures
pg 3	10:25 am Briefing on Proposed Lents Town Center and River District Urban Renewal Districts
*	9/14/98 6:00 pm - Jail Siting Public Hearing - Courthouse Boardroom 602
*	Check the County Web Site: http://www.multnomah.lib.or.us

Thursday meetings of the Multnomah County Board of Commissioners are cable-cast live and taped and may be seen by Cable subscribers in Multnomah County at the following times:

Thursday, 9:30 AM, (LIVE) Channel 30

Friday, 10:00 PM, Channel 30

Sunday, 1:00 PM, Channel 30

Produced through Multnomah Community
Television

Thursday, September 3, 1998 - 9:30 AM
Multnomah County Courthouse, Boardroom 602
1021 SW Fourth Avenue, Portland

REGULAR MEETING

CONSENT CALENDAR

DEPARTMENT OF SUPPORT SERVICES

- C-1 ORDER Amending Order 97-54 (Amendment to Agreement with Janus Youth Programs, Inc. for Relinquishment of Property Not Needed for Public Use)

DEPARTMENT OF HEALTH

- C-2 Budget Modification HD 1 Authorizing an Increase of .5 FTE Chemical Application Operator and \$19,353 in the Vector Control Budget Funded with Revenue Earned Under a Contract with Clark and Cowlitz Counties Mosquito Control Districts for Mosquito Surveillance Services

DEPARTMENT OF ENVIRONMENTAL SERVICES

- C-3 CS 2-98 Report the Hearings Officer Decision Affirming the Planning Director's Decision Approving Phases 1 and 2 with Conditions, of a Redevelopment Plan at Lincoln Memorial Park Located at 10504 SE MOUNT SCOTT BLVD., PORTLAND
- C-4 ORDER Authorizing Execution of Deed D991563 Upon Complete Performance of Contract 15552 with Randall Vemer and Patty Vemer

REGULAR AGENDA

PUBLIC COMMENT

- R-1 Opportunity for Public Comment on Non-Agenda Matters. Testimony Limited to Three Minutes Per Person.

NON-DEPARTMENTAL

- R-2 RESOLUTION Supporting a Local Improvement District for the Central City Streetcar Project

DEPARTMENT OF JUVENILE AND ADULT COMMUNITY JUSTICE

- R-3 Budget Modification DCJ 2 Adding \$24,537 Office of Juvenile Justice Delinquency Prevention (Weed and Seed) Grant Revenue to the Federal/State Budget

DEPARTMENT OF COMMUNITY AND FAMILY SERVICES

- R-4 RESOLUTION Authorizing the Removal of Three Real Properties from the List of Properties Available for Sale and Placing the Subject Properties in the Inventory of the County's Affordable Housing Development Program for Disposition in this Program Year

NON-DEPARTMENTAL

- R-5 RESOLUTION: Revise Designations and Ballot Title Captions for Measures Submitted to the Voters by the County Charter Review Committee

COMMISSIONER COMMENT

- R-6 Opportunity (as Time Allows) for Commissioners to Provide Informational Comments to Board and Public on Non-Agenda Items of Interest. Comments Limited to Three Minutes Per Person.

Thursday, September 3, 1998 - 10:25 AM
(OR IMMEDIATELY FOLLOWING REGULAR MEETING)
Multnomah County Courthouse, Boardroom 602
1021 SW Fourth Avenue, Portland

BOARD BRIEFING

- B-1 Proposed Lents Town Center and River District Urban Renewal Districts. Presented by Dave Warren and Chris Scherer. 30 MINUTES REQUESTED.

MEETING DATE: SEP 03 1998
AGENDA #: C-1
ESTIMATED START TIME: 9:30

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Amend Agreement Between Janus and County Dated March 27, 1997

BOARD BRIEFING: DATE REQUESTED: _____
REQUESTED BY: _____
AMOUNT OF TIME NEEDED: _____

REGULAR MEETING: DATE REQUESTED: September 3, 1998
AMOUNT OF TIME NEEDED: 5 - 10 Minutes

DEPARTMENT: DSS DIVISION: Finance

CONTACT: Dave Boyer TELEPHONE #: 83903
BLDG/ROOM #: 106/1430

PERSON(S) MAKING PRESENTATION: Dave Boyer

ACTION REQUESTED:

[] INFORMATIONAL ONLY [] POLICY DIRECTION [X] APPROVAL [] OTHER

SUGGESTED AGENDA TITLE:

Amend Agreement Dated March 27, 1997, Between Janus and Multnomah County

9/4/98 copies to DAVE BOYER & ORIGINAL
AMENDMENT

SIGNATURES REQUIRED:

ELECTED

OFFICIAL: _____

(OR)

DEPARTMENT

MANAGER: Dave Boyer

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Board Clerk @ 248-3277

98 AUG 26 PM 1:42
MULTNOMAH COUNTY
CLERK



MULTNOMAH COUNTY, OREGON

DEPARTMENT OF SUPPORT SERVICES

FINANCE DIVISION

COUNTY COMMISSIONERS

BEVERLY STEIN, CHAIR
DIANE LINN, DISTRICT #1
GARY HANSEN, DISTRICT #2
LISA NAITO, DISTRICT #3
SHARRON KELLEY, DISTRICT #4

DIRECTORS OFFICE
ACCOUNTS PAYABLE
GENERAL LEDGER
PAYROLL
TREASURY
LAN ADMINISTRATION

PORTLAND BUILDING
1120 SW FIFTH AVENUE, SUITE 1430
PO BOX 14700
PORTLAND, OR 97293-0700
PHONE (503) 248-3312
FAX (503) 248-3292

CONTRACTS
MATERIEL MANAGEMENT
PURCHASING

FORD BUILDING
2505 SE 11TH 1ST FLOOR
PORTLAND, OR 97202
PHONE (503) 248-5111
FAX (503) 248-3252
TDD (503) 248-5170

MEMORANDUM

TO: Board of County Commissioners

FROM: David Boyer, Finance Director 

DATE: August 21, 1998

AGENDA DATE: September 3, 1998

SUBJECT: Amend Board Order 97-54

I. Recommendation / Action:

Approve the Board order amending Board Order 97-54 dated March 27, 1997. Amendment extends the time to reinvest the proceeds of the sale of the Northrup property to occur when the Multnomah County, Oregon Revenue Bonds, Series 1998 close. The bonds are estimated to close in October 1998.

II. Background / Analysis:

Multnomah County Relinquished surplus property not needed for public use to Janus Youth Programs, Inc. by Board Order on March 27, 1997.

The Conditions of title relinquished included under the Terms and Conditions Section of the Agreement For Relinquishment Of Property Not Needed For Public Use state that: "Relinquishment of title to the Property by County to Janus shall be subject to the conditions that the property shall be used to provide social services and child care by a nonprofit corporation or, in the event that Janus shall sell or exchange said Property or a portion thereof, the proceeds of such sale or the fair market value of the Property or portion thereof exchanged shall be used solely and within a period of one year from such sale or exchange for the purpose of acquiring real property or investing in the Regional Children's Campus, Inc. which shall be used by Janus to provide social services and child care as a nonprofit corporation. The Bargain and Sale Deed(s) by which County relinquishes title to Janus shall recite these conditions of title and the reversion of title stated in paragraph 5 below." (see attached agreement)

On August 21, 1997, Janus sold the property at 2346 NW Northrup with the plan to reinvest all the proceeds from the sale into the Regional Children's Campus (RCC). Due to circumstances beyond the control of Janus, the revenue bonds to finance the RCC project have not been issued. Because of this delay, On July 20, 1998, Janus requested that the amount of time to reinvest the proceeds be extended 3-6 months as the cash flow needs for the construction at RCC require the investment.

The County has been working with RCC over the past four years to issue revenue bonds to finance a portion of the RCC project and it is expected that the revenue bonds will be issued in October 1998.

III. Financial Impact:

No financial impact to the County will result from this action.

IV. Legal Issues:

None

V. Controversial Issues:

None that I am aware of.

VI. Link to Current County Policy:

These policies are consistent with the agreement and our partnership with RCC.

VII. Citizen Participation:

None

VIII. Other Government Participation:

None

BEFORE THE BOARD OF COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Authorizing Relinquishment of Certain)
Properties Not Needed for Public Use) ORDER
to Janus Youth Programs, Inc.,) 97-54
Pursuant to ORS 271.330(2))

IT APPEARING that the real property described in the attached Agreement for Relinquishment of Property Not Needed for Public Use is surplus to the needs of Multnomah County; and

IT APPEARING that Janus Youth Programs, Inc., an Oregon non profit corporation, is currently utilizing said real property for the purpose of providing social services and child care within the meaning of ORS 271.330(2), including residential and outpatient care of emotionally disturbed and delinquent youth in Multnomah County pursuant to a perpetual lease from Multnomah County; and

IT APPEARING that Multnomah County is obligated to maintain said real property at its sole expense and is unable to use, sell or otherwise achieve gain from said property; and

IT APPEARING that Janus Youth Programs, Inc. could improve its provision of the services described above through greater flexibility in use of the said property through ownership; and

IT APPEARING that Multnomah County is authorized by ORS 271.330(2) to relinquish the property to Janus Youth Programs, Inc. and that the relinquishment will benefit Multnomah County, and the Board being fully advised in the matter; now therefore

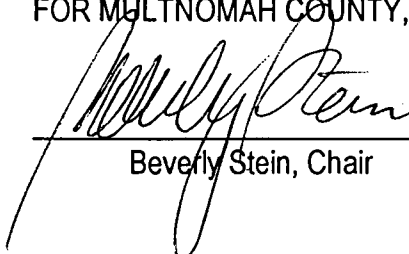
IT IS HEREBY ORDERED that the Multnomah County Board of County Commissioners authorizes execution of the attached Agreement for Relinquishment of Property Not Needed for Public Use to Janus Youth Programs, Inc. this date and any deeds or other documents required for completion of this relinquishment, and that the County Chair be and hereby is authorized to execute same on behalf of Multnomah County.

DATED this 27th day of March, 1997.




REVIEWED:

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON


Beverly Stein, Chair

SANDRA N. DUFFY, ACTING COUNTY COUNSEL
FOR MULTNOMAH COUNTY, OREGON

By


Matthew O. Ryan, Assistant County Counsel

AGREEMENT FOR RELINQUISHMENT OF PROPERTY NOT NEEDED FOR PUBLIC USE

THIS AGREEMENT is made this 27 day of March, 1997 by and between Multnomah County, a political subdivision of the State of Oregon (County) and Janus Youth Programs, Inc., an Oregon nonprofit corporation (Janus).

RECITALS

- A. Janus is an Oregon nonprofit corporation which provides social services and child care within the meaning of ORS 271.330 (2), including residential and outpatient care of emotionally disturbed and delinquent youth.
- B. County is the owner of certain real property (Property) located within Multnomah County and more particularly described in Exhibit I attached hereto and made a part hereof.
- C. Janus occupies and uses the Property, pursuant to its September 1, 1997 agreement with County, to provide social services and child care within the meaning of ORS 271.330 (2).
- D. County wishes to relinquish to Janus and Janus wishes to receive from County title to the Property, upon the terms and conditions recited hereinbelow, in order that Janus may continue to provide and to improve the said social services and child care which it provides.

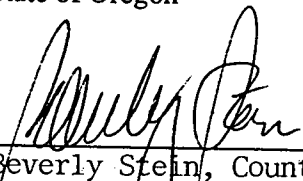
TERMS AND CONDITIONS

- 1. RELINQUISHMENT OF TITLE. County shall relinquish title to the Property to Janus by Bargain and Sale Deed(s) upon the terms and conditions set forth in this Agreement.
- 2. CONSIDERATION. The consideration for the relinquishment of the Property by County to Janus shall be the provision of social services and child care, including residential and outpatient care of emotionally disturbed and delinquent youth, within the meaning of ORS 271.330 (2) by Janus to citizens of Multnomah County, utilizing the Property.
- 3. VALUE OF PROPERTY. County and Janus agree that the value of the Property at the time of this Agreement is that shown on Exhibit II attached hereto and made a part hereof.
- 4. CONDITIONS OF TITLE RELINQUISHED. Relinquishment of title to the Property by County to Janus shall be subject to the conditions that the Property shall be used to provide social services and child care by a nonprofit corporation or, in the event that Janus shall sell or exchange said Property or a portion thereof, the proceeds of such sale or the fair market value of the Property or portion thereof exchanged shall be used solely and within a period of one year from such sale or exchange for the purpose of acquiring real property or investing in the Regional Children's Campus, Inc. which shall be used by Janus to provide social services and child care as a nonprofit corporation. The Bargain and Sale Deed(s) by which County relinquishes title to Janus shall recite these conditions of title and the reversion of title stated in paragraph 5 below.
- 5. REVERSION OF TITLE. In the event that Janus shall use the Property for purposes other than those set forth in ORS 271.330 (2) or that Janus shall cease being a nonprofit corporation, title to the Property or any portion thereof held by Janus at the time of such use or immediately prior to such time that Janus shall cease to be a nonprofit corporation shall revert to County.

6. TITLE AND CONDITION OF PROPERTY. The Property shall be relinquished by County and accepted by Janus in its condition at the time of delivery of the Bargain and Sale Deed(s) to Janus and County makes no warranty or representation as to the condition of the Property or status of title to the Property at the time of this Agreement or at any other time. The foregoing, notwithstanding, County agrees that prior to delivery of the bargain and sale deed to Janus, County shall, at its expense, complete the re-roofing at Buckman House and demolition of a garage on that property (2445 S.E. Hawthorne Blvd., Portland, OR).
7. TAXES AND ASSESSMENTS. Janus shall be responsible for all taxes and other assessments levied upon the Property and payable after the delivery of the Bargain and Sale Deed(s).
8. COSTS OF RELINQUISHMENT. Janus shall pay all costs of accomplishing the relinquishment of the Property to it with the exception of costs incurred by County for preparation of relinquishment documents and surveys of the Property.
9. DELIVERY OF BARGAIN AND SALE DEED(S). County shall deliver the Bargain and Sale Deed(s) relinquishing the Property to Janus when they have been prepared and properly executed, but not later than 180 days after the date of this Agreement.
10. TERMINATION OF PRIOR AGREEMENTS. All prior agreements between County and Janus regarding the Property, including said September 1, 1977 AGREEMENT shall terminate and be of no further effect upon delivery of the Bargain and Sale Deed(s) to Janus.
11. ENTIRE AGREEMENT. This instrument is the entire, final and complete agreement of the parties pertaining to the relinquishment of the Property and supersedes and replaces all written or oral agreements heretofore made or existing by and between the parties or their representatives insofar as the Property is concerned. Neither party shall be bound by any promises, representations or agreements except as are herein expressly set forth.
12. MISCELLANEOUS. The addresses of the parties to this Agreement for delivery of all notices and the Bargain and Sale Deeds shall be those shown on the signature page of this Agreement. This Agreement shall be construed in accordance with and governed by the laws of the State of Oregon.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date first above written.

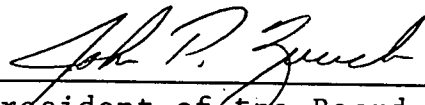
Multnomah County, a political subdivision of
the State of Oregon

By 
Beverly Stein, County Chair

Address:
Property Management
2505 S.E. 11th Avenue
Portland, Oregon 97202

Janus Youth Programs, Inc. an
Oregon nonprofit corporation

John P. Zuercher

By 
President of the Board

Address:
738 N.E. Davis
Portland, Oregon 97232

REVIEWED

By 
MATSNOMAH COUNTY COUNSEL



EXHIBIT I

A tract of land situated in the southwest one-quarter of Section 26, T1N, R3E, W.M., City of Troutdale, Multnomah County, Oregon, and being more particularly described as follows:

Beginning at a 3/4" iron pipe which is north 1,724.57 feet and east 1,311.19 feet from the southwest corner of said Section 26, said 3/4" pipe being at the northwest corner of Parcel No. 1 of Partition Plat No. 1990-24, and also being on the south right-of-way line of N.E. Halsey Street (County Road No. 1180); thence S 00° 27' 56" E, along the west line of said Parcel No. 1, 309.17 feet to a 3/4" iron pipe; thence N 85° 09' 14" E along the south line of said Parcel No. 1, 173.36 feet to a 3/4" iron pipe; thence N 20° 43' 05" W, 109.44 feet to a 3/4" iron pipe; thence N 33° 55' 46" W, 233.08 feet to a 3/4" iron pipe on said southerly right-of-way line of said N.E. Halsey Street; thence S 79° 06' 00" W along said right-of-way line, 6.55 feet to the place of beginning.

Containing 0.705 acres.

Together with a 25.00 foot wide easement for ingress and egress purposes as depicted on the west side of Parcel No. 1 of Partition Plat No. 1990-24.

Basis of bearing from Partition Plat No. 1990-24.

EXHIBIT I

Lots 1 and 3, Ainslie Place, Portland, Oregon

Lot 9, Block 2, Goldsmith's Addition, Portland, Oregon

Lot 1 and east ½ of Lot 2, Block 9, Holladay Park 2nd Addition, Portland, Oregon

Lot 1, Block 6, Central Park E P, Portland, Oregon

EXHIBIT II

<u>Property Address</u>	<u>Value</u>
2445 SE Hawthorne Boulevard, Portland OR	\$ 162,800
2346 NW Northrup, Portland OR	266,100
2173 NE Clackamas, Porltnad OR	244,900
2036 SE Taylor, Portland OR	182,700
2160 SW Halsey, Troutdale OR	<u>300,000</u>
Total all Property	\$1,156,500

Janus Youth Programs, Inc.

25 Years of Serving Youth and Families

738 N.E. Davis
Portland, OR 97232-2989

TEL: (503) 233-6090
FAX: (503) 233-6093

Dennis L. Morrow
Executive Director

Boys Residential Treatment Facilities
Buckman House
Cordero House
Reese-Lamb
Taylor House

Girls Residential Treatment Facilities
Clockamas House
Horizon House

Education Services
Clinton School
Cordero School
Lents Education Center
Youth Employment
& Empowerment Program
Day Reporting Center

Runaway Youth Services
Harry's Mother
Garfield House
Teen Crisis Line
Oak Bridge Youth Shelter
-Vancouver, Washington

Homeless Youth Services
Willamette Bridge Programs
Yellow Brick Road
Street Light Youth Shelter
Bridge House
Charges

Youth & Family Services
Clinical Supervision
In-Home Services
Columbia Villa Youth
Advancement Consortium

Training Services
Parents in Charge
Values-Based Management

Diversity Services
Camp Odyssey & Year-Round
Outreach
Adult Odyssey

Consulting Services
Team Building
Mergers & Transitions
Organizational Development

Member, Federation for Children and Youth,
United Way of the Columbia-Willamette

RECEIVED

July 20, 1998

JUL 24 1998

BEVERLY STEIN
Chair Beverly Stein MULTNOMAH COUNTY CHAIR
Multnomah County Commissioners
1120 S.W. Fifth Avenue, Suite 515
Portland, OR 97204

Dear Chair Stein:

In March 1997, Multnomah County transferred the title to four residential houses to Janus. One of the terms of that transfer was that proceeds from the sale of any of the properties would be reinvested in a like facility serving youth including the planned development with Edgefield Children's Center and Morrison Center of the Regional Children's Campus. Pursuant to this agreement Janus sold the property at 2346 NW Northrup on August 21, 1997, with the plan to reinvest all proceeds from the sale into the Regional Campus project. Due to uncontrollable delays in the completion of the bond financing for the Regional Children's Campus, Janus still retains the proceeds from the Northrup sale.

Currently the final agreements related to the RCC should be completed sometime in early August. I am requesting an extension of the terms of the agreement with Janus to allow transfer of the proceeds from the Northrup sale over the next 3-6 months as cash flow needs from the construction at RCC require the investment. This will allow Janus to minimize the impact of the cash drain during the beginning of the school/fiscal year and will allow the campus to access funds on an as-needed basis rather than lying dormant. All of the proceeds from the Northrup sale have already been committed to the RCC project by virtue of a Janus Board resolution, but the delay in bond issuance has also put us up against the terms of our transfer agreement with the county. We assume there is no problem with the delay in investment since the intention of the transfer agreement is being honored and since the Regional Campus is also supported by the County, but our attorney has asked for a brief confirmation from you.

If you have any further questions, please feel free to contact me personally. Thank you for your time and support of our efforts to make the Regional Children's Campus a reality.

Sincerely,



Dennis L. Morrow

President
David Jarman
Piper Jaffray

Vice President
Terry Potts
J&S Commercial Floors

Secretary
Bridget McNamara
M Financial Group

Treasurer
Shelly McFarland
Dain Rauscher, Inc.

Past President
John Zuercher
Key Bank

David Fitzpatrick
Standard Insurance Company

Gary Galton
Galton, Scott & Colett

Richard Gleason
Stael, Rives LLP

Alexander B. Korelin
A.B. Korelin & Associates, Inc.

Alice Vaux Hall

Robert A. Makiuchi
Nike, Inc.

Amy Joseph Pedersen
Tankan, Torp, Galen, Marmaduke
& Booth

Patricia Riley
Union Bank of California

Judge Robert W. Redding
Multnomah County Circuit Court

Nana Soltero
Stael, Rives LLP

John A. Stageberg
PacifiCorp

Don Stokes
Bank of Newport

David Undermer
Providence Portland Medical Center

Debbie Mead, Ex-Officio
Trina Strand, Ex-Officio

**BEFORE THE BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON**

BOARD ORDER No. 98 - 122

BOARD ORDER AMENDING ORDER 97-54

THE BOARD OF COUNTY COMMISSIONERS FINDS:

1. Multnomah County relinquished surplus property not needed for public use to Janus Youth Programs, Inc. by Board Order No 97-54 on March 27, 1997.
2. The Conditions of title relinquished included under the Terms and Conditions Section of the Agreement For Relinquishment Of Property Not Needed For Public Use state that: "Relinquishment of title to the Property by County to Janus shall be subject to the conditions that the property shall be used to provide social services and child care by a nonprofit corporation or, in the event that Janus shall sell or exchange said Property or a portion thereof, the proceeds of such sale or the fair market value of the Property or portion thereof exchanged shall be used solely and within a period of one year from such sale or exchange for the purpose of acquiring real property or investing in the Regional Children's Campus, Inc. which shall be used by Janus to provide social services and child care as a nonprofit corporation. The Bargain and Sale Deed(s) by which County relinquishes title to Janus shall recite these conditions of title and the reversion of title stated in paragraph 5 below."
3. On August 21, 1997, Janus sold the property at 2346 NW Northrup with the plan to reinvest all the proceeds from the sale into the Regional Children's Campus (RCC). Due to circumstances beyond the control of Janus, the revenue bonds to finance the RCC project have not been issued. Because of this delay, On July 20, 1998, Janus requested that the amount of time to reinvest the proceeds be extended 3-6 months as the cash flow needs for the construction at RCC require the investment.
4. The County has been working with RCC over the past four years to issue revenue bonds to finance a portion of the RCC project and it is expected that the revenue bonds will be issued in October 1998.

THE BOARD ORDERS:

1. That the Board of County Commissioners authorize the Chair to amend the Terms And Conditions Section of the of the Agreement For Relinquishment Of Property Not Needed For Public Use dated March 27, 1997, (attached) to allow Janus to reinvest the proceeds from the sale of the Northrup property in RCC to occur no later than the closing date of the Multnomah County, Oregon Revenue Bonds, Series 1998 (Regional Children's Campus, Inc.)

DATED this 3rd day of September 1998.



THOMAS SPONSER, COUNTY COUNSEL
FOR MULTNOMAH COUNTY, OREGON

BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON


Beverly Stein, Chair

By


John Thomas, Assistant County Counsel

AMENDMENT
TO THE AGREEMENT FOR RELINQUISHMENT OF PROPERTY NOT NEEDED FOR PUBLIC USE

This amendment to THE AGREEMENT FOR RELINQUISHMENT OF PROPERTY NOT NEEDED FOR PUBLIC USE dated March 27, 1997, is made this 3rd day of September, 1998.

The parties agree to amend The CONDITIONS OF TITLE RELINQUISHED included under the TERMS AND CONDITIONS SECTION OF THE AGREEMENT FOR RELINQUISHMENT OF PROPERTY NOT NEEDED FOR PUBLIC USE dated March 27, 1997 to authorize Janus to reinvest the proceeds from the sale of the Northrup property in the Regional Children's Campus to occur no later than the closing date of the Multnomah County, Oregon Revenue Bonds, Series 1998 (Regional Children's Campus, Inc.)

IN WITNESS WHEREOF, the parties have executed this amendment as of the date above written.

Multnomah county, a political subdivision of
The State of Oregon


Janus Youth Programs, Inc. an
Oregon nonprofit corporation

By 
Beverly Stein, Chair

By _____
Dennis Morrow, Executive Director

REVIEWED:

THOMAS SPONSLER, COUNTY COUNSEL
FOR MULTNOMAH COUNTY, OREGON

By 
John Thomas, Assistant County Counsel

BUDGET MODIFICATION NO.

HD 1

(For Clerk's Use) Meeting Date

SEP 03 1998

Agenda No.

C-2

1. REPLACEMENT ON THE AGENDA FOR

(Date)

DEPARTMENT

Health

DIVISION Disease Prevention and Control

CONTACT

Kathy Innes

TELEPHONE 248-3056 x 27027

NAME OF PERSON MAKING PRESENTATION TO BOARD

Tom Fronk

SUGGESTED

AGENDA TITLE

(to assist in preparing a description for the printed agenda)

Approve an increase of .5 FTE Chemical Application Operator and \$19,353 in the Vector Control budget funded with revenue earned under a contract with Clark and Cowlitz Counties Mosquito Control Districts for mosquito surveillance services.

(Estimated Time Needed on the Agenda)

2. DESCRIPTION OF MODIFICATION

(Explain the changes this Bud Mod makes. What budget does it increase? What do changes come from? What budget is reduced? Attach additional information if you need more space.)

☒

Personnel changes are shown in detail on the attached sheet

The Vector Control program has recently completed a contract with Clark County, Washington and Cowlitz County, Washington Mosquito Control Districts to provide mosquito surveillance services. Multnomah County will be reimbursed for services on a quarterly basis.

3. REVENUE IMPACT

(Explain revenues being changed and reason for the change)

Adds \$19,353 in fee revenue

4. CONTINGENCY STATUS (to be completed by Budget & Quality)

Fund Contingency before this modification

Date

After this modification

Originated By

Date

Department Director

Date

Plan/Budget Analyst

Date

Employee Services

Date

Board Approval

Date

MULTNOMAH COUNTY
OREGON
98 AUG 26 AM 10:00
COUNTY COMMISSIONERS

Bill Odegaard (alt) 8-19-98

Suzanne S. Kalin 8/19/98

Wendy Borstad 9/3/98

PERSONNEL DETAIL FOR BUDGET MODIFICATION NO.
HD 1
5. ANNUALIZED PERSONNEL CHANGES

(Compute on a full-year basis even though this action affects only a part of the fiscal year (FY).)

				ANNUALIZED			
Permanent Positions, Temporary, Overtime, or Premium	JCN	Org	Explanation of Change	BASE PAY Increase (Decrease)	Increase/(Decrease)		TOTAL Increase (Decrease)
					Fringe	Ins.	
1.00	6093	0312	Chemical Application o	29963	7044	5314	42321
							0
1.00	TOTAL CHANGE (ANNUALIZED)			\$29,963	\$7,044	\$5,314	\$42,321

6. FISCAL YEAR PERSONNEL DOLLAR CHANGES

(Calculate costs/savings that will take place this FY; these should explain the actual dollar amounts changed by this BudMod.)

				CURRENT FY			
Permanent Positions, Temporary, Overtime, or Premium	JCN	Org	Explanation of Change	BASE PAY Increase (Decrease)	Increase/(Decrease		TOTAL Increase (Decrease)
					Fringe	Ins.	
0.50	6093	0312	Chemical Application o	14982	3522	2657	21161
0.50							
TOTAL CURRENT FISCAL YEAR CHANGES				\$14,982	\$3,522	\$2,657	\$21,161

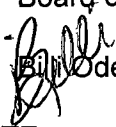
EXPENDITURE												
TRANSACTION EB GM []												
TRANSACTION DATE												
ACCOUNTING PERIOD												
BUDGET FY												
HD 1												
Document				Organi-		Reporting		Current	Revised	Change		
Number	Action	Fund	Agency	zation	Activity	Category	Object	Amount	Amount	Increase	Subtotal	Description
		100	015	0312			5100			14982		
							5200			(6,057)		
							5500			3522		
							5550			2657		
							6200			180		
							6230			2,559		
							7150			360		
							7300			1,150		
		400	070	7522			6580			2,657		
		402	030	7990			6140			360		
		401	030	5905			6230			1,150		
									0			
									0			
									0			
TOTAL EXPENDITURE CHANGE										23,520	0	
REVENUE												
TRANSACTION RB GM []												
TRANSACTION DATE												
ACCOUNTING PERIOD												
BUDGET FY												
Document				Organi-		Reporting		Current	Revised	Change		
Number	Action	Fund	Agency	zation	Activity	Category	Object	Amount	Amount	Increase	Subtotal	Description
		100	015	0312			4900			10,134		
		100	015	0312			4900			9,219		
		400	070	7522			6601			2,657		
		402	030	7990			6601			360		
		401	030	5905			6601			1,150		
									0			
									0			
									0			
									0			
									0			
TOTAL REVENUE CHANGE										23,520	0	



MULTNOMAH COUNTY, OREGON

BOARD OF COUNTY COMMISSIONERS
BEVERLY STEIN
DAN SALTZMAN
GARY HANSEN
TANYA COLLIER
SHARRON KELLEY

HEALTH DEPARTMENT
BUSINESS SERVICES
McCOY BUILDING
426 SW STARK
PORTLAND, OR 97204
PHONE (503) 248-3056

TO: Board of County Commissioners
FROM:  Bill Odgaard
TODAY'S DATE: Aug. 18, 1998
REQUESTED PLACEMENT DATE: Aug. 27th 1998
SUBJECT: Health Budget Modification Number 1

I. Recommendation / Action Requested:

Approve an increase of .5 FTE Chemical Application Operator and \$19,353 in the Vector Control budget.

II. Background / Analysis:

The Vector Control Program has recently completed contracts with the Clark County, Washington and Cowlitz County, Washington Mosquito Control Districts to provide mosquito surveillance services. Multnomah County will be reimbursed for services on a quarterly basis. The revenue will fund a Chemical Applicator Operator for half a year. Clark and Cowlitz Counties are expected to fund another half-year period when their new fiscal year begins Jan. 1st.

III. Financial Impact: NA

IV. Legal Issues: NA

V. Controversial Issues: NA

VI. Link to Current County Policies: NA

VII. Citizen Participation: NA

VIII. Other Government Participation: NA

MULTNOMAH COUNTY CONTRACT APPROVAL FORM

(See Administrative Procedure CON-1)

Pre-approved Contract Boilerplate (with County Counsel signature) ☒ Attached ☐ Not Attached

Contract #: 9910444

Amendment #:

CLASS I	CLASS II	CLASS III
<input type="checkbox"/> Professional Services not to exceed \$50,000 (and not awarded by RFP or Exemption) <input type="checkbox"/> Revenue not to exceed \$50,000 (and not awarded by RFP or Exemption) <input checked="" type="checkbox"/> Intergovernmental Agreement (IGA) not to exceed \$50,000 <input type="checkbox"/> Expenditure <input checked="" type="checkbox"/> Revenue <input type="checkbox"/> Architectural & Engineering not to exceed \$10,000 (for tracking purposes only)	<input type="checkbox"/> Professional Services that exceed \$50,000 or awarded by RFP or Exemption (regardless of amount) <input type="checkbox"/> PCRB Contract <input type="checkbox"/> Maintenance Agreement <input type="checkbox"/> Licensing Agreement <input type="checkbox"/> Construction <input type="checkbox"/> Grant <input type="checkbox"/> Revenue that exceeds \$50,000 or awarded by RFP or Exemption (regardless of amount)	<input type="checkbox"/> Intergovernmental Agreement (IGA) that exceeds \$50,000 <input type="checkbox"/> Expenditure <input type="checkbox"/> Revenue

Department: Health Department

Division: Disease Prevention and Control

Date: 07/14/98

Originator: Ken Yee

Phone: x83464

Bldg/Rm: 312/Vector

Contact: Marianne Metzger

Phone: x26207

Bldg/Rm: 160/7

Description of Contract:

County will provide mosquito surveillance program services.

RENEWAL: ☐ PREVIOUS CONTRACT NO(S): n/a

RFP/BID: RFP/BID DATE:

EXEMPTION NO/DATE: EXEMPTION EXPIRATION DATE: ORS/AR #:

CONTRACTOR IS: ☐ MBE ☐ WBE ☐ ESB ☐ QRF ☒ N/A ☐ NONE (Check all boxes that apply)

Contractor Clark County Mosquito Control District Address c/o Southwest Washington Health District 2000 Fort Vancouver Way Vancouver, Washington 98668 Phone (360)574-7906	Steve Kessler Remittance address (If different)
Employer ID# or SS# 91-6001306 Effective Date July 1, 1998 Termination Date December 31, 1998 Original Contract Amount \$ 11,413 Total Amt of Previous Amendments \$ n/a Amount of Amendment \$ n/a Total Amount of Agreement \$ 11,413	Payment Schedule / Terms <input type="checkbox"/> Lump Sum \$ <input type="checkbox"/> Due on Receipt <input type="checkbox"/> Monthly \$ <input type="checkbox"/> Net 30 <input checked="" type="checkbox"/> Other \$ Quarterly Invoice <input type="checkbox"/> Other <input type="checkbox"/> Requirements Not to Exceed \$ Encumber <input type="checkbox"/> Yes <input type="checkbox"/> No

REQUIRED SIGNATURES:

Department Manager Billi Odegaard

DATE 7/28/98

Purchasing Manager
(Class II Contracts Only)
County Counsel Katie Santjens

DATE

DATE 7/21/98

County Chair

DATE

Sheriff

DATE

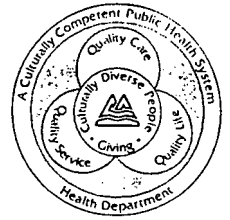
Contract Administration Donna G. Buel
(Class I, Class II Contracts only)

DATE 7/30/98

LGFS VENDOR CODE						DEPT REFERENCE					
LINE #	FUND	AGENCY	ORG	SUB ORG	ACTIVITY	OBJ/ REV	SUB OBJ	REP CAT	LGFS DESCRIPTION	AMOUNT	INC DEC
01	100	015	0312			4900			Mosquito Control		
02											
03											



MULTNOMAH COUNTY OREGON



HEALTH DEPARTMENT
BUSINESS SERVICES DIVISION
426 SW STARK ST., 7TH FLOOR
PORTLAND, OREGON 97204
(503) 248-3056
FAX (503) 248-3015

BOARD OF COUNTY COMMISSIONERS
BEVERLY STEIN • CHAIR OF THE BOARD
DAN SALTZMAN • DISTRICT 1 COMMISSIONER
GARY HANSEN • DISTRICT 2 COMMISSIONER
TANYA COLLIER • DISTRICT 3 COMMISSIONER
SHARRON KELLEY • DISTRICT 4 COMMISSIONER

MEMORANDUM

Date: July 16, 1998
To: Beverly Stein, Multnomah County Chair
Via: Billi Odegaard, Health Department Director
From: Dave Houghton, Director, Disease Prevention & Control Division
Subject: Contract #9910444 with Clark County Mosquito Control District for mosquito surveillance program services

HONOR CULTURE, CELEBRATE DIVERSITY AND INSPIRE QUALITY

Recommendation/Action Requested: The Health Department recommends County Chair approval of Contract #9910444 with Clark County Mosquito Control District for the period July 1, 1998, through December 31, 1998.

Analysis: Vector Control is entering into a joint venture with two mosquito districts in the State of Washington, Cowlitz County and Clark County. The surveillance program serves to protect the public from vector borne diseases and to monitor control effectiveness. The goal of the program is to sample adult mosquito populations and detect mosquito-borne viral activity.

Financial Impact: The Health Department will be reimbursed for expenses incurred up to a maximum of \$11,413.

Background: The Health Department currently has a contract with City of Durham to provide mosquito control services for Washington County, the City of Durham, the City of Tigard, the City of Tualatin and the Unified Sewerage Agency. The City of Durham coordinates the procurement of these services for all five jurisdictions.

HARDY MYERS
ATTORNEY GENERAL

DAVID SCHUMAN
DEPUTY ATTORNEY GENERAL



1162 Court Street NE
Salem, Oregon 97310

FAX: (503) 378-4517
TDD: (503) 378-5938
Telephone: (503) 378-6060

DEPARTMENT OF JUSTICE
GENERAL COUNSEL DIVISION

July 27, 1998

VIA FACSIMILE (503) 248-3377

Catherine Gaetjens
Multnomah County Counsel
1120 SW Fifth Avenue, Suite 1530
Portland, OR 97204-1977

Re: Mosquito Surveillance Services Agreements
DOJ File No. 137-020-GF0850-98

Dear Ms. Gaetjens:

This is to confirm my approval on Friday, July 24, 1998, of the two interstate agreements for mosquito surveillance services, Contracts #9910443 (Cowlitz County) and #9910444 (Clark County), with the caveat that if Multnomah County has adopted Oregon Department of Administrative Services rules or any other rules which preclude retroactive effective dates, that these agreements conform to such rules. If you any questions or comments, please call me at your convenience. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Willard Chi".

Willard Chi
Assistant Attorney General
Business Transactions Section

WHC:wbc:jpc:G:\WXCUFWA\DOJ\MOSQUITO.LTR

**INTERGOVERNMENTAL AGREEMENT
FOR MOSQUITO SURVEILLANCE SERVICES**

THIS INTERGOVERNMENTAL AGREEMENT is between MULTNOMAH COUNTY, a political subdivision of the State of Oregon, acting by and through its Health Department, hereafter "COUNTY," and CLARK COUNTY MOSQUITO CONTROL DISTRICT, a political subdivision of the State of Washington, hereafter "DISTRICT."

WITNESSETH:

WHEREAS, DISTRICT desires mosquito surveillance services which COUNTY is able and prepared to provide, under those terms and conditions set forth;

NOW THEREFORE, in consideration of those mutual promises and the terms and conditions set forth hereafter, the parties agree as follows:

1. TERM

This Agreement shall become effective when fully executed retroactive to July 1, 1998, and shall expire December 31, 1998, unless sooner terminated under the provisions hereof.

2. SERVICES

A. COUNTY's services under this Agreement shall consist of the following:

- 1) COUNTY agrees to provide a Chemical Applicator to conduct mosquito surveillance services in Clark County, Washington. These services shall consist of the following:
 - a) The supply and maintenance of three standard New Jersey Light traps for placement in specified areas of Clark County. Collect, sort, and identify mosquitoes trapped on a weekly schedule.
 - b) Set up of standard EVS traps every other week at a prescribed location. Sort and identify mosquitoes trapped. Send all female *Culex tarsalis* mosquitoes to California laboratory MVCAC for encephalitis testing.
 - c) Prepare weekly reports concerning mosquito population surveys in the district.
- 2) The Chemical Applicator will remain an employee of COUNTY and continue to work for COUNTY in mosquito control.

3. COMPENSATION

A. DISTRICT agrees to pay COUNTY a maximum of \$11,413 for the performance of those services provided hereunder, which payment shall be subject to the following terms:

- 1) DISTRICT will reimburse COUNTY \$5,706.50 per quarter upon receipt of an invoice. Payment terms will be net 30 days.

2) Invoices shall be sent to:

Attn: Steve Kessler
Clark County Mosquito Control District
c/o Southwest Washington Health District
2000 Fort Vancouver Way
Vancouver, WA 98668

- B. DISTRICT certifies that sufficient funds are available and authorized to finance the costs of this Agreement. In the event that funds cease to be available to DISTRICT in the amounts anticipated, either DISTRICT or COUNTY may terminate the Agreement or the parties by mutual agreement may reduce Agreement funding accordingly. DISTRICT will notify COUNTY as soon it receives notification from funding source. Reduction or termination will not affect payment for expenses incurred prior to the effective date of such action.

INTERGOVERNMENTAL AGREEMENT STANDARD CONDITIONS

1. INDEPENDENT CONTRACTOR STATUS
COUNTY is an independent contractor and is solely responsible for the conduct of its programs. COUNTY, its employees and agents shall not be deemed employees or agents of DISTRICT.
2. INDEMNIFICATION
 - A. DISTRICT shall defend, hold and save harmless COUNTY, its officers, agents, and employees from damages arising out of the tortious acts of DISTRICT, or its officers, agents, and employees acting within the scope of their employment and duties in performance of this Agreement.
 - B. COUNTY shall defend, hold and save harmless DISTRICT, its officers, agents, and employees from damages arising out of the tortious acts of COUNTY, or its officers, agents, and employees acting within the scope of their employment and duties in performance of this Agreement subject to the limitations and conditions of the Oregon Tort Claims Act, ORS 30.260 through 30.300, and any applicable provisions of the Oregon Constitution.
3. WORKERS' COMPENSATION INSURANCE
COUNTY shall maintain workers' compensation insurance coverage for all non-exempt workers, employees, and subcontractors either as a carrier-insured employer or a self-insured employer as provided in ORS Chapter 656.
4. TAXPAYER IDENTIFICATION NUMBER
DISTRICT shall furnish to COUNTY its federal employer identification number, as designated by the Internal Revenue Service.
5. SUBCONTRACTS AND ASSIGNMENT
COUNTY shall neither subcontract with others for any of the work prescribed herein, nor assign any of COUNTY's rights acquired hereunder without obtaining prior written approval from DISTRICT.
6. RECORD CONFIDENTIALITY
COUNTY and DISTRICT agree to keep all client records confidential in accordance with state and federal statutes and rules governing confidentiality.
7. ACCESS TO RECORDS
Each party's authorized representatives shall have access, upon reasonable request and during regular office hours, to the books, documents, papers and records of other party which are directly pertinent to this Agreement for the purpose of making audit, examination, excerpts and transcripts.

8. ADHERENCE TO LAW

In connection with their activities under this Contract, COUNTY and DISTRICT shall comply with all applicable federal, state and local laws, including but not limited to laws, rules, regulations and policies concerning equal employment opportunity, affirmative action, workers' compensation, minimum and prevailing wage requirements, and non-discrimination in service delivery.

9. AMENDMENTS

Any modification to the provisions of this Agreement, whether initiated by COUNTY or DISTRICT, shall be reduced to writing and signed by both parties.

10. WAIVER OF DEFAULT

Waiver of a default shall not be deemed to be a waiver of any subsequent default. Waiver of any breach of any provision of this Agreement shall not be deemed to be a waiver of any other or subsequent breach and shall not be construed to be a modification of the provisions of this Agreement.

11. EARLY TERMINATION

A. This Agreement may be terminated prior to the expiration of the agreed-upon term:

- 1) Immediately by mutual written consent of the parties or at such time as the parties agree; or
- 2) By either party upon 30 days written notice to the other, delivered by certified mail or in person.

B. Payment to COUNTY will include all services provided through the day of termination.

C. Termination under any provision of this paragraph shall not affect any right, obligation or liability of COUNTY or DISTRICT which accrued prior to such termination.

12. NOTICE OF LITIGATION

Each party shall give the other immediate notice in writing of any action or suit filed or any claim made against that party which may result in litigation in any way related to this Agreement.

13. OREGON LAW AND FORUM

This Agreement shall be construed and governed according to the laws of the State of Oregon.

14. INTEGRATION

This Agreement contains the entire Agreement between the parties pertaining to its subject matter and supersedes all prior written or oral discussions or agreements.

IN WITNESS WHEREOF, the parties have caused this Contract, including the Standard Conditions and any attachments incorporated herein, to be executed by their duly authorized officers.

CLARK COUNTY MOSQUITO
CONTROL DISTRICT

By Martin M. Anderson

Title President

Date 7/13/98

91-6001306
Contractor's Federal Tax ID Number

MULTNOMAH COUNTY

By N/A

Beverly Stein, Multnomah County Chair

Date _____

By Billi Odegaard

Billi Odegaard, Health Department Director

Date 7/28/98

By Hilda Adams

Hilda Adams, Program Manager

Date 7/28/98

REVIEWED:

Thomas Sponsler, County Counsel for
Multnomah County, Oregon

By Katie Gaetjens

Katie Gaetjens, Assistant County Counsel

Date 7/27/98

Meeting Date: SEP 03 1998
Agenda No: C-3
Est. Start Time: 9:30

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Report to the Board the Hearings Officer's decision on CS 2-98

BOARD BRIEFING Date Requested:
 Amt. of Time Needed:
 Requested By:

REGULAR MEETING Date Requested: September 3, 1998
 Amt. of Time Needed: 5 Min.

DEPARTMENT: DES **DIVISION:** Transportation & Land Use Planning
CONTACT: Derrick Tokos **TELEPHONE:** 248-3043
 BLDG/ROOM: 412 / 109

PERSON(S) MAKING PRESENTATION: Stuart Farmer

ACTION REQUESTED

☐ Informational Only ☐ Policy Direction ☒ Approval ☐ Other

SUGGESTED AGENDA TITLE

Report to the Board a Hearing Officer's decision **Affirming** the Planning Director's decision approving phases 1 & 2 with conditions of a redevelopment plan at Lincoln Memorial Park.

SIGNATURES REQUIRED

Elected Official: _____

or

Department Manager: _____

K. B. L. E. Nicholas

98 AUG 26 AM 11:45
MULTNOMAH COUNTY
OREGON
BOARD OF
COUNTY COMMISSIONERS

**CASE NAME: LINCOLN MEMORIAL PARK
COMMUNITY SERVICE USE PERMIT****NUMBER: CS 2-98****1. Applicant Name/Address:**

Scott Davidson
Lincoln Memorial Park, Inc.
11801 SE Mount Scott Boulevard
Portland, Oregon 97266

2. Action Requested By Applicant:

Five phases of future development are proposed under this permit. In Phase 1, the applicant proposes the redevelopment of a portion of the park for the Flagpole Private Estates, which would contain 236 lawn crypts, 288 columbarium wall niches, a 24-foot by 24-foot pavilion, and four private mausoleums approximately 6 feet by 9 feet each. The Community Service Use Permit application includes four additional phases that will allow future redevelopment within the memorial park for cemetery and memorial service use. Phase 2 is proposed as the eastern half of the Flagpole Private Estates, containing the same number of lawn crypts (236), columbarium wall niches (288) and mausoleums (4) as Phase 1. Phase 3 would add approximately 500 graves to an area to the northeast, Phase 4 would add approximately 1,000 crypts to the existing main mausoleum (currently contains 5,000 graves), and Phase 5 would create a cremation remains garden with approximately 10,000 columbarium niche spaces at the southeastern corner of the site.

Action Requested Of Board

- ☒ **Affirm Hearings Officer Decision**
☐ **Hearing/Rehearing**

Scope of Review

- ☐ **On the Record**
☐ **De Novo**
☐ **New Information Allowed**

3. Planning Staff Recommendation:

Deny the Community Service Permit of a master plan for cemetery development within Lincoln Memorial Park if improvements are not made to Mt. Scott Boulevard as requested by the City of Portland.

4. Hearings Officer Decision:

Approval of Phases 1 and 2 only with conditions.

5. If Recommendation And Decision Are Different, Why?

The City of Portland is responsible for Mt. Scott Boulevard between 104th and 112th Avenue, a stretch of roadway from which the subject property takes access. In a July 30th memorandum, the City reaffirmed that improvements are needed to Mt. Scott Boulevard to meet their standards and that such improvements could be scheduled across the five (5) plan phases starting with Phase 3. The applicant objected to the improvements in that they believe they are not reasonably related to the impacts of the proposed

development. The Hearings Officer, with the applicant's consent, granted approval for only the first two (2) development phases. This action was taken in recognition of the fact that the City was not requesting improvements with either Phase 1 or Phase 2. The Hearings Officer pointed out that this property should be annexed to the City of Portland and that the City should be the land use decision-making authority for any development beyond Phase 2.

6. Issues:

No issues exist at this time. The applicant accepted this decision at the hearing. Staff supports the Hearings Officer's actions.

7. Do Any Of These Issues Have Policy Implications? Explain.

The Hearings Officer's approval provides the applicant a short-term development opportunity, while putting them on notice that long term development of the site needs to be pursued with the City of Portland. Such action by the Hearings Officer is consistent with the County's policy to transition itself out of providing urban planning and other urban services.

**BEFORE THE HEARINGS OFFICER
FOR
MULTNOMAH COUNTY, OREGON
FINAL ORDER**

This decision consists of Findings of Fact, Conclusions and Conditions of Approval

August 19, 1998

CS 2-98 Community Service Permit of a master plan for cemetery development
 within Lincoln Memorial Park

Location: 10504 SE Mount Scott Boulevard
 Tax Lots 100, 101, Section 22, T1S, R2E, W.M. (R99222-0630)

Applicant: Scott Davidson
 Lincoln Memorial Park, Inc.
 11801 SE Mount Scott Boulevard
 Portland, Oregon 97266

Site Size: 75.38 acres

Zoning: Single Family Residential (R-10)

Hearings Officer Decision: Approval of Phases 1 and 2 only with Conditions

RECEIVED
98 AUG 19 PM 2:42
MULTNOMAH COUNTY
PLANNING SECTION

CONDITIONS OF APPROVAL

1. This Community Service approval shall be specific to the use(s) described together with the limitations or conditions as determined herein. Any change of use or modification of limitations or conditions shall be subject to approval by the approval authority and may require a public hearing.
2. As required under MCC 11.15.7010(F), the applicant/owner is to obtain design review approval of all proposed site improvements including, but not limited to, grading, clearing, landscaping, fencing, and exterior structural design. Site work shall not proceed until required Design Review approvals are obtained. Specific design features represented in this application shall be reflected in plans submitted for design review.
3. This Community Service approval shall expire on August 31, 2003, unless final design review has been granted for Phase 1 and Phase 2 and substantial construction or development has been determined pursuant to MCC 11.15.7010(C).

PUBLIC HEARINGS

A public hearing was held on June 17, 1998. The applicant requested the hearing be continued to further discuss with the City of Portland and the County staff issues related to improvements to Mt. Scott Boulevard. The applicant agreed to continue the hearing to August 5, 1998 and to extend the 120 day time period for a period equal to the continuance. A second and final public hearing was held on August 5, 1998.

1. Derek Tokos, County planner, summarized the revised staff report.
2. John Dorst, County Transportation Department, testified that the half street of Mt. Scott Boulevard and SE 112th Avenue abutting the site is owned by the City of Portland. The portion of the right of way owned by the County is under contract with the City of Portland for road maintenance services.
3. Chris Cocker, David Evans and Associates, representing the applicant stated the applicant originally intended to develop two phases. The County planning staff wanted information on the intensity of the far future phases. Consequently they filed an application for all five phases. They are willing to drop the future phases. He stated that about 65 percent of the graves predate 1950. Many are not visited by anyone any more. He took issue with whether the traffic standards used by the county are a good predictor of the traffic that will be generated at this cemetery.
4. Jeff Condit, attorney for the applicant, testified the chief issue is what kind of improvements to Mt. Scott are justified. With him were Dwayne Hoffstetter and Scott Davidson. He believes the impacts from the development do not justify a full

half street improvement. Phase I will generate traffic equivalent to one dwelling unit and all five phases will generate traffic equivalent to 4 or 5 dwellings.

5. The Hearings Officer pointed out that the City of Portland, in a letter dated July 30, 1998 (Exhibit C2), had revised their request concerning road improvements. The City is not now asking for improvements with Phases 1 and 2. She asked if the applicant would accept an approval for only phases 1 and 2. She stated that the site should be in the City of Portland. She could see no reason other than attempting to avoid the road improvement requirements that the property owner would not wish to annex. Since the road services need to be provided by the City it would make more sense that the City of Portland be the decision-maker on future land use requests. The Hearings Officer gave the applicants a 5 minute recess to confer on this question.
6. Jeff Condit testified that the applicant would be willing to accept an approval limited to Phases 1 and 2 only. Mr. Condit submitted into the record three documents:
 - a. A City of Portland Decision for the Temple Beth Israel cemetery (Exhibit D1), in which Portland found that there was no evidence in the record to support a requirement for sidewalks or other street improvements.
 - b. The appeals court opinion on Art Piculell v. Clackamas County (Exhibit D2),
 - c. The appeals court opinion on Schultz v. City of Grants Pass (Exhibit D3).
7. Elizabeth Papadopoulos, representing the City of Portland, was present but chose not to testify upon learning that the Hearings Officer would approve the application for Phases 1 and 2 only.

FINDINGS OF FACT

1. Project Description

The applicant requested a Multnomah County Community Service Use Permit (CSUP) approval for Lincoln Memorial park. The site has been a cemetery since 1905. Currently there are approximately 30,000 lawn crypts within the portion of the property in Multnomah County. Additional lawn crypts are located in the Clackamas County portion of the site. A sales office and large mausoleum containing 5,000 graves are located on the portion of the property within Multnomah County; a funeral home and general office are located on the portion of the property within Clackamas County. Five phases of future development within Multnomah County are proposed under this CSUP. In Phase 1, the applicant proposes the redevelopment of a portion of the park for the Flagpole Private Estates, which would contain 236 lawn crypts, 288 columbarium wall niches, a 24-foot by 24-foot pavilion, and four private mausoleums approximately 6 feet by 9 feet each. The Community Service Use Permit application includes four additional phases that will allow

future redevelopment within the memorial park for cemetery and memorial service use. Phase 2 is proposed as the eastern half of the Flagpole Private Estates, containing the same number of lawn crypts (236), columbarium wall niches (288) and mausoleums (4) as Phase 1. Phase 3 would add approximately 500 graves to an area to the northeast. Phase 4 would add approximately 1,000 crypts to the existing main mausoleum (which currently contains 5,000 graves). Phase 5 would create a cremation remains garden with approximately 10,000 columbarium niche spaces at the southeastern corner of the site. The location of each phase are shown on Exhibit A10.

2. Site and Vicinity Characteristics

The subject property, Tax Lot 100 and Tax Lot 101, Map 1W2E22C, is an approximately 76 acre site located south and west of Mount Scott Boulevard. The southern portion of the park extends south into Clackamas County. The subject parcel, Lincoln Memorial Park, contains a cemetery with a sales office and main mausoleum. A funeral home, general office and mortuary are located in the Clackamas County portion of the property. In the proposed phased areas, the topography ranges from 7 percent to 17 percent.

Areas to the east and north are separated from the subject property by Mount Scott Boulevard. To the west is Willamette National Cemetery. To the north and northeast are residential areas. To the west there are residential properties and vacant land. To the south, the memorial park extends into Clackamas County.

The subject property is a pocket of unincorporated land bordered on the west, north and east by the City of Portland city limits. County zoning on the property is Single Family Residential (R-10). A community Service stamp was placed on the property in recognition of its historic and present use as a cemetery. No previous Community Service Use Permits exist for this property. Existing topography slopes down gradient from the southeast to the northwest toward Mount Scott Boulevard.

3. Community Service Use Permit Required

MCC 11.15.2862 Single Family Residential R-10

MCC 11.15.2862 Use

No buildings, structure or land shall be used and no building or structure shall be hereafter erected, altered, or enlarged in this district except for the following uses:

*** * ***

- (D) Special uses, such as parks, playgrounds, or community centers, churches, schools, golf courses and uses of similar nature, as provided in MCC .7005 through .7041, when approved by the Hearings Officer. [Amended 1982, Ord. 330 § 2]**

MCC 11.15.7020 Uses

- (A) Except as otherwise provided in MCC 11.15.2008 through .2012, and MCC 11.15.2048 through .2050, the following Community Service Uses and those of a similar nature, may be permitted in any district when approved at a public hearing by the approval authority.

* * *

- (3) Cemetery, crematory, mausoleum, mortuary or funeral home.

MCC .2862(D) and 7020 (A)(3) provide for that a cemetery and related development may be permitted within a Single Family Residential (R-10) zone district when such development is accomplished consistent with an approved Community Service Use Permit. The subject property consists of a cemetery, sales office, and a mausoleum. Currently proposed and future phases of redevelopment would increase the number of lawn crypts and columbarium but would not alter the use on the site.

4. Time frame for Expiration of a Community Service Use Permit

MCC 11.15.7010 General Provisions

* * *

- (C) The approval of a Community Service Use shall expire two years from the date of issuance of the Board Order in the matter, or two years from the date of final resolution of subsequent appeals, unless:

* * *

- (2) The Approval Authority establishes an expiration date in excess of the two year period, . . .

Lincoln Memorial Park requests that the future phasing of the proposed project work under the CSUP permit application be expanded beyond the two-year CSUP time frame. The first two phases were originally anticipate by the application. At the suggestion of the county staff, future phases of development were added and time lines estimated. The following summarizes the year each phase is anticipated to be completed. The applicant requested that the CSUP reflect this timetable.

Timing of Phases

Phase 1 - 1998
Phase 2 - 2003
Phase 3 - 2009
Phase 4 - 2010
Phase 5 - 2018

MCC .7010((C)(2) clearly provides for the establishment of an alternative expiration date for a Community Service Use Permit. To assist the approval authority in evaluating an alternative the two (2) year expiration requirement the applicant was requested to provide firm deadlines for the completion of each phase of development and evidence concerning why alternative expiration dates are necessary. The applicant testified that they originally only planned to request the CSUP for the first two phases. The county staff wanted to know what the long term plans for the cemetery development were. Consequently, the applicant filed the request for all five phases that they expected to develop over the long term.

A reason for a two year time limit in the code is that "paper proposals" may adversely impact future land use and public service planning efforts. The planning staff recommended that the deadlines not be extended beyond two years unless evidence was provided explaining why they are needed.

The applicant provided no compelling reasons for extending the two year limit for approval of the community service use for all five phases to the year 2018. In addition, as discussed below, the City of Portland wanted drainage and road improvements to be made beginning with Phase 3. The applicant opposed the imposition of a condition of approval requiring these improvements based on an argument that such a condition would violate the requirements of the *Dolan* decision, and constitute a taking of private property without compensation. The applicant agreed at the August 5, 1998 hearing to limiting the approval to Phases 1 and 2, thereby allowing the request to be approved for the projects that they want to develop in the short term and latter work with the City of Portland on improvement requirements. The Hearings Officer approved the application for Phases 1 and 2 and to an expiration date of August 31, 2003 to accommodate the development of Phases 1 and 2.

5. Compliance with MCC 11.15.7025 Community Use Restrictions

According to MCC 11.15.7025, a building or use approved under MCC .7020 through .7030 shall meet the following requirements:

A. MCC .7025(A), minimum yards in EFU, CFU, F-2, MUA-20, MUF, RR, RC, UF-20, UF-10, LR-40, LR-30, LR-20, LR-10, R-40, R-30, R-20, and R-10 Districts:

(1) Front yards shall be 30 feet.

The sales office is 77 feet from Mount Scott Boulevard to the north; the main mausoleum is 36 feet from Mount Scott Boulevard to the north.

(2) Side yards for one-story buildings shall be 20 feet; for two-story buildings, 25 feet.

The sales office is more than 450 feet from the west lot line of the property. The main mausoleum is more than 900 feet from the eastern lot line of the property.

(3) Rear yards shall be as required in the district.

The R-10 district requires a minimum rear yard depth of 25 feet (MCC .2864(B)(3)). The mausoleum is approximately 700 feet from the rear lot line. The sales office is approximately 1100 feet from the rear lot line. As illustrated on the site plan (Exhibit A10), all proposed development phases meet the setback requirements of MCC .7025(A).

B. MCC .7025(E), off-street parking and loading shall be provided as required in MCC .6100 through .6148.

In MCC .6142, Minimum Required Off-Street Parking Spaces, (C) Retail and Office Uses, (5) Mortuary, one space for each four chapel seats or eight feet of bench length is required. The mausoleum has approximately 132 feet of bench length, which would require 17 parking spaces. Fifty standard spaces for cars are available surrounding the mausoleum: 15 in front, 20 in the rear, ten on the side, and five along the Colonnades. Ten standard parking spaces are striped in front of the sales office. Additional parking is available along the paved paths separating lawn cemetery areas. In MCC .6144, Minimum Required Off Street Loading Spaces, (A) Office, three loading spaces are required for 60,000 to 99,999 square feet of floor area. The sales office is approximately 5,500 square feet and the mausoleum is approximately 70,000 square feet. There is ample area for loading surrounding the mausoleum, particularly in the side area. See Exhibit A10.

Lincoln Memorial Park facilities currently meet minimum parking standards for sales, office, and mortuary uses, as defined under MCC .6142(C)(1) and (5). Although Multnomah County off street parking standards do not provide a minimum stall requirement for a cemetery use, adequate land area exists to accommodate any foreseeable off-street parking and loading demands as required in MCC .6100 through .6148.

Item 2 of Exhibit A5, a May 22, 11998 letter from the applicant, describes how peak parking demand for Lincoln Memorial park is accommodated. Peak demand is identified as being up to 4,000 vehicles over a four day period, during the Memorial day Holiday. They explain that peak demand is met through the use of existing parking stalls and several miles of internal private drives. Mount Scott Boulevard is not used for parking.

C. MCC .7025(F), signs for Community Service Uses located in districts in MCC .2002 through .2966 pursuant to the provisions of MCC .7902 through .7982.

There is an existing sign located at the park entrance near the sales office, facing Mount Scott Boulevard. The sign is fixed, free-standing, internally illuminated, made of plastic and metal and supported by two wood posts. Its dimensions are approximately four feet by four feet (16 square feet), and it stands approximately eight feet high. The sign complies with the provisions of MCC .7942(A)(1) (approximately 2,500 linear feet of site frontage

allows a maximum of 40 square feet of sign face area; 16 feet in height maximum). No new signs are proposed. A one-and-a-half-foot square directional sign, standing approximately one foot off the ground, marks the gate number at each paved entrance (five in the Multnomah County portion of the site).

- D. MCC .7025(G), Other restrictions or limitations of use or development not required under this subsection shall be provided in the district.**

All phases of redevelopment will meet the standards of the district.

6. Compliance With MCC 11.15.7015, Community Service Use Approval Criteria

Per MCC 11.15.7015, In approving a Community Service use, the approval authority shall find that the proposal meets the following approval criteria, except for transmission towers, which shall meet the approval criteria of MCC .7035, and except for regional sanitary landfills which shall comply with MCC .7045 through .7070.

- A. MCC .7015(A), the approval authority shall find that the proposal is consistent with the character of the area;**

The applicant proposes to continue the existing use of the site as a cemetery with mausoleums and columbarium walls. The use is consistent with the character of the area, especially with the Willamette National Cemetery to the east.

- B. MCC.7015(B), the approval authority shall find that the proposal will not adversely affect natural resources;**

None of the current and future proposed redevelopment on the subject site will affect natural resources, including Veterans Creek and the hillside. The site is already developed. All currently proposed and future phases will be continuations of the current use.

- C. MCC .7015(C), the approval authority shall find that the proposal will not conflict with farm or forest uses in the area;**

No recognizable off-site impacts to farm or forest uses can be identified as a result of this application. The property lies within the Urban Growth Boundary and no farm or forest uses exist adjacent to the site.

- D. MCC .7015(D), the approval authority shall find that the proposal will not require public services other than those existing or programmed for the area;**

The park receives six to ten visitors on a normal day. The addition of the Flagpole Private Estates (Phase 1) is expected to generate only one or two additional visitors per week.

Future phases 2-5 are expected to generate an additional 2 to 4 visitors per day. Water, fire, police, road, and storm water services are public services against which this application was evaluated. Sewage is handled by a private on-site septic system, permitted by the City of Portland Sanitarian (Exhibit A7). Correspondence was received from all of the service entities referenced above (Exhibits A6, A8, A9, C1, and C2). None of these entities indicated that this proposal would require services other than those that are existing or programmed (planned) for the area.

- E. **MCC .7015 (E), the approval authority shall find that the proposal will be located outside a big game winter habitat area as defined by the Oregon Department of Fish and Wildlife or that agency has certified that the impacts will be acceptable;**

The subject site is located outside a big game winter habitat area as defined by the Oregon Department of Fish and Wildlife.

- F. **MCC .7015(F), the approval authority shall find that the proposal will not create hazardous conditions; and**

Neither the proposed Phase 1 nor the future phases on the subject site will create hazardous conditions. The subject property is already developed. All phases will be continuations of the current use.

- G. **MCC .7015(G), the approval authority shall find that the proposal will satisfy the applicable policies of the Comprehensive Plan.**

This requirement has been met and is addressed specifically under Finding 7.

- H. **MCC .7015(H), the approval authority shall find that the proposal will satisfy such other applicable approval criteria as are stated in this Section.**

The proposed development will meet the standards of this section.

7. Compliance With Applicable Comprehensive Plan Policies

A. Policy 4: Intergovernmental Coordination

It is the County's policy to participate in intergovernmental coordination efforts with federal, state and local governments and with special service districts. The County will ensure that the responsibility and support for land use planning will be coordinated with adjacent jurisdictions through the adoption of urban planning area agreements which recognize:

- A. That it is not the County's primary role to provide urban services;**

- B. That the County's Comprehensive Framework Plan and component community plans and implementing ordinances will be the primary plan for unincorporated areas until, and during, an jurisdictional transition;
- C. The County has a responsibility to support the planning process for unincorporated areas; and
- D. Establish and participate in a cooperative process to address the future of urban service provision issues.

* * *

The County, in an effort to coordinate the provision of urban services to this proposed development, solicited comments from affected local governments and service districts. Affected districts raised no significant urban service issues. The local government impacted by this request is the City of Portland. The County has an Urban Planning Area Agreement with the City (Exhibit B6). Consistent with item II(A)(4) of this agreement, a copy of this application was referred to the City for comment on May 4, 1998. Written responses were received from the City on June 1st and July 30th (Exhibits C1 and C2). The City's written responses indicate that they control and maintain all of Mt. Scott Boulevard between 104th Avenue and 112th Avenue. John Dost, of the County Transportation Department testified that the City also controls the eastern half of Mt. Scott Boulevard between 112th Avenue and the Clackamas County line. The corporate limits of the City of Portland extend to the centerline of the roadway. The County Transportation Department no longer maintains a classification for Mt. Scott Boulevard as part of its Functional Classification of Traffic ways. The City of Portland identifies Mt. Scott Boulevard in their classification system as a neighborhood collector.

This plan policy establishes that the County is to ensure that the responsibility and support for land use planning will be coordinated with adjacent jurisdictions as the County transitions itself out of providing urban planning and other urban services. Portland owns, controls and maintains the adjacent road right-of-way.

In their responses, the City requested that a condition of approval be adopted requiring the applicant to make roadway improvements to that portion of Mt. Scott Boulevard between 104th Avenue and 112th Avenue as necessary to bring that stretch of roadway up to the City's neighborhood collector standards. The improvements requested include the construction of storm water detention facilities, curb, sidewalk, storm drainage, and pavement to match the required road width.

As noted in a July 29, 1998 letter from the applicant's attorney, Jeff Condit, with Miller, Nash, Wiener, Hager & Carlsen LLP (Exhibit A18), the applicant objects to this condition in that they believe the improvements being requested are not reasonably related to the impacts of the proposed development.

- E. Policy No. 13, Air, Water and Noise Quality: Multnomah County, ... Supports efforts to improve air and water quality and to reduce noise levels. ... Furthermore, it is the County's policy to require, prior to approval of a legislative or quasi-judicial action, a statement from the appropriate agency that all standards can be met with respect to Air Quality, Water Quality, and Noise Levels.**

The proposed uses are not air pollutant generating activities. Water quality impacts from development internal to the site can be addressed as an element of design review. The site drains to the north, toward Mt. Scott Boulevard. City of Portland requirements for storm water improvements along or adjacent to Mt. Scott Boulevard should address off-site water quality impacts at this location. The proposed use is not a noise sensitive use located in a noise-impacted area nor is it a noise generator.

- F. Policy No. 14, Development Limitations. The County's Policy is to direct development and land form alterations away from areas with development limitations except upon a showing that design and construction techniques can mitigate any public harm or associated public cost, and mitigate any adverse effects to surrounding persons or properties. Development limitations areas are those which have any of the following characteristics:**

A. Slopes exceeding 20%;

Redevelopment is not proposed in areas of slopes exceeding 20%. Slope in the Phase 1 area is approximately 11 percent, slope in Phase 2 is eight percent, Phase 3 is 20 percent, Phase 4 is 16 percent, and Phase 5 is approximately 10 percent. Slopes on the subject site range from 7 percent to 30 percent.

B. Severe soil erosion potential;

The development at each of the proposed areas will involve storm drainage design, revegetation and specific design methodology that will prevent severe soil erosion. The site is mapped as Cascade silt loam in the Soil Survey of Multnomah County (Natural Resource Conservation Service [Formerly the Soil Conservation Service] 1983). Slopes range from 3 to 30 percent. The Soil Survey rates the hazard of erosion as slight for slopes ranging from 3 to 8 percent (mapping unit 7B), moderate for slopes ranging from 8 to 15 percent (mapping unit 7C), and high for slopes ranging from 15 to 30 percent (mapping unit 7D). These soils are not rated as having a severe erosion hazard. The site has had similar usage for the past 93 years and has had no issues as a result of severe erosion potential.

C. Land within the 100 year flood plain;

The subject area is on FEMA panel 410179-0383 A. This panel, which is not printed, includes areas in Zone D ("undetermined") and "areas not included." The subject site is

located at elevations 330 feet to 600 feet on a hillside whose peak is 750 feet in elevation, and therefore is not subject to flooding.

D. A high seasonal water table within 0-24 inches of the surface for more than 3 or more weeks of the year;

The site is mapped as Cascade silt loam in the Soil survey of Multnomah County (Natural Resource Conservation Service [Formerly the Soil Conservation Service] 1983). This soil series is subject to a perched water table at a depth of 1.5 to 2.5 feet (18 to 30 inches) below the soil surface from December to April. However, the site has had usage similar to that proposed under the future development phases for the past 93 years and has had no issues as a result of a high water table.

E. A fragipan less than 30 inches from the surface; and

The site is mapped as Cascade silt loam in the Soil survey of Multnomah County (Natural Resource Conservation Service [Formerly the Soil Conservation Service] 1983). The cascade series consists of deep, poorly drained soils that formed in silty materials. The typical soil description identifies a fragipan beginning 27 inches below the surface which extends to a depth of 50 inches or more. Within the range of characteristics for this soil, the depth to the fragipan may vary from 20-30 inches. However, the site has existing usage similar to that proposed under the future phase development phases for the past 93 years and has had no issues as a result of a fragipan less than 30 inches from the surface.

F. Land subject to slumping, earth slides or movement.

Slope stability is a function of geologic/geomorphic factors, soil properties, hydrologic factors, vegetative factors, and seismicity. Weak and weathered rock, steep slopes, saturated materials, unvegetated areas, and seismic activity are features which promote mass wasting processes. The site has most of these features over all, or part, of the area.

Slopes in the areas of proposed development range from seven to twenty percent, which is categorized in the low slope instability category. This site is underlain by basaltic rocks (Boring Lavas) mantled with more than 5 feet of loess. The underlying Boring Basalt has an open texture which promotes rapid weathering and weakens the rock. At slopes greater than 35 percent, and where weathered, the basalt is unstable. The loess mantle is composed of silt-sized particles, is highly landslide-prone when saturated, and represents a significant earthquake-induced landslide hazard. Very seasonal precipitation patterns in the Pacific Northwest saturate surface materials frequently between October and March and define the time of year when slides are most likely. Relative earthquake hazard maps show that most of the site is Zone C (medium-low) with some Zone D (low), and limited areas of Zone B (medium-high). Relative earthquake hazards ratings range from the high of Zone A to the low of Zone D.

Where Policy 14 development limitations exist on the site, in areas proposed for development, design and construction techniques can be implemented to mitigate any

public harm or associated public cost, and mitigate any adverse effects to surrounding persons or properties. Such techniques will be evaluated concurrent with design review for each planned phase of development.

G. Policy No. 22, Energy Conservation

The County's policy is to promote the conservation of energy and to use energy resources in a more efficient manner. ... The County shall require a finding prior to approval of a legislative or quasi-judicial action that the following factors have been considered:

- A. The development of energy-efficient land uses and practices;
- B. Increased density and intensity of development in urban areas, especially in proximity to transit corridors and employment, commercial and recreation centers;
- C. An energy-efficient transportation system linked with increased mass transit, pedestrian and bicycle facilities;
- D. Street layouts, lotting patterns and designs that utilize natural environmental and climactic conditions to advantage.
- E. Finally, the County will allow greater flexibility in the development and use of renewable energy resources.

These factors are tailored to address energy resource issues related to more intense urban development and, therefore, are not applicable to this request.

E. Policy 31: Community Facilities and Uses

The County's policy is to:

- A. Support the siting and development of a full range of community facilities and services by supporting the location and scaling of community facilities and uses meeting the needs of the community and reinforcing community identity.
- B. Encourage community facilities siting and expansion at locations reinforcing orderly and timely development and efficient provision of all public services and facilities.
- C. Encourage land use development which support the efficient use of existing and planned community facilities.

D. Support the development of a unified approach to long rang community facilities planning and capital investment programming in Multnomah County.

E. Classify community facilities according to their function and scale of operations.

Scale

Type of Facilities

* * *

Minor Regional

Cemeteries

* * *

F. Locate community facilities on sites with average site grades consistent with a project's scale and impacts, site slope requirements by scale are:

Scale

Average Site Slope Standard

* * *

Minor Regional

6%

* * *

For sites with average slopes steeper than the standard the developer must be able to demonstrate that through engineering techniques all limitations to development and the provision of services can be mitigated.

G. Support the location of community facilities on existing transportation systems with volume capacities and modal mix splits available and appropriate to serve present and future scales of operation. Vehicular access requirements by scale of facility are:

Scale

Vehicular Access Standards

* * *

Minor Regional

Direct access to a collector street and no routing of traffic through local neighborhood streets.
Public transit available within 1/4 mile.

- H. Restrict the siting of community facilities in locations where site access would cause dangerous intersections or traffic congestion considering the following:**
 - 1. Roadway capacities**
 - 2. Existing and projected traffic counts**
 - 3. Speed limits**
 - 4. Number of turning points**
- I. Support community facilities siting and development at sites of a size which can accommodate the present and future uses and is of a shape which allows for a site layout in a manner which maximizes user convenience, energy conservation, and pedestrian and bicycle access to and within the site.**
- J. Promote compatible development and minimize adverse impacts of site development on adjacent properties and the community through the application of design review standards codified in MCC 11.05.7805 - 11.05.7865.**
- K. Provide for the siting and expansion of community facilities in a manner which accords with the other applicable policies of this plan.**

The Lincoln Memorial Park is an important community facility that does require orderly and timely development to continue to serve the needs of the region. Cemeteries are classified as minor regional facilities. The design of the double-depth lawn crypts accommodates storm water through the use of crushed rock and perforated pipe, as shown on the Pahse 1 details, Sheet D1. Lincoln Memorial Park is accessed via Mount Scott Boulevard, which is a City of Portland road classified as a Neighborhood Collector. Therefore, this minor regional facilities has direct access to a collector and no traffic is or will be routed through local neighborhood streets. Access to Lincoln Memorial Park is via Mount Scott Boulevard, which is classified as a Neighborhood Collector. This road classification supports 1,000 to 4,000 vehicle trips (according to Multnomah Comprehensive plan Policy 34); ample capacity for the low intensity usage of this site. During a normal day, the memorial park receives six to ten visitors. The five future phase are expected to generate an additional two to four visitors per day. Services are held at the mausoleum, which can accommodate approximately 50 people in the chapel area, and at the grave sites. The capacity of Mount Scott Boulevard will not be exceeded during events of this size. The size, shape, and layout of the memorial park will not be affected by the proposed phases of redevelopment. Upon approval of this Community Service Use Permit, each redevelopment phase proposed by the applicant will undergo design review and will be completely compatible with the existing use of the property and the adjacent Willamette National Cemetery.

This policy correlates scale of development with a transportation system adequate to serve such development. Under this policy, cemeteries are identified as minor regional facilities that require direct access onto collector streets. Multnomah County no longer maintains a classification for Mt. Scott Boulevard, the street adjacent to this site. The City of Portland, which owns the adjacent right of way, classifies the road as a neighborhood collected. Portland requested improvements to the roadway and drainage system beginning with Phase 3. The applicant raised concerns about whether the relationship between the impact on the road from the proposed improvements would be proportionate to the required improvements. Because Phases 3 through 5 are not expected to occur until the year 2008 through 2018, greatly in excess of the Code's two year limit on community service permits, and because the property could annex to the City of Portland and work out the service requirements directly with the service provider, the hearings officer suggested and the applicant consented to limiting the approval of the application to Phases 1 and 2. This approval allows the property owner to do the development that he desires in the short run; is more consistent with the two year time frame for community service permits; and provides an opportunity for the property owner and the City of Portland to address issues relating to road and drainage improvements that the City wants beginning with Phase 3.

F. Policy No. 37, Utilities:

The County's policy is to require a finding prior to approval of a legislative hearing or quasi-judicial action that:

Water Disposal System

- A. The proposed use can be connected to a public sewer and water system, both of which have adequate capacity; or**
- B. The proposed use can be connected to a public water system, and the Oregon Department of Environmental Quality (DEQ) will approve a subsurface sewage disposal system on the site; or**
- C. There is an adequate private water system, and the Oregon Department of Environmental Quality (DEQ) will approve a subsurface sewage disposal system; or**
- D. There is an adequate private water system, and a public sewer with adequate capacity.**

Drainage

- E. There is adequate capacity in the storm water system to handle the increased run-off; or**
- F. The water run-off can be handled on the site or adequate provisions can be made; and**

- G. The run-off from the site will not adversely affect the water quality in adjacent streams, ponds, lakes or alter the drainage on adjacent lands.

Energy and Communications

- H. There is an adequate energy supply to handle levels projected by the plan; and
- I. Communications facilities are available.

Furthermore, the County's policy is to continue cooperation with DEQ, for the development and implementation of a groundwater quality plan to meet the needs of the county.

Mt Scott Water District provides water service to Lincoln Memorial Park. Additional irrigation will not be required as the areas proposed to be developed will be irrigated by connecting to the existing irrigation system. In Phases 1 and 2, the irrigation system will connect to the mainline at the northeastern edge of the phased area. The mausoleum contains approximately sixteen sinks to provide flower vase water, three sets of restroom facilities (2 sinks, two lavatories), a drinking fountain, a decorative fountain, and several utility sinks. The sales offices also have restroom facilities. There is no proposed expansion of these facilities at this time. The memorial park has one septic tank and one cesspool with a drain field within the Multnomah County portion of the property, which are sufficient for existing and future use of this property. Exhibits A6 and A7 demonstrate that proposed uses can be connected to a public water system, and that the Oregon Department of Environmental Quality (DEQ) has approved a subsurface sewage disposal system on the site.

The proposed improvements add very little in the way of impervious surfaces. Lawn crypts are designed with storm water systems (see Phase I details, Sheet DI). The proposed improvements will have negligible impact on water quality and drainage on adjoining lands. Storm water run-off and water quality impacts from development can be addressed, in detail, as an element of design review. The City of Portland identifies the existing ditch adjacent to Mt. Scott Boulevard as a substandard facility that must be upgraded with improvements to this street beginning with Phase 3.

The only energy needed for the proposal is electricity for pathways and lighting. The current capacity of the electricity service to the memorial park is adequate for these needs. A lighting plan for Phase 1 is shown on the Flagpole Private Estates Site Plan, Sheet 1 (Exhibit A11). Telephone service is available at the sales office and mausoleum.

Additional analysis is provided in a July 29, 1998 letter from Richard Attanasio, P.E., representing the application, Exhibit A16. Such analysis concludes that this proposal will have a negligible impact on storm water discharge to Mt. Scott Boulevard.

- F. Policy No. 38, Facilities: The County's Policy is to require a finding prior to approval of a legislative or quasi-judicial action that:**

School

- A. The appropriate School District has had an opportunity to review and comment on the proposal.**

Fire Protection

- B. There is adequate water pressure and flow for fire fighting purposes; and**
- C. The appropriate fire district has had an opportunity to review and comment on the proposal.**

Police Protection

- D. The proposal can receive adequate local police protection with the standards of the jurisdiction providing police protection.**

Existing and continued use of the subject property as a cemetery has no impact on schools. The police and fire service providers have indicated that service is adequate. Exhibits A8 and A9 demonstrate that police and fire protection services are adequate to serve the proposed uses.

- G. Policy No. 40, Development Requirements**

The County's policy is to encourage a connected park and recreation system and to provide for small private recreation areas by requiring a finding prior to approval of legislative or quasi-judicial action that:

- A. Pedestrian and bicycle path connections to parks, recreation areas and community facilities will be dedicated where appropriate and where designated in the bicycle corridor capital improvements program and map.**
- B. Landscaped areas with benches will be provided in commercial, industrial and multiple family developments, where appropriate.**
- C. Areas for bicycle parking facilities will be required in development proposals, where appropriate.**

There are no parks, recreation areas, or community facilities adjacent to the subject property, therefore pedestrian and bicycle path dedication is not applicable. The paved

pathways in the memorial park allow cyclists to take their bicycles to the specific area they are visiting.

CONCLUSION

Considering the findings and other information provided herein, this application for approval of a five (5) phase master plan for cemetery, as modified to approve Phase 1 and 2 only, as conditioned, satisfies applicable Multnomah County Zoning Ordinance requirements.

ORDER

Conditional Use Permit No. 2-98 to establish a Community Service Use for cemetery development within Lincoln Memorial Park is **approved, limited to Phases 1 and 2 only** based on the findings and conclusions and subject to the conditions of approval contained herein. This approval has an **expiration date of August 31, 2003**.

Dated this 19th Day of August, 1998

A handwritten signature in cursive script, reading "Deniece Won", is written over a horizontal line.

Deniece Won
Attorney at Law

MEETING DATE: SEP 03 1998

AGENDA NO: C-4
ESTIMATED START TIME: 9:30

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Request Approval of Deed to Contract Purchasers for Completion of Contract.

BOARD BRIEFING: Date Requested: _____

Amount of Time Needed: _____

REGULAR MEETING: Date Requested: _____

Amount of Time Needed: Consent

DEPARTMENT: Environmental Services DIVISION: Assessment & Taxation

CONTACT: Kathy Tuneberg TELEPHONE #: 248-3590
BLDG/ROOM #: 166/300/Tax Title

PERSON(S) MAKING PRESENTATION: Kathy Tuneberg

ACTION REQUESTED:

☐ INFORMATIONAL ONLY ☐ POLICY DIRECTION ☒ APPROVAL ☐ OTHER

SUGGESTED AGENDA TITLE:

Request approval of Deed to RANDALL VEMER & PATTY VEMER contract purchaser for completion of Contract #15552 (Property purchased at auction).

Deed D991563 and Board Order attached.

*9/4/98 ORIGINAL DEED & COPIES
OF ALL TO TAX TITLE*

CLERK OF
COUNTY COMMISSIONERS
MULTNOMAH COUNTY
OREGON
98 AUG 26 PM 1:48

SIGNATURES REQUIRED:

ELECTED
OFFICIAL: _____

(OR)

DEPARTMENT
MANAGER: *ht Lawrence E. Nicholas*

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Board Clerk at 248-3277

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

ORDER NO. 98-123

Execution of Deed D991563 Upon Complete Performance of a Contract 15552 with RANDALL VEMER and PATTY VEMER

The Multnomah County Board of Commissioners Finds:

- a) On October 10, 1990, Multnomah County entered into a County Contract 15552, recorded in the county deed records at Book 2062 Page 1136 with RANDALL VEMER and PATTY VEMER, for the sale of the real property hereinafter described
- b) The above contract purchasers have fully performed the terms and conditions of said contract and are now entitled to a deed conveying said property to said purchasers

The Multnomah County Board of Commissioners Orders:

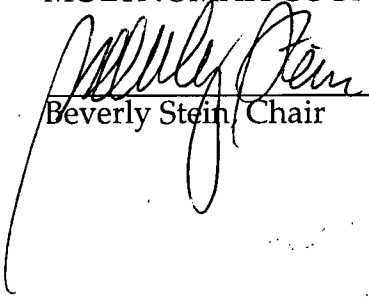
1. The Chair of the Multnomah County Board of County Commissioners to execute a deed conveying to the contract purchasers the following described real property, situated in the County of Multnomah, State of Oregon:

AS DESCRIBED ON ATTACHED EXHIBIT A

Approved this 3rd day of September 1998.

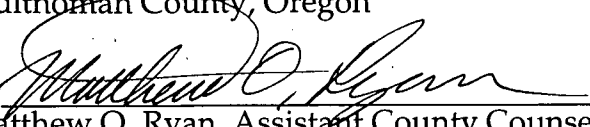


BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON


Beverly Stein, Chair

REVIEWED:

Thomas Sponsler, County Counsel
Multnomah County, Oregon

By 
Matthew O. Ryan, Assistant County Counsel

R-38570-0220

A tract of land located in Lot 4, HIGHLANDS CREST and in the East one-half of Section 6, T1S, R1E. W.M., more particularly described as follows:

Beginning at the Northwest corner of said Lot 4, South 157.77 feet; thence East 10.00 feet to the true point of beginning of this description: Thence East 70.00 feet; thence parallel to the West line of said Lot 4, South 146.47 feet to a point on the northerly right-of-way line of Skyline Blvd. and the southerly line of Lot 4; thence following said northerly right-of-way line, along a curve to the left, southwesterly along an arc whose radius is 268.75 feet through a central angle of $16^{\circ}45'42''$ a distance of 78.62 feet to point 10.00 feet distant from when measured at right angles to the West line of said Lot 4; thence parallel to said West line, North 181.65 feet to the true point of beginning of this description.

DEED D991563

MULTNOMAH COUNTY, a political subdivision of the State of Oregon, Grantor, conveys to RANDALL VEMER and PATTY VEMER, Grantees, the following described real property, situated in the County of Multnomah, State of Oregon:

AS DESCRIBED ON ATTACHED EXHIBIT A

The true and actual consideration paid for this transfer, stated in terms of dollars is \$14,200.00.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

Until a change is requested, all tax statements shall be sent to the following address:

RANDALL VEMER
PATTY VEMER
1515 SW SKYLINE BLVD
PORTLAND, OR 97221

IN WITNESS WHEREOF, MULTNOMAH COUNTY has caused these presents to be executed by the Chair of the Multnomah County Board of County Commissioners this 3rd day of September 1998, by authority of an Order of the Board of County Commissioners heretofore entered of record.



BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON

By Beverly Stein
Beverly Stein, Chair

REVIEWED:
Thomas Sponsler, County Counsel
Multnomah County, Oregon

By Matthew O. Ryan
Matthew O. Ryan, Assistant County Counsel

DEED APPROVED:
Kathleen A. Tuneberg, Director
Tax Collections/Records Management

By K.A. Tuneberg

After recording, return to Multnomah County Tax Title (166/300)

R-38570-0220

A tract of land located in Lot 4, HIGHLANDS CREST and in the East one-half of Section 6, T1S, R1E. W.M., more particularly described as follows:

Beginning at the Northwest corner of said Lot 4, South 157.77 feet; thence East 10.00 feet to the true point of beginning of this description: Thence East 70.00 feet; thence parallel to the West line of said Lot 4, South 146.47 feet to a point on the northerly right-of-way line of Skyline Blvd. and the southerly line of Lot 4; thence following said northerly right-of-way line, along a curve to the left, southwesterly along an arc whose radius is 268.75 feet through a central angle of $16^{\circ}45'42''$ a distance of 78.62 feet to point 10.00 feet distant from when measured at right angles to the West line of said Lot 4; thence parallel to said West line, North 181.65 feet to the true point of beginning of this description.

STATE OF OREGON

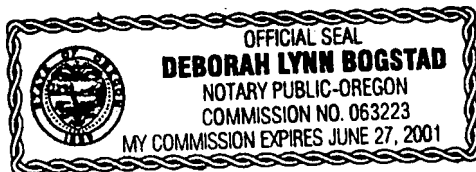
)

) ss

COUNTY OF MULTNOMAH

)

The foregoing instrument was acknowledged before me this 3rd day of September, 1998, by Beverly Stein, to me personally known, as Chair of the Multnomah County Board of Commissioners, on behalf of the County by authority of the Multnomah County Board of Commissioners.



Deborah Lynn Bogstad

Notary Public for Oregon

My Commission expires: 6/27/01

MEETING DATE: SEP 03 1998
AGENDA NO: R-2
ESTIMATED START TIME: 9:30

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Supporting a Local Improvement District for the Central City Streetcar Project

BOARD BRIEFING: DATE REQUESTED: _____
REQUESTED BY: _____
AMOUNT OF TIME NEEDED: _____

REGULAR MEETING: DATE REQUESTED: September 3, 1998
AMOUNT OF TIME NEEDED: 20 minutes

DEPARTMENT: ND DIVISION: Commissioner Linn
CONTACT: Ramsay Weit TELEPHONE #: 248-5137
BLDG/ROOM #: 106/1500

PERSON(S) MAKING PRESENTATION: Vicky Diede (City of Portland), Roger Shiels, Portland City Commissioner Charlie Hales

ACTION REQUESTED:

☐ INFORMATIONAL ONLY ☐ POLICY DIRECTION ☒ APPROVAL ☐ OTHER

SUGGESTED AGENDA TITLE:

Supporting a Local Improvement District for the Central City Streetcar Project

9/3/98 ORIGINAL petition & copies of all to
Ramsay Weit

SIGNATURES REQUIRED:

ELECTED OFFICIAL: Quane M. J.
(OR)
DEPARTMENT
MANAGER: _____

98 AUG 26 AM 10:00
MULTI-COUNTY
CLERK
OREGON

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES



Diane Linn, Multnomah County Commissioner
DISTRICT ONE

SUPPLEMENTAL STAFF REPORT

TO: Board of County Commissioners

FROM: Commissioner Diane Linn

DATE: August 26, 1998

RE: Supporting A Local Improvement District for the Central City Streetcar Project

1. Recommendation/Action Requested:

2. Support for the formation of the LID and authorization for the Chair to sign the petition.

2. Background/Analysis:

Beginning in 1994, the City of Portland has developed a working concept for a Central City Streetcar to serve the west side, linking the River District and Northwest Portland to Portland State University. On July 25, 1998, the City adopted the final financial plans which included the formation of an LID to fund the capital costs. Properties fronting the proposed route would be assessed based on the principal use and a percentage of the Land and Improvement Value. Multnomah County owns two properties- the Restitution Center and the Central Library- on the proposed route. In signing the petition, the County formally supports the formation of the LID and commits to payment of the appropriate assessment.

3. Financial Impact:

The County properties will be assessed a total of \$62,050 payable in a lump-sum or over time for up to twenty years. The actual assessment will not occur until the project is substantially completed, currently scheduled for approximately July 4, 2000.



4. Legal Issues:

None identified.

5. Controversial Issues:

Because the assessment will not occur for approximately two years, the actual amount of the 'bill' is not knowable today. Any increase in the total value of the properties assessed would act to reduce the rate of assessment, while leaving the total amount assessed for the LID constant. It is anticipated that the rate of growth in value for the class of properties similar to those owned by Multnomah County will not be great enough to affect the \$62,000 projection in a material way.

6. Link to Current County Policies:

Multnomah County is supportive of enhanced transit services linking west-side neighborhoods, cultural, and educational institutions while providing increased mobility options for city residents and visitors.

7. Citizen Participation:

The City of Portland has contracted with Portland Streetcar, Inc. (PSI) to implement the system. PSI is a non-profit corporation governed by a board of directors from the private and public sectors.

PROGRAM STATEMENT

for the

CENTRAL CITY STREETCAR PHASE I PROJECT

LOCAL IMPROVEMENT DISTRICT

August, 1998

TABLE OF CONTENTS

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PROJECT DESCRIPTION	3
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LOCAL IMPROVEMENT DISTRICT	12

CENTRAL CITY STREETCAR - PHASE I

August, 1998

PROGRAM BACKGROUND

The Metropolitan Region is expecting more than 500,000 new residents over the next 20 years and the City believes it is important to attract some of that growth to the Central City. Goals call for 15,000 new housing units and 75,000 new jobs in our urban core. Portland is fortunate. We have two large parcels of underdeveloped land close to downtown. They are the River District to the north and North Macadam to the south. Current plans call for 5000 units of new multi-family development in the River District and over 2000 units in North Macadam.

The Central City Streetcar Project is part of the City's growth management strategy. We believe that providing high density housing in close proximity to jobs and all the other amenities available downtown is a good idea and a good deal. The streetcar will be the essential transit link connecting people to their jobs, to shopping, to educational institutions and to the arts and cultural community.

This compact urban form will help decrease pressures on the Urban Growth Boundary. The alternative is low-density suburban development with more vehicle miles traveled, longer commute times and more costly infrastructure.

This Program Statement represents the culmination of an eight year effort to make the plan a reality. Financial participation for planning and preliminary engineering have come from the City's Transportation Budget and from a Special Purpose Grant awarded by the U.S. Department of Housing and Urban Development. This initial investment has allowed us to leverage other resources for final engineering and ultimately construction and operation of the Central City Streetcar Phase I Project. The Local Improvement District is the mechanism for private sector participation to assist in funding the capital cost of the Phase I Project.

What follows is a detailed list of the goals and objectives, project description, graphics of various elements of the project from the adopted preliminary design and engineering work, budget requirements and resources and LID boundaries and map.

PROGRAM OBJECTIVES

Goals and Objectives

Past policy documents, particularly the Central City Plan, have indicated the community's desire to expand a rail-based transit system within the Central City. While the project's goals and objectives have been reviewed and refined in response to public input, they have remained remarkably constant through all phases. They have to do with growth management and livability and the belief that a streetcar offering high quality, accessible and reliable service throughout the Central City will:

- Limit the reliance on automobiles for daily commutes and inter-neighborhood trips, reducing traffic congestion and air pollution;
- Alleviate parking pressures in adjacent neighborhoods by providing new transportation choices for residents, customers and visitors;
- Promote residential development along the alignment, placing housing near jobs, further reducing the need for auto commutes, and limiting pressure on the region's urban growth boundary;
- Encourage the development of affordable housing near the city's central business district; and
- Provide a safe, attractive method for all Portland residents and visitors to travel throughout the Central City.

After much public input, and with the invaluable assistance of the affected neighborhoods and institutions, City Council adopted the Central City Streetcar alignment between Northwest Portland and Johns Landing in January, 1994. At that same time, Council directed us to focus our preliminary design and engineering activities on a Phase I alignment between Portland State University through the central business district on the 10th/11th Avenue corridor to the emerging River District and then to Northwest Portland on NW Northrup and Lovejoy Streets.

Organization

After a major advertising campaign and a competitive process, the City of Portland entered into a contractual relationship with Portland Streetcar, Inc. (PSI) for preliminary engineering of the Phase I project, as well as the identification of funding for final engineering, construction and operation of the streetcar. The contract has since been extended to include final engineering, general contractor selection, vehicle procurement, maintenance facility design and construction, local improvement district formation, implementation of capital and operating finance plans and a public involvement program. PSI is a non-profit corporation formed for the single purpose of implementing the Central City Streetcar as a project that will benefit the livability and economic vitality of Portland and its central city. The membership of the Board includes representatives from both the public and private sector.

In addition, a Central City Streetcar Citizens Advisory Committee was formed to assist with the project. The Committee has been meeting monthly since October, 1995. Members include representatives from neighborhood associations, business groups, property owners, developers, institutions and the community-at-large. They are committed to providing input to the Portland Streetcar, Inc. Board and to the City, as well disseminating information back out their respective organizations.

PROJECT DESCRIPTION

The Phase I Project includes the design and construction of tracks, electrification system, station stops, maintenance facility and other capital improvements and the procurement of vehicles that will enable streetcar transit service from SW Mill Street on SW and NW 10th and 11th Avenues, NW Northrup and Lovejoy Streets to NW 23rd Avenue. A map of the alignment is included with the other project graphics. Also included in the project, but to be funded with resources other than from the assessment of the Local Improvement District, is the procurement of 4-6 streetcar vehicles designed to meet the community's desire for accessibility and good urban form.

Project Elements

Design plans were developed during preliminary engineering and presented to and adopted by City Council. A description of those elements follows. Portland Streetcar, Inc. and the Citizens Advisory Committee will continue to oversee implementation of the project and may, if necessary, make adjustments in the scope of the improvements in order to complete the project in such a way as to maximize benefit to the district.

Streetcar Vehicles

- Streetcars will operate in the street with mixed traffic. Therefore, they must fit in a typical traffic lane and have acceleration and deceleration characteristics suitable for mixed traffic in an urban environment.
- In order to be of the right scale for an urban neighborhood, the streetcar vehicle will be 50 - 70 feet in length and will be of a low-floor design for easy roll on/off service.

Streetcar Stops

- Stops will be located near major attractors and destinations and support adjacent land uses.
- The streetcar will stop every 2-3 blocks along the alignment in order to provide good neighborhood access and service.
- At stops, the sidewalk typically will be widened into the parking lane for a length of about forty feet to allow streetcars to stop in the right traffic lane for loading/unloading.

- Stops will be planned to minimize removal of parking and relocation of truck loading zones, as well as to avoid turning lanes, driveways and other impacts on traffic, circulation and businesses.

Trackway

- The streetcar trackway will be located in the right traffic lane.
- The streetcar tracks will be embedded in a one-foot-thick by eight-foot-wide concrete slab and surrounded by polymer rubber rail-boot-isolation-system.
- Trackway will use welded rail and electrically bonded joints.
- The streetcar will be designed to be compatible with Tri-Met's MAX system during non-revenue service with a track gauge of 1435 mm (56.5 inches), compatible voltage and a single trailing switch at SW 10th and Morrison. This will allow for the potential of contracting with Tri-Met for major maintenance, thus avoiding a costly duplication of facilities.
- Special welding techniques will be used for 90 degree turns to minimize wheel-squeal, vibration and track wear.

Traction Electrification System

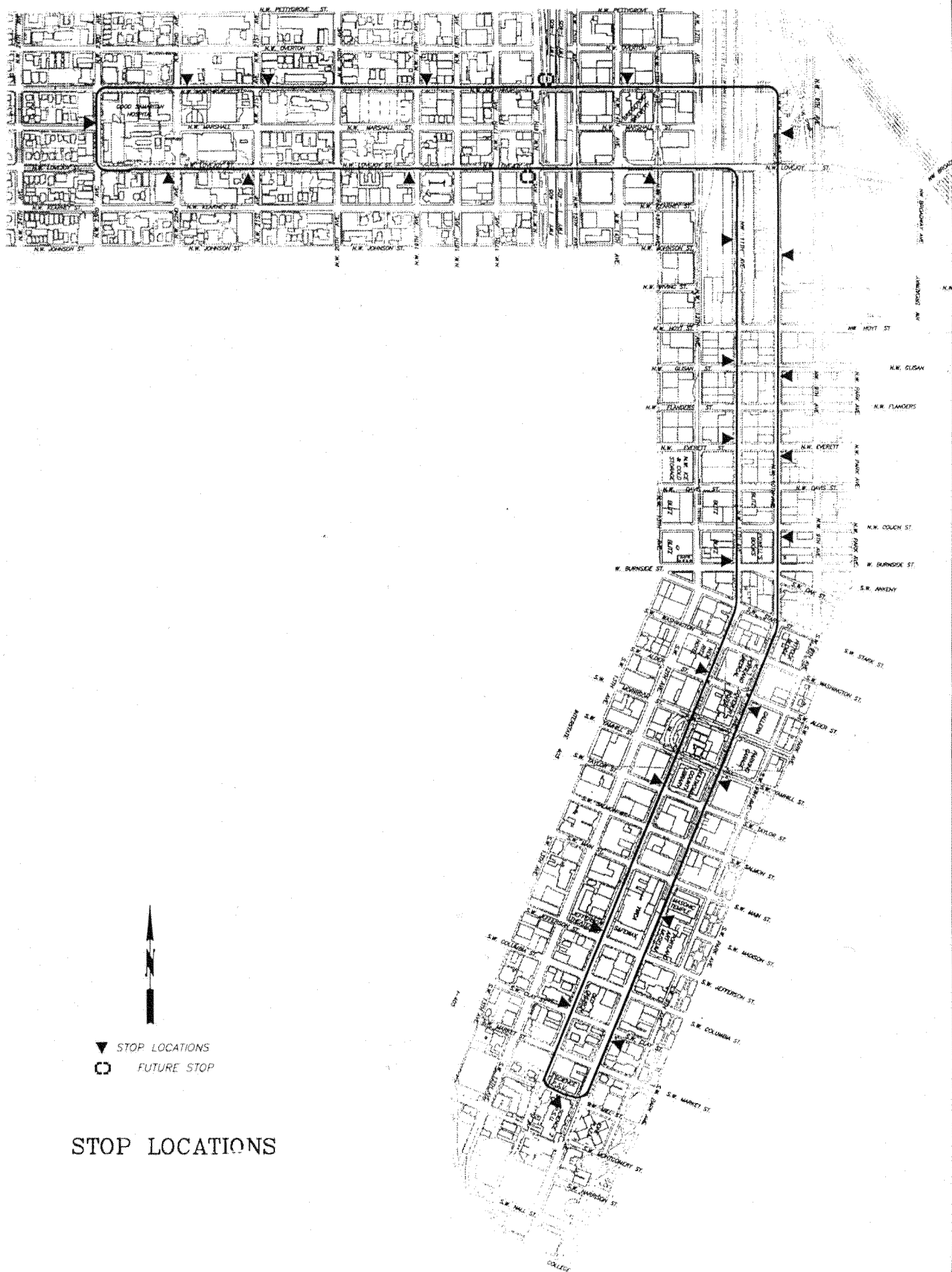
- Electrical power to the streetcars will be provided through a single overhead trolley wire, the Overhead Contact System.
- The wires will be suspended from three cantilevered poles in each block. Other suspension methods, such as the possibility of connecting to adjacent buildings or existing poles, will be considered at appropriate locations to minimize visual clutter.

Project Graphics

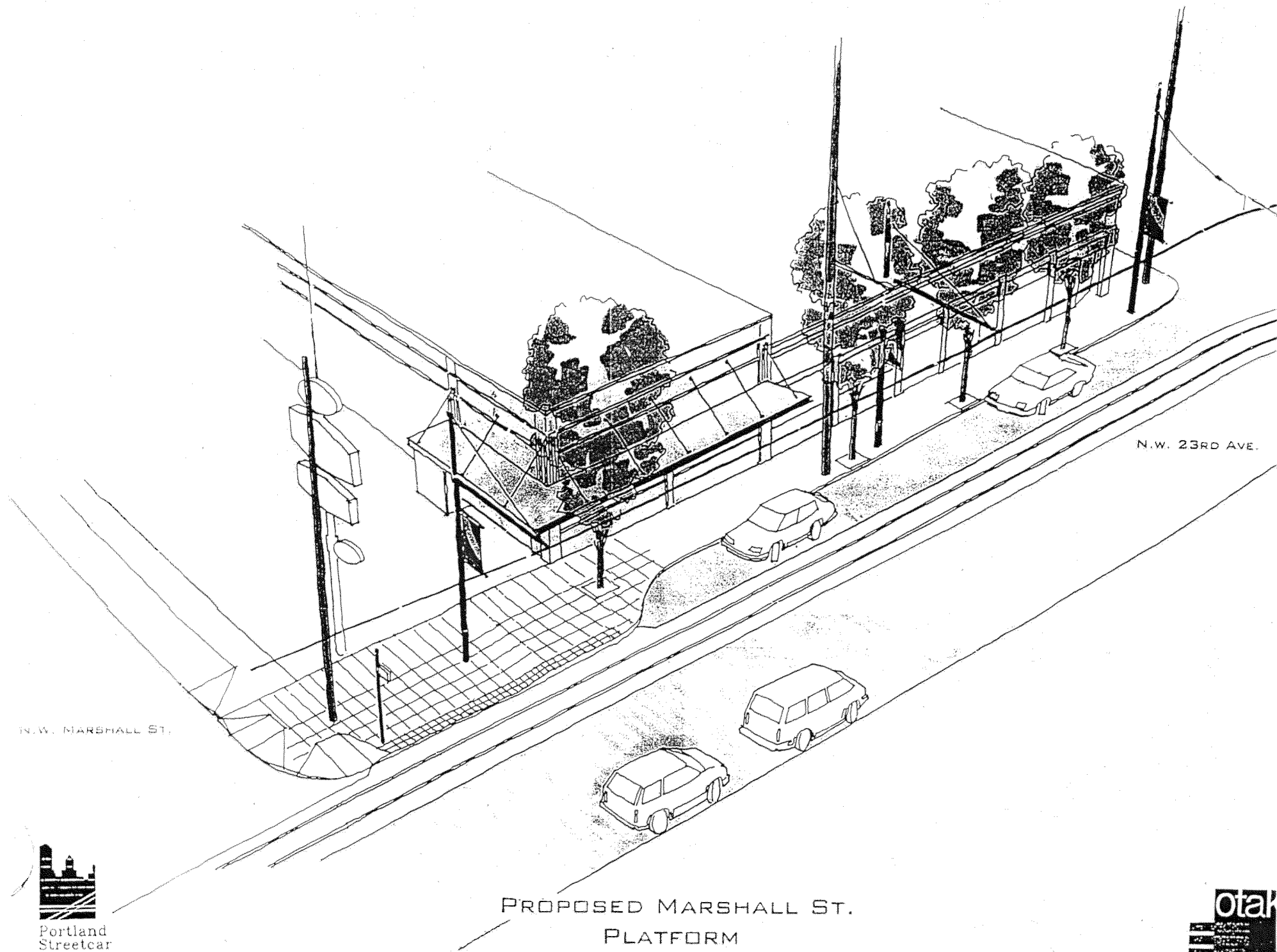
The following pages illustrate the various project elements.

Milestones

Jan, 1994	Adoption of the Central City Streetcar Alignment
July, 1995	Begin Preliminary Design and Engineering of Phase I
July, 1997	Adoption of Preliminary Design and Engineering of Phase I and Preliminary Finance Plans
Sept, 1997	Begin Final Engineering
June, 1998	Adoption of Final Capital and Operations Finance Plan
June, 1998	Selection of General Contractor
Sept, 1998	Formation of the Local Improvement District
Nov, 1998	Selection of a Streetcar Manufacturer
Feb, 1999	Adoption of Final Engineering
Apr, 1999	Begin Construction
Dec, 2000	Revenue Service Begins



STOP LOCATIONS

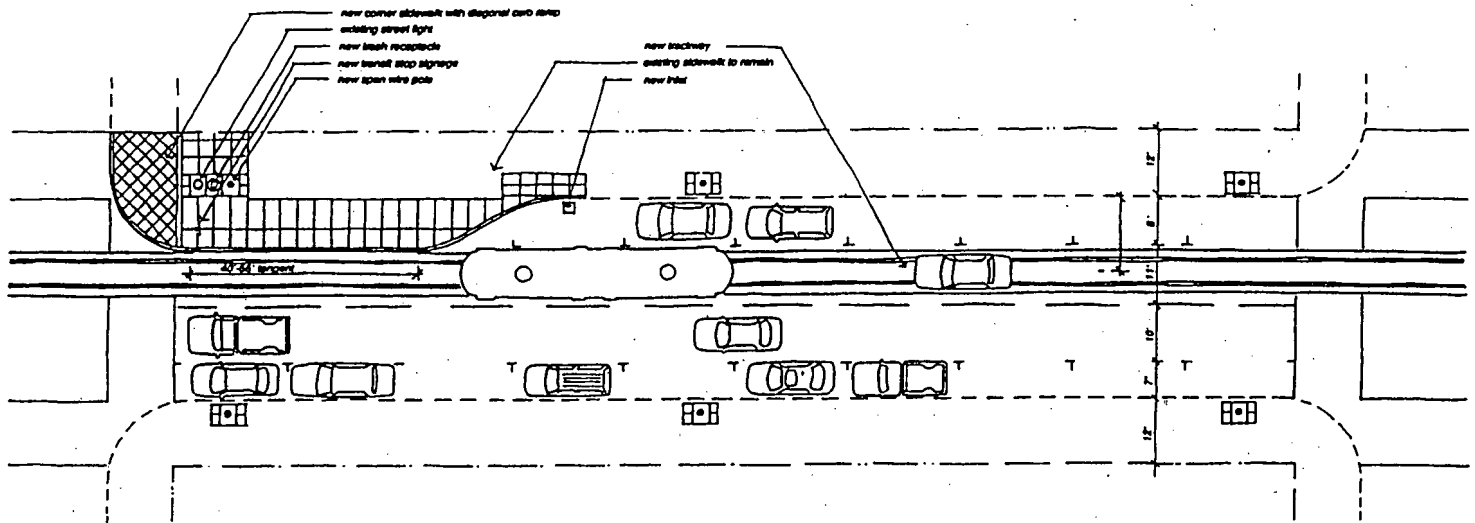


PROPOSED MARSHALL ST.
PLATFORM

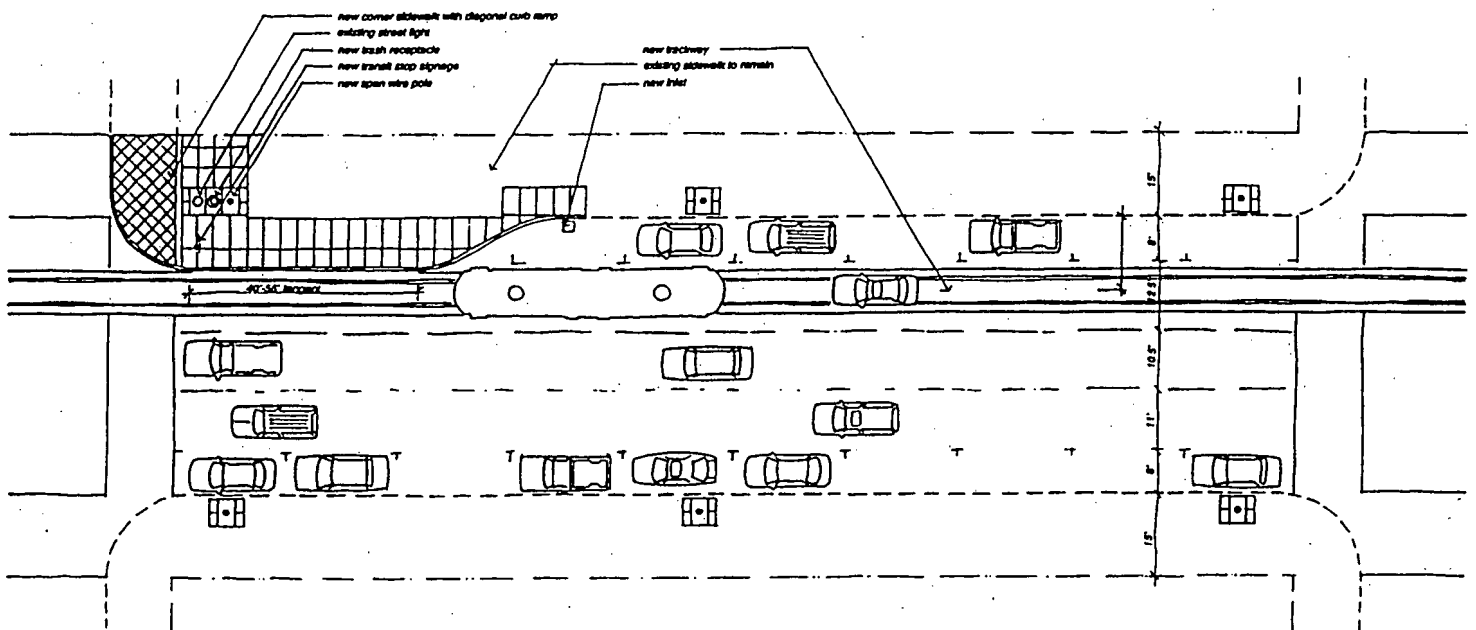


Portland
Streetcar
Inc.





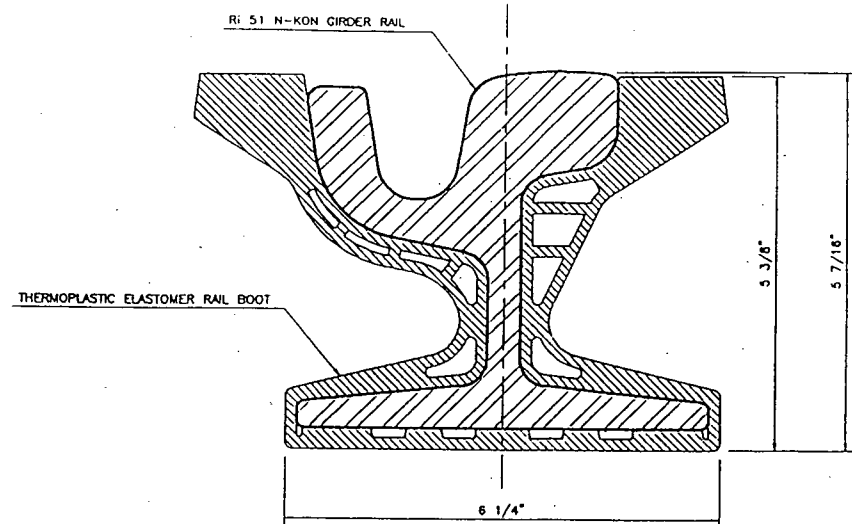
60' RIGHT-OF-WAY PLAN-BLOCK AT STOP



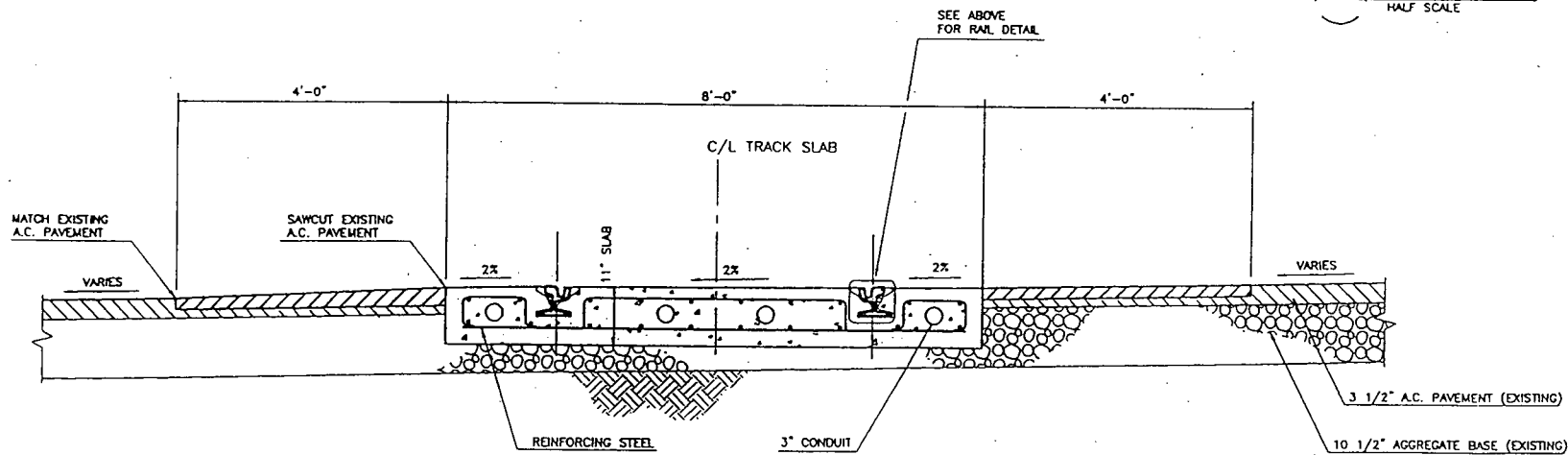
80' RIGHT-OF-WAY PLAN - BLOCK AT STOP



PORTLAND
STREETCAR, INC.



1 RAIL DETAIL
HALF SCALE



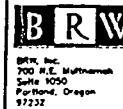
2 TRACK SECTION
SCALE: 1\"/>

CONSTRUCTED BY	DESIGNED BY	DATE APPROVED
PROJECT COMPLETED	SF	
MAP CORRECTED BY	DRAWN BY	CHK. ENGINEER
DATA ENTERED ON 1/4 SEC. MAP BY	CHECKED BY	
DATA ENTERED ON DIST. MAP BY	SBM	
DESCRIPTION	APPROD.	
REVISION	FINAL MAP DATA	



APPROVALS:	
PRINCIPAL ENGINEER	REG. PROF. ENGR. NO.
CITY ENGINEER	REG. PROF. ENGR. NO. 8845

CITY OF PORTLAND, OREGON
PORTLAND
OFFICE OF TRANSPORTATION
COMMISSIONER
CITY ENGINEER



CENTRAL CITY STREETCAR
TRACK SLAB
ALTERNATIVE 1
R1 51 N-KON GIRDER RAIL

1/4\"/>

Project Budget - Adopted June, 1998

REQUIREMENTS

<u>Element</u>	<u>Total Cost</u>
Utilities	\$326,500
Roadway	\$2,900,000
Rail & Electrical	\$13,742,500
Subtotal	\$16,969,000
Traffic Control and Mobilization	2,206,000
Civil & Electrical Construction Subtotal	\$19,175,000
Estimating Contingency	2,301,000
Subtotal	\$21,476,000
Inflation	1,503,000
Contract Amount	\$22,979,000
Construction Contingency	1,379,000
Final Engineering	2,051,000
Construction Management	1,838,000
Total Engineering & Civil & Electrical Construction	\$28,247,000
Carbarn Design & Construction	\$3,995,000
Vehicles*	\$9,758,000
TOTAL PROJECT	\$42,000,000

*To be funded by resources other than LID Assessment

Project Budget - Adopted June, 1998

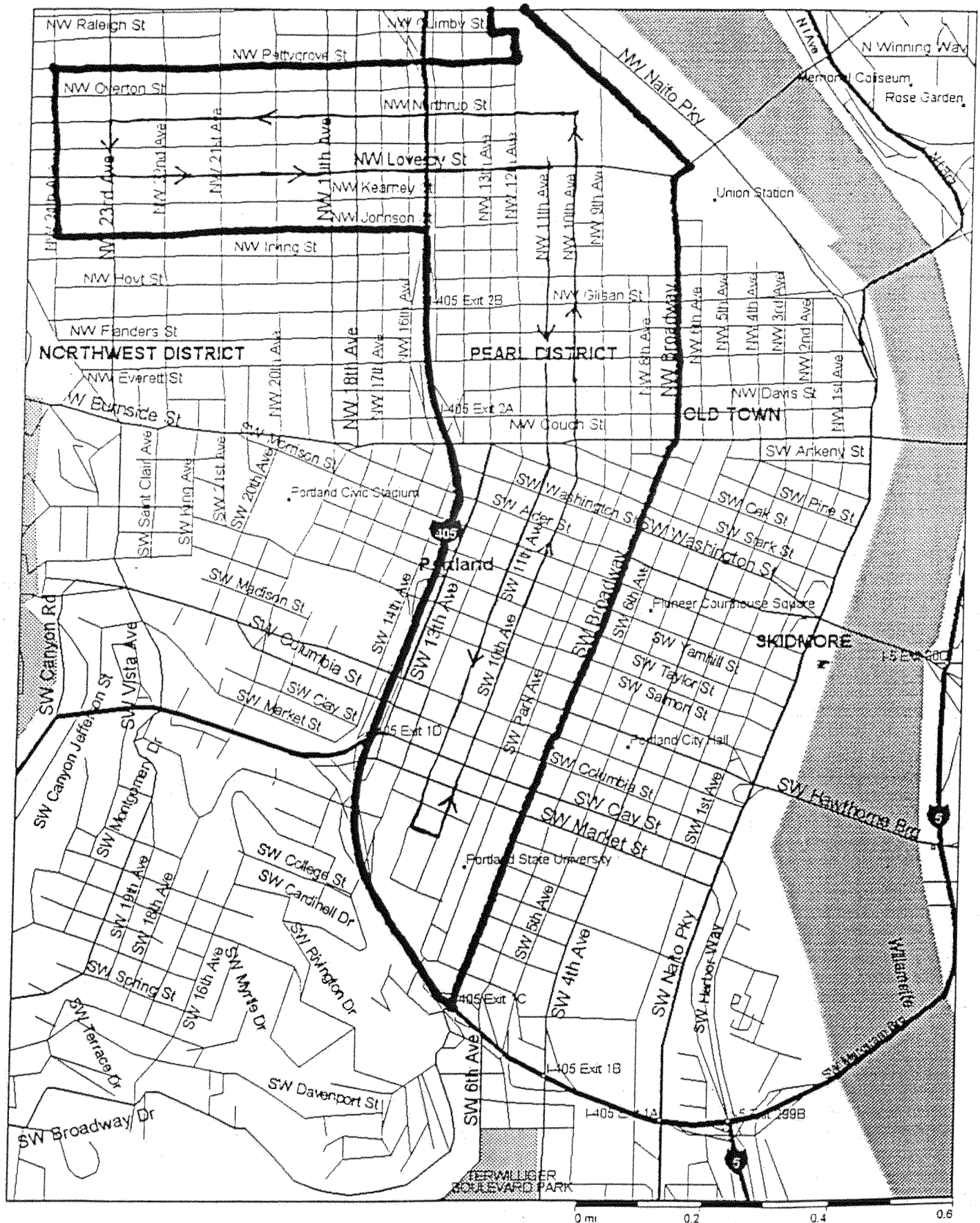
RESOURCES

<u>Funding Source</u>	<u>Amount</u>
Local Improvement District	\$8,000,000
Federal Grant	\$5,000,000
Parking Facility Cash	\$2,000,000
Parking Garage Revenue Bonds	\$27,000,000
TOTAL	\$42,000,000

LOCAL IMPROVEMENT DISTRICT

The Local Improvement District shall include property declared to be all lots, parts thereof and parcels of land, excepting federally-owned property and owner occupied residences, within the boundaries shown on the map which follows and which boundaries are described below:

Beginning at the intersection of SW Broadway and the I-405 Freeway; then north on SW and NW Broadway to the north right of way line of NW Lovejoy; east along the north right of way line of NW Broadway to the west line of the Portland Terminal Railroad Company right of way; northwest along the west line of the Portland Terminal Railroad Company right of way to the east end of NW Thurman at NW 14th; south on NW 14th; east to the terminus of NW Savier; south along the east line of Lots 6&7, Block 3 of Watsons addition; west along the south line of Lot 6, Block 3 of Watsons Addition; south on NW 14th; east to the terminus of NW Raleigh; south on NW 13th; east to the terminus of NW Quimby; south on NW 12th; west on NW Pettygrove; south on NW 24th; east on NW Johnson; southerly along the I-405 Freeway to its intersection with SW Broadway.



Central City Streetcar
Local Improvement District (LID)

**BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON**

RESOLUTION NO. 98-124

Supporting a Local Improvement District for the Central City Streetcar Project.

The Multnomah County Board of Commissioners Finds:

- a. On January 12, 1994, the City Council of Portland, Oregon adopted the Central City Streetcar Alignment (Exhibit A) and initiated design and engineering of a segment of the alignment between Northwest Portland and Portland State University (Phase I).
- b. The Central City Streetcar Alignment will support and facilitate private investment in a significant number of residential units for persons of all incomes and other development consistent with goals of the Central City Plan.
- c. The Central City Streetcar is a key infrastructure project identified in the River District Development Plan, the University District Plan, the Central City 2000 Strategy and the North Macadam Framework Plan for achieving the housing and job growth needed to implement city and regional growth management policies.
- d. The Central City Streetcar Project will provide an essential link between jobs and housing, as well as to retail, entertainment, arts and educational centers and will help reduce the reliance on the automobile by providing an attractive, quiet, clean transit option.
- e. The City of Portland has contracted with Portland Streetcar, Inc. (PSI), a non-profit corporation with 501(c)(3) designation, for professional services related to the Central City Streetcar Project.

- f. On July 30, 1997, City Council accepted the results of the Preliminary Design and Engineering work, as well as the preliminary financial plans for the Phase I project, and initiated Final Engineering.
- g. A part of the work to be provided under the Final Engineering Contract, that is scheduled to be completed by April, 1999, is the preparation of the final Central City Streetcar Capital and Operations Plans for the Phase I project.
- h. On July 25, 1998, City Council accepted the final financial plans and directed a variety of actions, including the formation of a Local Improvement District (LID) to assist in funding the capital costs, that will result in the implementation of the Phase I project.
- i. The total amount of capital needed to construct the Phase I project is \$42.0 million and the maximum LID assessment will be \$8.32 million, including the actual administrative costs necessary to establish the LID, not to exceed \$320,000.
- j. 10% of the Total Assessment Amount will be apportioned among properties based on their frontage on Streetcar streets and balance will be apportioned among properties based on the principal use and a percentage of their Land and Improvement Value.
- k. Multnomah County owns two properties within the LID boundary (Exhibit B) that will receive the benefits of increased access for customers, employees and visitors.
- l. The Multnomah County properties will be assessed a total of about \$82,733, based on current land use and value. Use of the Transportation System Development Charge discount will reduce the assessment by about 25% to a new total of \$62,050, which may be paid in a one-time lump sum or over time for up to 20 years.
- m. The property owners within the LID will be assessed only when the project is substantially completed, currently scheduled for approximately July 4, 2000.
- n. In the interim, the total value may change due to additional development, inflation and changes in market conditions. Any increase in value will be used to reduce the assessment rates and not to increase the total assessment amount in the district.

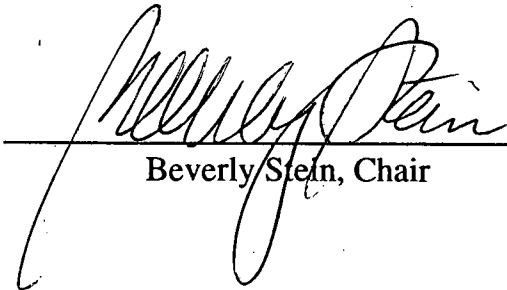
The Multnomah County Board of Commissioners Resolves:

1. The Central City Streetcar Phase I Project will add an important transit linkage between existing and emerging high density residential neighborhoods and the Central Business District, and will improve access to County properties.
2. The Board supports the formation of and participation in a Local Improvement District to fund capital improvements related to the Central City Streetcar Phase I Project, and authorizes the Chair to sign the LID petition.

Approved this 3rd day of September, 1998.

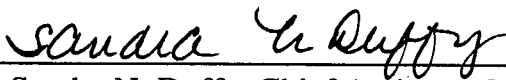


BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON


Beverly Stein, Chair

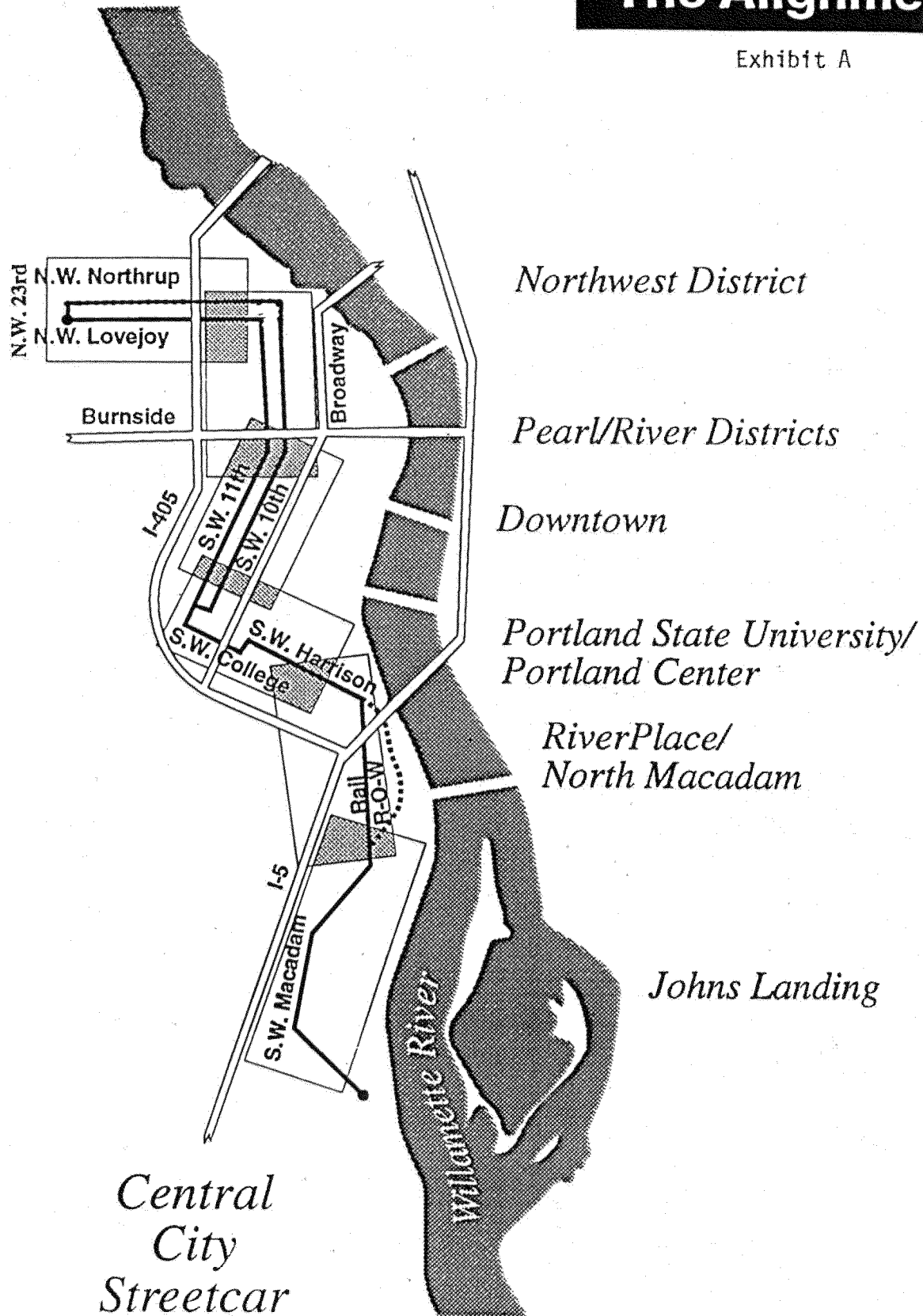
REVIEWED:

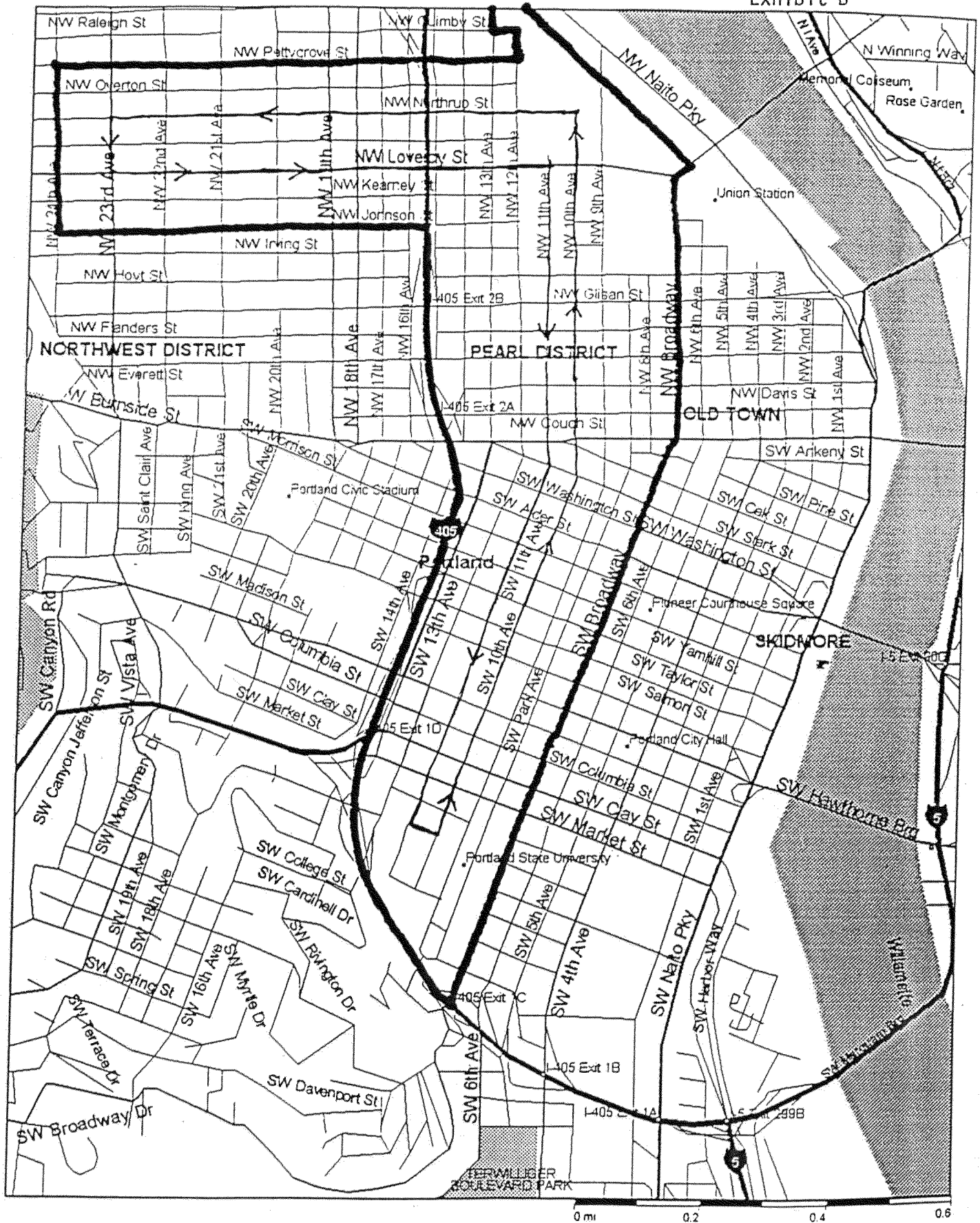
Thomas Sponsler, County Counsel
For Multnomah County, Oregon

By 
Sandra N. Duffy, Chief Assistant County Counsel

The Alignment

Exhibit A





Central City Streetcar
Local Improvement District (LID)

Petition for Creation of a Local Improvement District(LID) to Fund Capital Improvements Related to the Central City Streetcar Phase I

To the Portland City Council:

The Undersigned, being the owner or contract purchaser of the property held in the name or names of companies or individuals set forth below and within the boundary of the LID herein described, hereby petitions the Portland City Council to form an LID to assist in funding the capital cost of the Central City Streetcar Phase I (Project), subject to the terms and conditions of this petition.

Project Description. The Project shall include the design and construction of tracks, overhead wiring, station stops and other capital improvements, enabling Streetcar transit service from S.W. Montgomery, on S.W. and N.W. 10th and 11th Avenues, N.W. Northrup and Lovejoy to N.W. 23rd Avenue (Streetcar Streets).

LID Boundary. The LID shall include all properties within an area bounded by S.W. and N.W. Broadway, N.W. Pettygrove, N.W. 24th, N.W. Johnson and the I-405 Freeway and the Hoyt Street Yards. The LID shall be further broken down into Zone A which shall include properties within 200 feet of a Streetcar Street, and Zone B which shall include all other properties within the LID Boundary.

Maximum LID Assessment. The Total Assessment Amount shall be equal to the maximum of \$8.32 million or 20% of the actual cost of the Project, whichever amount is smaller, including the actual administrative costs necessary to establish the LID, not to exceed \$320,000.

Capital and Operations Funding. The LID shall not be formed until the City provides assurances that funding is available to cover the balance of the Project capital cost and all of the annual operating cost, and that property owners within the LID will not be additionally assessed for those purposes.

Assessment Method. Ten percent (10%) of the Total Assessment Amount shall be apportioned among properties based on their frontage on Streetcar Streets. The balance of the Total Assessment Amount shall be apportioned among properties based on their principal use and a percentage of their Land and Improvement Value (Value), except for properties within the Hoyt Street Yards owned by Hoyt Street Properties, Inc. (HSP) which shall be assessed a lump sum of \$700,000 in accordance with provisions of the Agreement for Development between the City and HSP dated August 30, 1997. The Total Assessment Amount shall be apportioned based on the principal land uses at the percentages of Value as follows:

Regional Institutional	100%
Commercial	75%
Local Institutional	50%
Industrial	50%
Residential	50%

One-half of the above percentages of Value shall be used for Commercial, Local Institutional, Industrial and Residential uses in Zone B. Regional Institutional shall include Portland State University and Legacy Health Systems properties. Local Institutional shall include churches, theaters, museums, libraries, parks and other publicly owned or non-profit places of public assembly. Industrial shall include property within an IG zone or within an EX zone and designated "Industrial" by the Multnomah County Assessor. Residential shall include property primarily in residential use or within a R1 zone. All other property shall be considered Commercial. Owner occupied residences and federally owned property shall be exempt.

Transportation System Development Charge (TSDC) Credits. Under City Code Chapter 17.15.60, the Streetcar LID payment entitles property owners to a credit against TSDCs levied on new private development within the City. The amount of the credit is a prorated share of the \$2.2 million included in the City TSDC budget for the Streetcar Project. The City shall establish a program that will offer property owners the option of either: 1) retaining; or 2) surrendering the TSDC credit. If a property owner elects to surrender its TSDC credit, the amount of the credit, less 10% to cover administration and financing cost, will be applied against the property owner's Streetcar LID assessment, resulting in a reduction of about 25%.

Estimate of Assessment Rate. There is an estimated 28,200 feet of non-exempt Streetcar Streets frontage. The total Value in the LID is approximately \$1.1 billion. Not including TSDC credits described above, the Assessment is estimated to be the sum of approximately \$30.00 per foot fronting on a Streetcar Street; plus dollars per thousand dollars of Value times an estimated assessment rate for the principal land use as follows:

Land Use	Zone A	Zone B
Regional Institutional	\$11.00	\$11.00/\$1,000 Value
Commercial	\$8.25	\$4.125
Local Institutional	\$5.50	\$2.75
Industrial	\$5.50	\$2.75
Residential	\$5.50	\$2.75

For example, a Commercial property in Zone A with a 100 foot Streetcar Street frontage and a Value of \$1 million will be assessed about \$11,250. If the property owner surrenders its TSDC credits, this assessment will be reduced to about \$8,438 or \$735 per year, if financed as described below (20 years @ 6%). A \$1 million Commercial property in Zone B will be assessed about \$3,094 or \$270 per year (20 years @ 6%) with surrendered TSDC credits.

Land and Improvement Value Determination. Values used in determining the assessments shall be the true market value established by the Multnomah County Assessor at the time that the district is assessed. If the value is not contained in the county records, the value shall be established by independent appraisal. The district will be assessed when the project is substantially completed presently scheduled on about July 4, 2000. In the interim, the total value may change due to additional development, inflation and changes in market conditions. Any increase shall be used to reduce the assessment rates and not to increase the total assessment amount.

Financing. The City shall arrange long-term financing of the LID Assessment and make such financing available to property owners. Such financing shall be for a term of up to 20 years at interest rates estimated not to exceed 6 percent. The actual interest rate charged to property owners shall be the interest rate at which municipal bonds for the LID are sold plus the percentage markup specified in the Portland City Code.

Time Limit. This petition is valid provided that the LID is formed by the City before December 31, 2000.

It is understood that this Petition constitutes a commitment by the undersigned to support the formation of and participation in an LID subject to the conditions of this petition and requirements of Title 17, Portland City Code.

For properties held in the following name(s): _____

MULTNOMAH COUNTY

Signed: _____

Name: Beverly Stein, County Chair

Address: 1120 SW Fifth Avenue, Suite 1515

Portland, Oregon 97204-1914

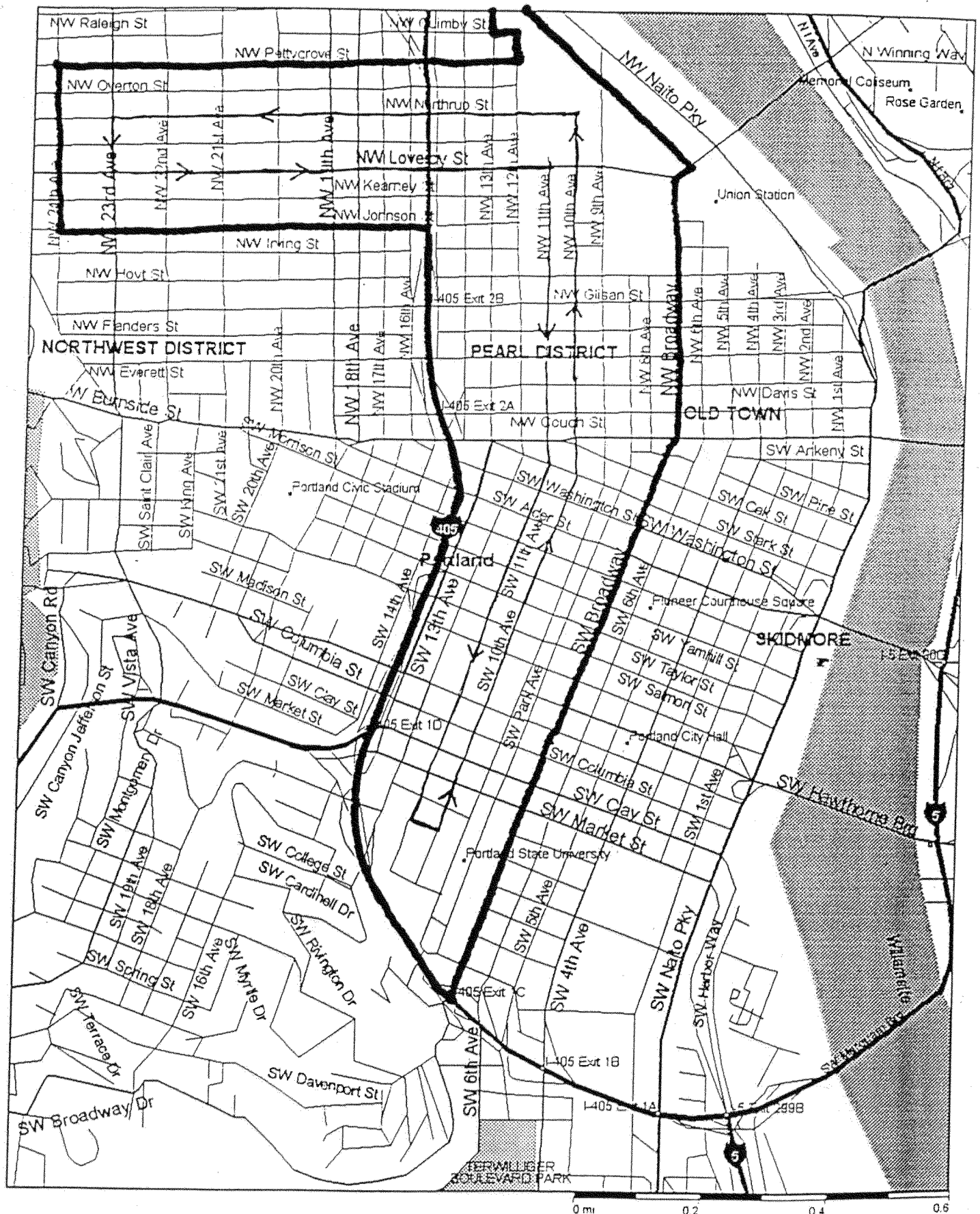
Phone: (503) 248-3308

Date: September 3, 1998

Direct Inquiries/Return to:

Michael Powell, Chair
Streetcar LID Steering Committee
1005 W. Burnside
Portland, OR 97209
(503) 228-4651

Roger Shiels, Executive Director
Portland Streetcar, Inc.
115 N.W. First Avenue, Suite 200
Portland, OR 97209
(503) 242-0084



**Central City Streetcar
Local Improvement District (LID)**

CENTRAL CITY STREETCAR/LOCAL IMPROVEMENT DISTRICT ANALYSIS

Page No. 1

Parcel No.	Owner	Legal Description	AZone	Frontage	LandVal	ImpVal	LandArea	BldgArea	UseCode	Amount
R66772	7650 Multnomah County (Library-Central	PORTLAND BLOCK 250 MAP 3128	A	400	2376000	8180000	40000	79728	33	70058
R66772	9040 Multnomah County	PORTLAND LOT 1-3 BLOCK 262 N 10 OF LOT 4 BLOCK 262 MAP 3128	A	160	604800	827000	16000	51680	54	12675
Total				560	2980800	9007000	56000	131408		82733

Central City Streetcar
Local Improvement District
Property Information

Parcel Number:	R66772 7650
Owner:	Multnomah County (Library-Central
Address:	2505 SE 11th Ave
City/State/Zip:	Portland Or. 97202
Site Address:	821 SW 10th Ave
Legal 1:	PORTLAND BLOCK 250 MAP 3128
Legal 2:	
Land Value:	2376000
Improvement Value:	8180000
Zoning:	CXD
Land Use:	33
Land Area (sf):	40000
Building Area (sf):	79728
Assessment Zone:	A
Frontage (feet):	400
Owner Code:	MULT
County Code:	271w
Assessment:	\$70,058
Assessment x .75:	\$52,544
20 years @ 6%:	\$4,571

Central City Streetcar
Local Improvement District
Property Information

Parcel Number:	R66772 9040
Owner:	Multnomah County
Address:	1120 SW 5th Ave #1400
City/State/Zip:	Portland Or 97204
Site Address:	1115 SW 11th Ave
Legal 1:	PORTLAND LOT 1-3 BLOCK 262 N 10 OF
Legal 2:	LOT 4 BLOCK 262 MAP 3128
Land Value:	604800
Improvement Value:	827000
Zoning:	RXD
Land Use:	54
Land Area (sf):	16000
Building Area (sf):	51680
Assessment Zone:	A
Frontage (feet):	160
Owner Code:	MULT
County Code:	771w
Assessment:	\$12,675
Assessment x .75:	\$9,506
20 years @ 6%:	\$827

[For Clerk's Use] Meeting Date

SEP 03 1998

Agenda #

R-3

1. REQUEST FOR PLACEMENT ON THE AGENDA FOR:

DEPARTMENT: Community Justice
CONTACT: Meganne Steele

DIVISION: Counseling/Court Services
TELEPHONE: 248-3961

*NAME[S] OF PERSON MAKING PRESENTATION TO BOARD: Scott/Walker

SUGGESTED AGENDA TITLE [To assist in preparing a description for the printed agenda]

The Department of Community Justice Budget Modification # DCJ 2 Adds \$24,537 Federal Weed & Seed Grant Funds to the Federal/State Budget

ESTIMATED TIME NEEDED ON THE AGENDA: N/A

2. DESCRIPTION OF MODIFICATION [Explain the changes this Bud Mod makes. What budget does it increase? What do the changes accomplish? Where does the money come from? What budget is increased or reduced? Attach additional information if you need more space].
Personnel changes are shown in detail on the attached. No

This budget modification increases the federal Weed & Seed grant expense by \$23,680 contractual services and \$658 Local Travel employee mileage reimbursement from funds unexpended in the FY96-97 federal grant year. It covers its own Indirect Cost of \$199 and increases general fund Contingency by that amount.

3. REVENUE IMPACT [Explain revenues being changed and the reason for the change]

4.

- Increases Rev Code 2104 by \$24,537.
- Increases general fund Contingency by \$199 Indirect Cost support.

4. CONTINGENCY STATUS [to be completed by Finance/Budget]

Contingency before this modification [as of _____ S _____]
[Specify Fund] [Date]

After this modification S _____

Karen H. Eggen 8/3/98 E. Clawson 8/10/98
[Originated By] [Date] [Department Manager] [Date]

Debra 8/26/98
[Finance/Budget] [Date] [Employee Relations] [Date]

Deborah L. Boasted 9/3/98
[Board Approval] [Date]

BOARD OF
COUNTY COMMISSIONERS
MULTNOMAH COUNTY
OREGON
98 AUG 26 AM 11:18

Page 2

DOCUMENT NUMBER: **ACTION:**

[illegible]

				REPT	REV	CURR	REV			
FUND	AGCY	ORG	ACT	CATEG	SO.	AMT	AMT	CHANGE	TOTAL	DESCRIPTION
156	22	2740		ADHD	2104			24,537	24,537	Off Juv Jus Delinq Prv
100	75	7410			6602			199	199	Indirect Cost
								24,736	24,736	TOTAL REVENUE



MULTNOMAH COUNTY OREGON

DEPARTMENT OF JUVENILE AND ADULT COMMUNITY JUSTICE
JUVENILE COMMUNITY JUSTICE
1401 N.E. 68TH
PORTLAND, OREGON 97213
(503) 248-3460
TDD 248-3561

BOARD OF COUNTY COMMISSIONERS
BEVERLY STEIN • CHAIR OF THE BOARD
DAN SALTZMAN • DISTRICT 1 COMMISSIONER
GARY HANSEN • DISTRICT 2 COMMISSIONER
TANYA COLLIER • DISTRICT 3 COMMISSIONER
SHARRON KELLEY • DISTRICT 4 COMMISSIONER

MEMORANDUM

TO: BOARD OF COUNTY COMMISSIONERS

FROM: Meganne Steele *MS*
Department of Community Justice

DATE: August 7, 1998

RE: REQUEST FOR FY99 DCJ #2 BUDGET MODIFICATION
APPROVAL

- I. **RECOMMENDATION/ACTION REQUESTED:** Approve budget modification DCJ #2 for the Multnomah County Department of Community Justice to add \$24,537 Office of Juvenile Justice Delinquency Prevention grant revenue to the Federal/State budget....
- II. **BACKGROUND/ANALYSIS:** First-year grant funds of \$24,537 were unexpended in federal FY96-97. The grantor has approved our use of those funds in FY98-99 to increase contracted services and local travel expense and to cover the associated Indirect Cost.
- III. **FINANCIAL IMPACT:** This money, carried forward from a prior year, is one-time-only money. It does demonstrate, however, the grantor's willingness to allow unexpended funds from one year to be used in a subsequent period.
- IV. **LEGAL ISSUES:** N/A
- V. **CONTROVERSIAL ISSUES:** N/A
- VI. **LINK TO CURRENT COUNTY POLICIES:** Supports collection of Indirect Cost on external revenues.
- VII. **CITIZEN PARTICIPATION:** N/A
- VIII. **OTHER GOVERNMENT PARTICIPATION:** Continues federal government support towards delinquency prevention.

MEETING DATE: SEP 03 1998
AGENDA NO: R-4
ESTIMATED START TIME: 10:00

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Remove real property from Sheriff's auction allocate property to AHDP

BOARD BRIEFING: DATE REQUESTED: _____
REQUESTED BY: _____
AMOUNT OF TIME NEEDED: _____

REGULAR MEETING: DATE REQUESTED: September 3, 1998
AMOUNT OF TIME NEEDED: 15 minutes

DEPARTMENT: DCFS DIVISION: DCPP

CONTACT: HC Tupper TELEPHONE #: X83114
BLDG/ROOM #: 166/500

PERSON(S) MAKING PRESENTATION: Cecile Pitts, HC Tupper

ACTION REQUESTED:

☐ INFORMATIONAL ONLY ☐ POLICY DIRECTION ☒ APPROVAL ☐ OTHER

SUGGESTED AGENDA TITLE:

Authorizing the removal of three real properties from availability for sale at auction and subsequently placing the properties in the Affordable Housing Development Program inventory for use in the current year's program.

9/4/98 copies to Cecile Pitts & TAX title

SIGNATURES REQUIRED:

ELECTED OFFICIAL: _____
(OR)
DEPARTMENT
MANAGER: Lolmze Poe mls

BOARD OF
COUNTY COMMISSIONERS
MULTNOMAH COUNTY
OREGON
98 AUG 26 AM 10:59

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the Board Clerk @ 248-3277

MEMORANDUM

TO: Board of County Commissioners

FROM: Cecile Pitts & HC Tupper, Division of Community
Programs and Partnerships - Affordable Housing
Development Program (AHDP)
VIA: Mary Li, Division Manager *ML*
VIA: Lorenzo T. Poe, Jr., DCFS Manager

SUBJECT: Remove three real properties from availability for sale
at auction to place properties in Affordable Housing
Development Program inventory for low income housing
use

DATE: August 25, 1998

1. Recommendation/Action requested

The Division of Community Programs and Partnerships requests that the Board of County Commissioners remove three real properties previously approved for sale at Sheriff's auction. The public interest is better served by making the three affected properties available for low income housing purposes through the County's Affordable Housing Development Program. Neither County Counsel nor the Assessment and Taxation Division have any objections to reallocating these properties should the Board agree.

2. Background

On July 2, 1998, by Order No.98-92, the Board of County Commissioners approved the Assessment and Taxation request to place the three real properties commonly known as 6115 SE 93rd Avenue, 4936 NE 10th, and 5012 SE 77th Avenue for sale at Sheriff's auction. The sites at SE 93rd and SE 77th contain boarded and dilapidated houses. Both properties have been the subject of many neighborhood complaints and inquiries.

The total expenses for the 93rd Avenue property are approximately \$10,400. Expenses for the property at NE 10th are approximately \$19,700. Expenses for the 77th Avenue property are approximately \$18,700 plus an IRS lien of

\$40,769.

County Ordinance #895 allows Assessment and Taxation to take properties directly to sale at Sheriff's auction, avoiding the usual notification and disposition process, for the purpose of ensuring the solvency of the Tax Title Fund for the management and maintenance of the inventory of tax foreclosed properties.

The subject properties were encumbered by title exceptions which precluded making them available through the customary disposition process. Although the 6115 SE 93rd Avenue property was deeded to the County in 1989, it was a property involved in some illegal activity in addition to other title problems. It has taken much time and effort to finally clear the title. A & T wished to recoup costs incurred curing the title problems and supply the Fund with revenue by taking the property directly to Sheriff's sale. However, this property has evinced intense interest by the adjacent church concerning its status and use. The church is very interested, as it has been for years, in forming a partnership with a local non-profit corporation to acquire and develop the property.

The property at 4936 NE 10th also had title problems. It was deeded to NECDC at one time and subsequently returned to the County. It now has free title.

The 5012 SE 77th Avenue property has IRS liens which survive the County foreclosure actions. The A & T intent was to bring the property to Sheriff's auction fully disclosing the IRS liens against the property to prospective buyers. AHDP has had past success negotiating substantial reduction in amounts required to satisfy IRS liens for properties transferred to non-profit housing sponsors for affordable housing purposes.

After discussions with A & T, further analysis of the Tax Title Fund's financial status, and given the interest in developing the subject properties and debating the relative merits of property uses, it was determined A & T would remove the properties from the list of tracts for sale.

The Board of County Commissioners must approve the removal of properties from the Sheriff's sale and their allocation to the AHDP for AHDP to make the properties available for low income housing in this year's program round.

3. Financial Impact

The auction value of the properties would be lost to the County and the various taxing districts. However, historically tracts redeveloped using AHDP property donations have returned a significant construction investment to redeem blighted, neighborhood problems. Additionally, the properties are returned to tax generating status with greatly increased value.

4. Legal Issues

County Counsel has been involved in the discussions leading to the removal of the subject properties from availability for sale at Sheriff's auction. The County may direct the properties to be released to the AHDP by Board resolution.

5. Controversial Issues

The property at 6115 SE 93rd Avenue was acquired by the County in 1989 prior to the County enacting ordinances related to a hierarchy of notification and disposition of tax foreclosed properties to governments and non profit agencies for different purposes. This property may be passed directly to AHDP by resolution of the Board. The property at 5012 SE 77th Avenue, subject to the IRS liens, and the property at 4936 NE 10th, have not been made available to governments for non-housing purposes. The reasonable use for these properties is for housing purposes. It is not appropriate for right-of-way or parks purposes. Should the Board of Commissioners choose not to make the subject properties available to AHDP they could be included in the next auction (probably January 1999) or could be included in the following year's customary disposition process. We expect this request to be a one-time event. A & T has received calls from certain neighbors of the 5012 SE 77th Avenue property expressing their desire not to have low income housing developed on the subject property. A & T has received inquiries from local builders and non-profit agencies as to the disposition of the property at 4936 NE 10th. It is required for any AHDP property applicant to describe the housing proposed to the immediate neighbors and that community support is solicited.

6. Citizen Participation

The AHDP requires its non-profit housing agency applicants to provide neighborhood and community notification and support statements specific to each property.

7. Other Governmental Participation

The AHDP technical review committee has representatives from the City of Gresham and the City of Portland. The City of Portland Bureau of Buildings will be involved in engineering and construction plans approval for any project on the sites.

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON
RESOLUTION NO. 98-125

Authorizing the removal of three real properties from the list of properties available for sale and placing the subject properties in the inventory of the County's Affordable Housing Development Program for disposition in this program year.

The Multnomah County Board of Commissioners Finds:

- a. On July 2, 1998 the Board of County Commissioners, by Order NO. 98-92, authorized the sale of certain properties, acquired through property tax foreclosure, by the Multnomah County Sheriff.
- b. Among the properties made available for sale were the three tracts commonly known as 6115 SE 93rd Avenue, formerly 4936 NE 10th, and 5012 SE 77th Avenue, more particularly described in attached Exhibit "A".
- c. The County Affordable Housing Development program office has received several inquiries regarding the potential use of the subject properties as low income housing.
- d. It has been determined that the removal of these three subject properties from the public sale will not jeopardize the solvency of County Tax Title fund.
- e. A public hearing was held before the Board of County Commissioners on September 3, 1998, to determine whether making the three subject properties available for low income housing purposes would serve the public interest.

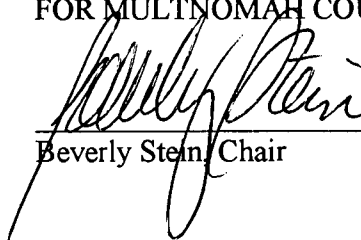
The Multnomah County Board of Commissioners Resolves:

1. That the proposed removal of the three subject properties from availability for public sale at Sheriff's auction, for the public purpose of fostering the development of low income housing, be and hereby is approved.
2. That the three subject properties be immediately placed in the inventory of properties being offered for low income housing purposes under the auspices of the County Affordable Housing Development Program.

Adopted this 3rd day of September, 1998.



BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON


Beverly Stein, Chair

REVIEWED:

Thomas Sponsler, County Counsel
Multnomah County, Oregon

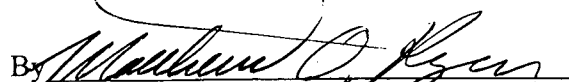
By 
Matthew O. Ryan, Assistant County Counsel

Exhibit A

Subject Property Legal Descriptions

1. Common address – 6115 SE 93rd Avenue, Portland Oregon.

Legal Description:

Lot 4, Block 4, according to the duly filed plat of TOWN OF LENT, in the City of Portland, filed May 28, 1888, Records of the County of Multnomah and State of Oregon.

2. Common address – Formerly 4936 NE 10th

Legal Description:

Lots 3, 4 and 5, Block 2, ALBINA HEIGHTS, in the City of Portland, County of Multnomah and State of Oregon.

3. Common address – 5012 SE 77th Avenue, Portland, Oregon

Legal Description:

Lots 1-3, Block 2, according to the duly filed plat of CHICAGO CENTRE, in the City of Portland, filed May 9, 1892, in Plat Book 176, Page 33, Records of the County of Multnomah and State of Oregon.

MEETING DATE: September 3, 1998

AGENDA #: R-5

ESTIMATED START TIME: 10:15 AM

(Above Space for Board Clerk's use only)

AGENDA PLACEMENT FORM

SUBJECT: Resolution Revising Designations and Ballot Title Captions

BOARD BRIEFING: DATE REQUESTED: _____
REQUESTED BY: _____
AMOUNT OF TIME NEEDED: _____

REGULAR MEETING: DATE REQUESTED: Thursday, September 3, 1998
AMOUNT OF TIME NEEDED: 10 minutes

DEPARTMENT: Non-Departmental DIVISION: Chair Beverly Stein

CONTACT: Thomas Sponsler TELEPHONE #: 248-3138
BLDG/ROOM #: 106/1530

PERSON(S) MAKING PRESENTATION: Thomas Sponsler

ACTION REQUESTED:

☐ INFORMATIONAL ONLY ☐ POLICY DIRECTION ☒ APPROVAL ☐ OTHER

SUGGESTED AGENDA TITLE:

Resolution: Revise Designations and Ballot Title Captions for Measures

Submitted to the Voters by the County Charter Review Committee

9/3/98 certified true copy to Vicki Ervin;
copies to Tom Sponsler, Rhys Setoles, Ed
Campbell

SIGNATURES REQUIRED:

ELECTED OFFICIAL: _____

Beverly Stein

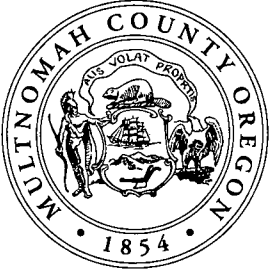
(OR)

DEPARTMENT MANAGER: _____

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions? Call the Board Clerk @ 248-3277

98 AUG 27 PM 2:31
MULTNOMAH COUNTY
CLERK'S OFFICE



Beverly Stein, Multnomah County Chair

Room 1515, Portland Building
1120 S.W. Fifth Avenue
Portland, Oregon 97204

Phone: (503) 248-3308
FAX: (503) 248-3093
E-Mail: mult.chair@co.multnomah.or.us

SUPPLEMENTAL STAFF REPORT

TO: Board of County Commissioners

FROM: Thomas Sponsler, County Counsel

DATE: August 27, 1998

RE: Resolution to Revise Measure Designations

1. Recommendation/Action Requested:
Approve Resolution

2. Background/Analysis:
On August 20, 1998 the Board approved Resolution No. 98-16 that submits to the voters the ten ballot measures approved by the Charter Review Committee. I was requested to prepare this resolution that clearly informs voters that the Committee recommended these measures. The resolution adds the words "as recommended by the Multnomah County Charter Review Committee" to the ballot designations required by MCC 5.107(B). It also adds the words "Multnomah County Charter Review Committee Recommendation" at the beginning of the ballot title action for each measure.

3. Financial Impact:
N/A



4. Legal Issues:
This resolution is unlikely to effect any circuit court review of the ballot titles for the measures.
5. Controversial Issues:
This resolution should not add to any existing controversy about the ballot titles.
6. Link to Current County Policies:
N/A
7. Citizen Participation:
A citizen Charter Review Committee approved the ten measures proposing amendments to the Charter, and the measure ballot titles and explanatory statements.
8. Other Government Participation:
N/A

BOGSTAD Deborah L

From: STEIN Beverly E
Sent: Thursday, August 27, 1998 11:41 AM
To: #CHAIR'S OFFICE
Subject: FW: Charter Ballot Titles

From: SPONSLER Thomas
Sent: Thursday, August 27, 1998 11:14 AM
To: STEIN Beverly E; LINN Diane M; HANSEN Gary D; NAITO Lisa H; KELLEY Sharron E
Cc: SCHOLLES Rhys R
Subject: Charter Ballot Titles

Attonrey Bob Cannon phoned this morning to inform he probably will file Monday for court review of charter measure ballot titles. His client is ex-county counsel, ex-presiding court of appeals judge, George Joseph. They have not yet decided how many of the 10 measures they will challenge or the exact changes they will request.

PHIL KEISLING

SECRETARY OF STATE

SUZANNE TOWNSEND
DEPUTY SECRETARY OF STATESTATE OF OREGON
SECRETARY OF STATE
136 STATE CAPITOL
SALEM, OREGON 97310-0722
(503) 986 1523

August 28, 1998

Beverly Stein
Chair
Multnomah County Board of Commissioners
1021 SW 4th
Portland, Oregon 97204*via facsimile and standard mail*

Dear Chair Stein:

I appreciate the fax you sent to me Tuesday of your draft resolution proposing amendments to the designations and ballot title captions for the charter revision measures recently recommended by the Multnomah County Charter Review Committee (Committee). As I understand it, your resolution would amend the August 20, 1998 Board resolution that previously referred these measures to the voters. The Board's apparent willingness to reopen this matter encourages me to again express concerns I have with the ballot titles proposed for several of the measures.

As chief elections officer of the state, I am responsible for maintaining uniformity in the application, operation and interpretation of state election law [ORS 246.110]. As you know, Colleen Sealock, State Elections Director, expressed the concerns of this office in her letter to Vicki Ervin dated August 18, 1998. You and I also discussed my concerns by telephone before the Board voted to refer the measures August 20. I am heartened by this sign that the Board might reconsider its earlier action, as I continue to be concerned about the legality of the ballot titles certified by the Board to the county elections office.

In brief, I believe that all of the ballot titles violate ORS 250.035 either because they do not summarize the measure in an impartial manner or because they provide misleading, if not completely inaccurate, descriptions of the measures.

I understand and respect the role of the Multnomah County Charter in the governance of the County. However, state law clearly directs that ballot titles for measures to be placed on official ballots at an election conducted under state law must comply with state ballot title requirements. ORS 250.041 expressly provides that the state law governing ballot titles (ORS 250.035) applies "regarding a county measure, regardless of anything to the contrary in the county charter or ordinance." The absence of any direction in the county

Stein, Beverly
August 28, 1998
Page 2

charter regarding ballot titles reinforces my belief that the county must comply with state law.

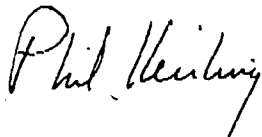
In addition, Multnomah County's own elections code, section 5.105(B), requires the Board of County Commissioners to "prepare a ballot title and explanatory statement that conforms to the requirements of state law" and to certify such a title to the elections director. This includes measures that propose amendments to the county charter.

Similar language in the explanatory statements certified by the Board likewise cause me concern, because ORS 251.345 requires that explanatory statements be impartial, simple and understandable.

Any Multnomah County elector may challenge the ballot title or explanatory statement of a county measure. If an elector does so, I intend to seek the court's permission to intervene so that the state may advise the court of the state's position.

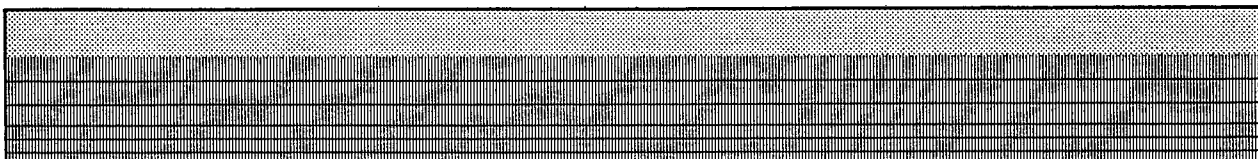
Bev, I am sorry that we were unable to resolve this before the Board officially certified the ballot last week. However, I am hopeful that the draft resolution you faxed to me is a sign of willingness by you and the Board to comply with state law. And, as I wrote in my previous letter of August 19, my counsel at the Department of Justice and I remain ready to meet with you and other appropriate county officials as might be helpful.

Best,



Phil Keisling
Secretary of State

- c. Multnomah County Counsel
Multnomah County Board of Commissioners



**BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON**

RESOLUTION NO. _____

**REVISE DESIGNATIONS AND BALLOT TITLE CAPTIONS FOR MEASURES
SUBMITTED TO THE VOTERS BY THE COUNTY CHARTER REVIEW COMMITTEE**

The Multnomah County Board of County Commissioners (Board) finds:

- A. The Multnomah County Home Rule Charter (Charter) creates a Charter Review Committee (Committee) and directs it to review the Charter and any issues relating thereto.**
- B. The Charter requires the Committee to report to the people and the Board its findings, conclusions, and recommendations including any amendments proposed to the Charter.**
- C. The Committee concluded its comprehensive study of the Charter and submitted its report to the Board. The Committee recommends ten separate measures amending the Charter for submission to the people of Multnomah County at the 1998 general election.**
- D. The Charter requires all amendments proposed by the Committee to be submitted to the people of Multnomah County at the 1998 general election.**
- E. On August 20, 1998 the Board adopted Resolution No. 98-116 that submits to the voters the ten ballot titles and explanatory statements approved by the Committee.**
- F. MCC 5.107(B) states that measures referred by the Board shall be designated on the ballot as referred to the people by the Board.**
- G. The Board now wants to clearly inform voters that the Committee recommended these ten measures.**

THE MULTNOMAH COUNTY BOARD OF COMMISSIONERS RESOLVES:

1. The words "as recommended by the Multnomah County Charter Review Committee shall be added to the ballot designations required by MCC 5.107(B). The designation for each measure shall read as follows:

"Referred to the People by the Board of County Commissioners as recommended by the Multnomah County Charter Review Committee."

2. The words "Multnomah County Charter Review Committee Recommendation" shall be added to the beginning of the ballot title captions for all ten measures. The captions for the measures shall read as follows:

**Measure A
Multnomah County Charter Review Committee
Recommendation: Outdated Provisions**

**Measure B
Multnomah County Charter Review Committee
Recommendation: Service Districts**

**Measure C
Multnomah County Charter Review Committee
Recommendation: Committee Continuation**

**Measure D
Multnomah County Charter Review Committee
Recommendation: Commissioner Districts**

**Measure E
Multnomah County Charter Review Committee
Recommendation: Interim Commissioner**

**Measure F
Multnomah County Charter Review Committee
Recommendation: Term Limits**

**Measure G
Multnomah County Charter Review Committee
Recommendation: Running for Office Midterm**

**Measure H
Multnomah County Charter Review Committee
Recommendation: Lobbyist**

**Measure I
Multnomah County Charter Review Committee
Recommendation: Auditor**

**Measure J
Multnomah County Charter Review Committee
Recommendation: Elections**

3. The ten measure designations and ballot title captions are certified to the Director of the Multnomah County Division of Elections (Director).
4. The Director shall publish these designations and ballot title captions, and include them in the county voters' pamphlet.

ADOPTED this 3rd day of September 1998.

**BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON**

Beverly Stein, Chair

REVIEWED:

**Thomas Sponsler, County Counsel
For Multnomah County, Oregon**

By Thomas Sponsler

BOGSTAD Deborah L

From: SPONSLER Thomas
Sent: Tuesday, September 01, 1998 10:54 AM
To: STEIN Beverly E; LINN Diane M; HANSEN Gary D; NAITO Lisa H; KELLEY Sharron E
Cc: ERVIN Vicki K; FARVER Bill M; FORD Carol M; BOGSTAD Deborah L; CAMPBELL Edward A
Subject: RE: George Joseph v. Multnomah County

^{HAVE}
I ~~am~~ prepared a substitute resolution for your consideration Thursday. It adds "as recommended by the Multnomah County Charter Review Committee" to the ballot designations (headings). Unlike the first version, it does not change the ballot title captions. This will avoid any concern about authority to amend or need to republish the captions. I will inform the judge hearing the ballot title challenges that the Board would like to add Charter Committee recommendation words to each caption. This will permit whatever decision the judge makes to certify the titles and statements to Vicki Ervin so she can have the ballots published in a timely manner.

From: KELLEY Sharron E
Sent: Monday, August 31, 1998 6:32 PM
To: STEIN Beverly E; LINN Diane M; HANSEN Gary D; NAITO Lisa H; SPONSLER Thomas
Cc: ERVIN Vicki K; FARVER Bill M; FORD Carol M
Subject: RE: George Joseph v. Multnomah County

Under the circumstances, does it make sense for us to change anything on Thursday?

From: SPONSLER Thomas
Sent: Monday, August 31, 1998 4:11 PM
To: STEIN Beverly E; LINN Diane M; HANSEN Gary D; NAITO Lisa H; KELLEY Sharron E
Cc: ERVIN Vicki K; FARVER Bill M; FORD Carol M
Subject: George Joseph v. Multnomah County

This afternoon I accepted service for the petition to review the Charter Committee ballot titles & explanatory statements. Bob Cannon walked over to see the acting presiding judge. This will receive an expedited hearing. I will attend "call" on Wednesday and argument will be set for Thursday. This will leave time for elections to receive the court order prior to the end of business on 9/8, the deadline necessary for printing the ballots. The petition challenges all 10 titles and statements as not meeting state law impartiality requirements.

BOGSTAD Deborah L

From: SPONSLER Thomas
Sent: Wednesday, September 02, 1998 11:13 AM
To: STEIN Beverly E; LINN Diane M; HANSEN Gary D; NAITO Lisa H; KELLEY Sharron E
Cc: ERVIN Vicki K; FARVER Bill M; FORD Carol M; BOGSTAD Deborah L; DUFFY Sandra N
Subject: Joseph v. Multnomah County hearing

The Charter ballot measure petition will be heard by Judge Michael Marcus at 9:30 am tomorrow morning. The Sec of State has filed papers and intervened in the case. A state lawyer will join Bob Cannon and I at the hearing. Meanwhile, Sandy Duffy will attend the Board meeting.

**BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON**

RESOLUTION NO. 98-126

**REVISE DESIGNATIONS FOR MEASURES SUBMITTED TO THE VOTERS BY THE
COUNTY CHARTER REVIEW COMMITTEE**

The Multnomah County Board of County Commissioners (Board) finds:

- A. The Multnomah County Home Rule Charter (Charter) creates a Charter Review Committee (Committee) and directs it to review the Charter and any issues relating thereto.**
- B. The Charter requires the Committee to report to the people and the Board its findings, conclusions, and recommendations including any amendments proposed to the Charter.**
- C. The Committee concluded its comprehensive study of the Charter and submitted its report to the Board. The Committee recommends ten separate measures amending the Charter for submission to the people of Multnomah County at the 1998 general election.**
- D. The Charter requires all amendments proposed by the Committee to be submitted to the people of Multnomah County at the 1998 general election.**
- E. On August 20, 1998 the Board adopted Resolution No. 98-116 that submits to the voters the ten ballot titles and explanatory statements approved by the Committee.**
- F. MCC 5.107(B) states that measures referred by the Board shall be designated on the ballot as referred to the people by the Board.**
- G. The Board now wants to clearly inform voters that the Committee recommended these ten measures.**

THE MULTNOMAH COUNTY BOARD OF COMMISSIONERS RESOLVES:

1. The words "as recommended by the Multnomah County Charter Review Committee shall be added to the ballot designations required by MCC 5.107(B). The designation for each measure shall read as follows:

"Referred to the People by the Board of County Commissioners as recommended by the Multnomah County Charter Review Committee."

2. The ten measure designations are certified to the Director of the Multnomah County Division of Elections (Director).
3. The Director shall publish these designations, and include them in the county voters' pamphlet.

ADOPTED this 3rd day of September 1998.



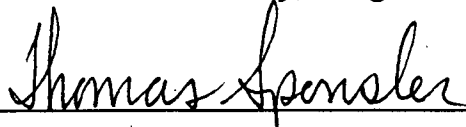
**BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON**



Beverly Stein, Chair

REVIEWED:

**Thomas Sponsler, County Counsel
For Multnomah County, Oregon**

By  _____

BOGSTAD Deborah L

From: STEIN Beverly E
Sent: Thursday, September 03, 1998 4:35 PM
To: FARVER Bill M; STEIN Beverly E; FORD Carol M; BOGSTAD Deborah L; FARRELL Delma D; CAMPBELL Edward A; BOWMAN JoAnn A; DIMEN Jason M; RAKOWITZ John A; MARTIN Lyne R; JOHNSON Marialisa; PETERSEN Melinda G; MONROE Norm W; SCHOLES Rhys R; 'Peter Ozanne'
Subject: FW: Ballot Title Hearing

From: SPONSLER Thomas
Sent: Thursday, September 03, 1998 3:51 PM
To: STEIN Beverly E; LINN Diane M; HANSEN Gary D; NAITO Lisa H; KELLEY Sharron E
Cc: ERVIN Vicki K; FARVER Bill M; SCHOLES Rhys R
Subject: Ballot Title Hearing

We had a 2:45 min hearing with Judge Marcus this morning on the 10 Charter Review Committee ballot titles & explanatory states. At times the honorable petitioner, George Joseph, participated from the back bench in aid of his lawyer, Bob Cannon, at counsels' table.

The judge determined that both state and county law relating to referenda apply to the measures, including the impartiality requirements. The judge then revised the summary statements to take out references to the Charter Review Committee. However, he found that words such as "committee recommends" or the "committee thinks . . ." may be included in the explanatory statements. Therefore, the committee findings, conclusions and recommendations are part of the for the approved explanatory statements..

I have revised the titles & statements and we have faxed them to the other lawyers for review. We hope to get the order and judgment signed by the judge tomorrow, so Vicki can have the measures for printing.

BOARD OF
COUNTY COMMISSIONERS

98 SEP -9 AM 10:10

MULTNOMAH COUNTY
OREGON

RECEIVED
FOR MULTNOMAH COUNTY

IN THE CIRCUIT COURT OF THE STATE OF OREGON
FOR THE COUNTY OF MULTNOMAH

GEORGE M. JOSEPH,

Petitioner,

v.

MULTNOMAH COUNTY, et al.

Respondents.

STATE OF OREGON ex rel. PHIL
KEISLING, in his capacity as Secretary of
State,

Co-Petitioner,

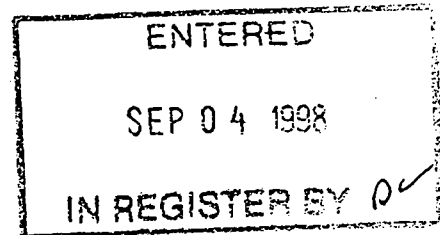
v.

MULTNOMAH COUNTY, et al.

Respondents.

No. 9808-06377

OPINION AND ORDER



This matter came before the Court at 9:30 a.m. on Thursday, September 3, 1998, pursuant to a PETITION TO CHALLENGE BALLOT TITLES AND EXPLANATORY STATEMENTS filed under Multnomah County Code Section 5.105(D) and ORS 250.195. The Petitioner was present and represented by counsel, Mr. Robert C. Cannon, OSB 72046. Respondents were represented by Multnomah County Counsel, Mr. Thomas Sponsler, OSB 75006. Intervenor and

Page 1 - OPINION AND ORDER

1 Co-Petitioner State of Oregon on relation of Secretary of State Phil Keisling was represented by
2 Assistant Attorney General William F. Cloran.

3 Submitted to the Court were the PETITION of elector George M. Joseph, the CO-
4 PETITION of the State of Oregon, the MOTION FOR SUMMARY JUDGMENT and
5 MEMORANDUM IN SUPPORT OF MOTION FOR SUMMARY JUDGMENT of the State
6 together with exhibits and the AFFIDAVIT OF SCOTT S. TIGHE, the RESPONSE AND
7 MOTION TO DISMISS PETITIONER'S CHALLENGE of the County with exhibits, the
8 RESPONSE AND MOTION TO DISMISS CO-PETITIONER'S CHALLENGE of the County,
9 the STATE'S REPLY MEMORANDUM to the County's motion and the Petitioner's TRIAL
10 MEMORANDUM and suggested ballot title and explanatory statements.

11 No party challenged the Petitioner's status as an elector in Multnomah County. The Court
12 will accept it as established. Co-Petitioner's MOTION TO INTERVENE pursuant to ORCP 33C
13 was unopposed and was previously allowed. All parties are properly before the Court.

14 No exception was taken by any party to any of the exhibits submitted. The Court may
15 take judicial notice of the laws of the State of Oregon and the Charter and ordinances of
16 Multnomah County pursuant to ORE 202. Notice is so taken. There is no dispute among the
17 parties as to any evidentiary matter or as to any matter of fact, all exhibits submitted are properly
18 before the Court.

19 Upon consideration of the evidence submitted, the law and the statements and arguments
20 of counsel and the Petitioner, the Court finds:

21 1. The submission of proposed Multnomah County Charter amendments A through J
22 to the voters for approval or rejection at the 1988 general election is the submission of a
23 "measure" as defined in ORS 250.005(3).

24 2. The measures being submitted are referenda within the meaning of ORS
25 250.041(1).

26 3. The ballot titles and explanatory statements for the proposed measures must

1 comply with ORS 250.035 as well as other applicable State and county elections laws.

2 4. The proposed ballot titles as submitted to the County Director of Elections do not
3 comply in that portions of them identified on the record by the Court are not impartial or do not
4 concisely and accurately describe the measure being submitted to the voters.

5 5. The proposed explanatory statements as submitted to the County Director of
6 Elections do not comply in that portions of them identified on the record by the Court are not
7 impartial or do not concisely and accurately describe the measure being submitted to the voters.

8 6. Petitioner and Co-Petitioner have standing to challenge the ballot titles and
9 explanatory statements under Multnomah County Code Section 5.105(D) and ORS 250.195.

10 Consequently, the PETITION and CO-PETITION are ALLOWED. Co-Petitioner's
11 MOTION FOR SUMMARY JUDGEMENT is GRANTED. Respondent's MOTION TO
12 DISMISS PETITION and MOTION TO DISMISS CO-PETITION are DENIED.

13 The ballot titles and explanatory statements are revised and approved as shown in Exhibit
14 1 to the order. They and each of them is certified by the Court in that form.

15
16 JUDGMENT is rendered for the Petitioner and Co-Petitioner and against the Respondent.

17 SO ORDERED this 4th day of September, 1998.

18
19 
20 **HONORABLE MICHAEL MARCUS**
21 **CIRCUIT COURT JUDGE**

22
23
24 Submitted by: William F. Cloran
25 Assistant Attorney General
26 of Attorneys for Co-Petitioner

BALLOT MEASURE 26-76

(A)

CAPTION: Multnomah County Charter Outdated Provisions

QUESTION: Shall the outdated parts of the County Charter be repealed?

STATEMENT: The County Charter Review Committee studied the words of each Charter section. Many sections and parts of sections are outdated and no longer needed. This measure repeals parts of nine Charter sections and repeals nine whole other sections. It makes no changes to county government. It takes effect on November 4, 1998.

EXPLANATORY STATEMENT

The Multnomah County Home Rule Charter took effect January 1, 1967. It began with 56 sections. It now has 64 sections. The voters have amended the Charter 32 times; 57 sections have been changed, many of them several times. Twelve new sections have been added. Four original sections have been repealed.

The Charter Review Committee carefully studied the Charter. It reviewed the words of each section. Some parts are outdated and no longer needed or useful. These parts can be repealed without changing county government structure or operations. The Committee proposes this measure. It will repeal nine outdated Charter sections. It will also delete parts of nine other sections.

The nine sections repealed were used to make transitions for earlier Charter amendments. The parts of sections deleted include: the 1980 legal descriptions of commission districts, notices requirement outdated by state law, an old reference to the county manager, and six references to dates that have passed.

The measure takes effect on November 4, 1998.

BALLOT MEASURE 26-77 (B)

CAPTION: Multnomah County Charter Service Districts

QUESTION: Shall the service district parts of the Charter be deleted?

STATEMENT: The Charter Review Committee studied each Charter section. This measure repeals the county service district sections. State law allows the county to create these districts. The measure does not change county power or services. It takes effect on November 4, 1998.

EXPLANATORY STATEMENT

The Multnomah County Home Rule Charter took effect January 1, 1967. Three sections are about county service districts. They were part of the original Charter. The sections have not been amended. The sections are have not been used.

The Charter Review Committee thinks that the sections are not needed. State law gives counties power to create special districts. Part of one current section may limit county legal authority to provide water or fire services. The county does not provide these services so the limit is not a real one.

The Charter Review Committee recommends this measure. It will repeal three unneeded Charter sections. It will not change county power or services.

The measure takes effect on November 4, 1998.

BALLOT MEASURE 26-78 (C)

CAPTION: Multnomah County Charter Review Committee.

QUESTION: Shall the Charter continue a Charter Review Committee?

STATEMENT: The Charter created the Charter Review Committee. This measure proposed to have the Charter Review Committee meet every six years. This measure creates the next committee by August 30, 2003. It amends Charter sections 12.40, 12.50, 12.60 and 12.70. It takes effect on November 4, 1998.

EXPLANATORY STATEMENT

The Charter was amended in 1977 to create the Charter Review Committee. Amendments have been made to change the way appointments are made. As recommended by the 1990 Committee, the voters approved the current Committee.

A Charter Review Committee can help keep the Charter current and effective. The Charter Review Committee thinks that a six-year period between Charter Committees is a good balance between stability and change.

The Committee recommends this measure. It will change the date of committee appointments from June 30 to August 30. State legislators will still make the appointments. This change will give them more time to act. There will be a committee in 2003 and then every six years.

BALLOT MEASURE 26-79 (D)

CAPTION: County Commissioner Districts

QUESTION: Shall the Charter require smaller population differences in commissioner districts?

STATEMENT: There are four county commissioner districts. The districts should have about equal population. The county auditor must check the districts each 10-years. No district may have more than 15 percent more people than any other district. If it does, then the auditor must change district boundaries. After the change, no district may have more than 10 percent more people than any other district. Computers now allow less size differences. This measure reduces the 15 percent trigger to 3 percent. It reduces the 10 percent limit to 2 percent. It takes effect on November 4, 1998.

EXPLANATORY STATEMENT

There are four county commissioner districts. The law requires that the districts have about equal population. The Charter says the county auditor must reapportion the districts every ten years. No district may have more than 115 percent the populations of any other district. If it does, the auditor must change the boundaries. After the changes, no district may have more than 110 percent the population of any other district.

The Auditor suggested the change. The Charter Review Committee studied this section. It feels that computers now permit the auditor to reduce district size differences. The Charter Review Committee recommends this measure. The measure will amend the Charter to reduce the trigger to 103 percent. It will reduce the limit to 102 percent. It takes effect on November 4, 1998.

BALLOT MEASURE 26-80 (E)

CAPTION: Interim County Commissioner.

QUESTION: Shall the Charter allow designation of interim county commissioner?

STATEMENT: This measure amends county Charter. The Charter now allows an interim person to fill some offices. They may fill a vacancy in the office of county Chair, Sheriff or Auditor. The current Charter does not allow an interim to fill a vacancy in the office of county Commissioner. Vacancies can make it hard for the county Board to do business. County services and programs can suffer if the Board cannot meet. It needs a quorum to meet. It allows an interim commissioner to serve until someone is elected or appointed to fill the office. It takes effect on November 4, 1998.

EXPLANATORY STATEMENT

The Charter allows an interim to fill a vacancy in some county offices. They may fill a vacancy in the office of Chair, Sheriff or Auditor. In 1989 the Charter was amended for this purpose. The Charter does not allow an interim to fill a vacancy in the office of commissioner.

Vacancies in the office of commissioner can make it hard for the Board of Commissioners to conduct county business. The Board needs a quorum to meet. County services and programs can suffer if the Board cannot meet.

The Charter Review Committee recommends ~~of~~ this measure. It amends the Charter to permit an interim commissioner. An interim will only serve until someone is elected or appointed to fill the office.

The measure takes effect on November 4, 1998.

BALLOT MEASURE 26-81 (F)

CAPTION: Repeals County Term Limits

QUESTION: Shall the Charter term limits be repealed?

STATEMENT: The Charter limits public service in county elective offices. No person can serve more than two four-year terms. Voters cannot decide to keep a person in office. The measure repeals Charter section 6.50(4). It takes effect on November 4, 1998.

EXPLANATORY STATEMENT

This measure amends the Charter. It now limits a person to two full four-year terms in an elective office in any 12-year period. Voters cannot decide to keep a county elected official in office. A person is no longer eligible for county elected office.

The Charter Review Committee thinks term limits costs the public experienced elected officials. Most other counties and cities do not have term limits.

The Charter Review Committee recommends this measure. It will repeal the county term limits.

It takes effect on November 4, 1998.

BALLOT MEASURE 26-82 (G)

- CAPTION:** Multnomah County Official Running for Office Midterm.
- QUESTION:** Shall County elected officials be allowed to run for another elective office in midterm?
- STATEMENT:** The measure amends the Charter. It allows county elected officials to file for another office. The Charter now treats filing as a resignation. It ends county elected terms. It creates office vacancies. It causes more elections to fill offices. The measure takes effect November 4, 1998.

EXPLANATORY STATEMENT

The county Charter does not allow running for another elective office in midterm. If a county official files for another office, it is the same as a resignation. Only in the last year of the term may the official file for another office.

The measure amends the Charter. It repeals the mid-term ban. It allows elected officials to file for another office. It limits public service in county elected offices. It ends elected terms. It creates office vacancies. It results in more elections to fill offices.

The Charter Review Committee recommends this measure. The measure takes effect November 4, 1998.

BALLOT MEASURE 26-83 (H)

CAPTION: Multnomah County Lobbyist.

QUESTION: Shall County Charter be amended to repeal bar on county paid lobbyist?

STATEMENT: This amends county Charter. The Charter Review Committee favors passage. The measure allows the county to hire a lobbyist. The Charter now bars a paid county lobbyist. Applies to the state legislature in Salem. The county is not represented. All other counties and cities may have paid lobbyists. Takes effect November 4, 1998.

EXPLANATORY STATEMENT

The Charter Committee Review Committee recommends this measure. It repeals the bar on a paid county lobbyist. It allows the county to hire an advocate. This person will represent the county and its citizens at the state legislature in Salem.

A lobbyist provides information and advocates for issues. The county cannot fully represent its interests under the current Charter rule. County services and programs depend on many decisions made in Salem. The taxes paid by county citizens are also affected by state decisions.

The Charter Review Committee thinks that county elected officials and county state legislators do not have the time, resources or expertise to act as county lobbyists.

The measure takes effect November 4, 1998.

BALLOT MEASURE 26-84

(I)

CAPTION: Multnomah County Auditor

QUESTION: Shall County Charter be amended to allow auditor to perform performance audits?

STATEMENT: The Charter creates an elected county auditor. And requires the auditor to do "internal" audits. This measure amends the Charter. It requires the auditor to do "performance" audits of county services. It will make the auditor's job bigger. It takes effect November 4, 1998.

EXPLANATORY STATEMENT

This measure amends the auditor section of the county Charter. It now requires the auditor to conduct "internal" audits of county services. The Charter Review Committee thinks the auditor should be required to do "performance" audits.

This measure will change "internal" to "performance" audits. It will also allow the auditor to conduct studies to improve county efforts. The Charter Review Committee recommends this measure.

The measure takes effect November 4, 1998.

BALLOT MEASURE 26-84 (J)

CAPTION: Multnomah County Elections

QUESTION: Shall County Charter be amended to allow different runoff election procedures?

STATEMENT: The Charter now provides that if no candidate receives more than half the votes, a runoff election must be held. This measure repeals the requirement for runoff elections. The measure requires the County Board of Commissioners to adopt procedures for elections. It permits (but does not require) the Board to give voters first, second, and additional choices. It takes effect November 4, 1998.

EXPLANATORY STATEMENT

This measure amends the election sections of the county Charter. They now require a runoff if no candidate receives a majority of the votes. The Oregon Constitution permits local laws to allow voters to mark first, second or additional choices among candidates for any office.

This measure repeals the Charter requirement for a runoff election. It permits the Board of Commissioners to provide by ordinance for election procedures. It permits the Board to give voters first, second, or additional choices so a runoff election is not needed if no one receives a majority of votes. It does not require the Board to do this.

The Charter Review Committee recommends this measure. The measure will take effect November 4, 1998.

FILED
1998-09-04 PM 1:50
CLERK OF COURT
FOR MULTNOMAH COUNTY

IN THE CIRCUIT COURT OF THE STATE OF OREGON
FOR THE COUNTY OF MULTNOMAH

GEORGE M. JOSEPH,
Petitioner,

v.

MULTNOMAH COUNTY, et al.
Respondents.

STATE OF OREGON ex rel. PHIL
KEISLING, in his capacity as Secretary of
State,

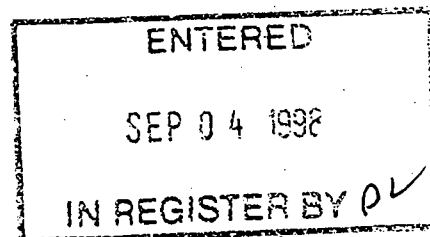
Co-Petitioner,

v.

MULTNOMAH COUNTY, et al.
Respondents.

No. 9808-06377

JUDGMENT



Pursuant to the ORDER entered herein JUDGMENT is given for the Petitioner and Co-Petitioner and against the Respondent. The ballot titles and explanatory statements are CERTIFIED in the form and language contained in Exhibit 1 to the ORDER.

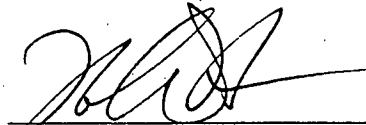
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Page 1 - JUDGMENT

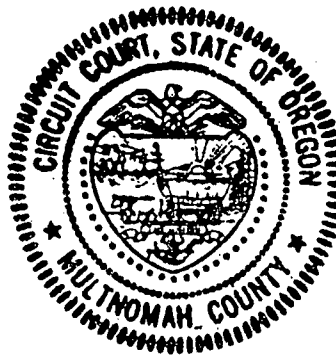
1 Petitioner and Co-Petitioner are the prevailing parties and are entitled to recover costs and
2 disbursements in the manner provided by ORCP 68.

3 DATED this 4th day of September, 1998.

4
5 

6 HONORABLE MICHAEL MARCUS
7 CIRCUIT COURT JUDGE

8
9 Submitted by: William F. Cloran
10 Assistant Attorney General
11 of Attorneys for Co-Petitioner



STATE OF OREGON }
County of Multnomah } ss

The foregoing copy has been compared and
is certified by me as a full, true and correct
copy of the original in my office and in
my custody.

In Testimony Whereof, I have hereunto set
my hand and affixed the seal of the

Court on: Sept 4, 1998

CIRCUIT COURT

Administrator

By 
Deputy

MEETING DATE: SEP 03 1998

AGENDA #: B-1
ESTIMATED START TIME: 10:25

(Above Space for Board Clerk's Use ONLY)

AGENDA PLACEMENT FORM

SUBJECT: Briefing on Proposed Lents and River Urban Renewal Districts

BOARD BRIEFING: DATE REQUESTED: September 3, 1998

REQUESTED BY: Dave Warren

AMOUNT OF TIME NEEDED: 30 Minutes

REGULAR MEETING: DATE REQUESTED: _____

AMOUNT OF TIME NEEDED: _____

DEPARTMENT: Support Services DIVISION: Budget and Quality

CONTACT: Dave Warren TELEPHONE #: 248-3822

BLDG/ROOM #: 106/1400

PERSON(S) MAKING PRESENTATION: Dave Warren, Chris Scherer (PDC)

ACTION REQUESTED:

☒ INFORMATIONAL ONLY ☐ POLICY DIRECTION ☐ APPROVAL ☐ OTHER

SUGGESTED AGENDA TITLE:

Briefing on Proposed Lents Town Center and River District Urban Renewal Districts.

SIGNATURES REQUIRED:

ELECTED
OFFICIAL: _____
(OR)
DEPARTMENT
MANAGER: _____

Dickie L. Gales

98 AUG 26 PM 4:56
MULNOMAH COUNTY
OREGON
CLERK OF COURT
JANET COCHRAN

ALL ACCOMPANYING DOCUMENTS MUST HAVE REQUIRED SIGNATURES

Any Questions: Call the City of Lents Board Clerk 248-3277 Office

AGENDA PACKET

1. Staff Report
2. Letter from Felicia Trader, PDC Director, to the Board
3. Lents Town Center Urban Renewal Plan and Report
4. River District Urban Renewal Plan and Report
5. Portland Office of Finance and Administration financial analysis
6. ORS 457.085 defining PDC requirements, including (in section 5) the requirement to consult with other taxing jurisdictions



MULTNOMAH COUNTY, OREGON

BOARD OF COUNTY COMMISSIONERS
BEVERLY STEIN
DIANE LINN
GARY HANSEN
LISA NAITO
SHARRON KELLEY

BUDGET AND QUALITY
PORTLAND BUILDING
1120 S.W. FIFTH - ROOM 1400
P. O. BOX 14700
PORTLAND, OR 97214
PHONE (503)248-3883

TO: Board of County Commissioners

FROM: Dave Warren

TODAY'S DATE: August 26, 1998

REQUESTED PLACEMENT DATE: September 3, 1998

SUBJECT: Briefing on Portland Lents and River Urban Renewal Districts

I. Recommendation / Action Requested:

Attend the briefing and participate in discussion with Portland staff. Comments by the Board could be converted to written recommendations and forwarded to the City of Portland. Portland may accept, reject, or modify these recommendations when it adopts the urban renewal plans

II. Background / Analysis:

PDC is proposing the creation of two urban renewal districts: one in the Lents area, the other in the River District.

As part of the process of forming these districts, PDC is required to "consult and confer" with the governing bodies of all taxing districts that will be affected by the districts. This briefing will give the Board an opportunity to discuss the districts and to decide whether to make written recommendations about the districts.

PDC has forwarded the urban renewal plans for each of the districts and the statutorily required report on each of the districts. PDC has also forwarded a financial analysis by the City Office of Finance and Administration.

III. Financial Impact:

The Portland Office of Finance and Administration estimates of the financial impact of the districts gives overall property tax impacts the districts might have on other taxing districts under two sets of assumptions: the current law and a draft Attorney General's opinion about urban renewal financing.

Current Law

The impact that forming these districts will have on Multnomah County is that future value growth in the districts will not result in additional property tax revenue. Under Measure 50, the County has a permanent tax rate. The voters have also approved a Library levy at 59.47 cents per thousand. If we secure voter approval of a Public Safety Levy, it will be in the neighborhood of 63 cents per thousand. Those rates will apply to the frozen assessed value of the districts. Taxes on any increase in assessed value will belong to the district and will be spent by PDC.

The following table attempts to show the impact on Multnomah County.

	99-00	00-1	01-2	02-3	03-4
<u>Estimated Increased Assessed Value (Without Urban Renewal)</u>					
Lents Town Center	18,283,357	37,151,782	56,623,996	76,719,321	97,457,696
River District	8,863,016	40,688,329	101,994,606	153,629,270	196,127,005
Total	27,146,373	77,840,111	158,618,602	230,348,591	293,584,701
<u>"Lost" County Revenue</u>					
	<u>Rate</u>				
Permanent Tax Rate	4.3434	(117,908)	(338,091)	(688,944)	(1,000,496)
Library Levy	0.5947	(16,144)	(46,292)	(94,330)	(136,988)
Public Safety Levy	0.6300		(49,039)	(99,930)	(145,120)
Total	5.5681	(134,052)	(433,422)	(883,204)	(1,282,604)

The County would collect about \$4.4 million more without the districts than with the districts during the next five years. This is not insignificant, but it should be put in perspective. Over that same five-year period, the County can expect to collect about \$990 million in property taxes. This foregone revenue will be less than half a percent of the property tax revenue stream.

Draft Attorney General Urban Renewal Opinion

While Drew Barden from Portland's Office of Finance and Administration (OFA) has tentatively (and courageously) estimated the impact of the Attorney General's draft opinion, I will not do the same.

- The draft opinion is unclear. It is not clear that it would be implemented even if issued; the net impact of it would be to give properties in urban renewal districts a tax reduction – a result that flies in the face of logic since those properties are the direct beneficiaries of the urban renewal expenditures.
- The draft opinion is unclear. No one can, today, say how it would be implemented. Until it is implemented, the impact on taxing districts cannot be determined. *Implementing it would, I believe, reduce property tax revenue.* OFA's estimate is alarming enough to transmit that message. But it should be read with caution. No estimate at this time is likely to be correct.

Compression

Compression is a conceivable consequence of creating the new districts. It is, however, a very unlikely consequence.

Creating the districts will "lose" the County property tax revenues. The revenue the County "loses" will be used to cover debt payments. Compression could only result if the revenues "lost" by all taxing

districts fell short of covering debt payments required by the bonds issued by the districts. If the revenues fall short, Portland can impose a tax on all property in Portland to cover the debt payments. If this happens, local option levies will be compressed.

The debt payment schedules included in the urban renewal reports show that the revenue from assessed value growth in the districts should be more than sufficient to cover the Maximum Authorized Indebtedness of the districts. Based on those estimates, I believe that compression is not a serious risk.

If the draft Attorney General's opinion is implemented, however, compression will result. Portland will levy taxes for all its urban renewal districts to cover debt payments. However, the amount is even less predictable for these districts than for the other districts. See the OFA report and my comments above.

IV. Legal Issues:

The existing law gives the County no voice in the decision by another government to create an urban renewal district. The law requires that information be provided to the governing body of each taxing district as follows. The pages in the Plan and Report for each district are noted.

	Lents Town Center	River District
Information Required in the Plan	Pages	Pages
Description of projects	4-9	6-11
Outline of the components of the plan	20-28	13-18
Map and legal description	17-20 and Exhibit A	4 and 33-36
Relationship to local objectives	10-17	23-29
Proposed land uses, densities, and building requirements		29-30
Methods for relocation of persons living in the area	30-31	22
Property to be acquired and its disposition	28-30	20-22
Maximum indebtedness	32 - \$75,000,000	31 - \$233,935,655
Nature of future amendments	32-33	31-32
Public building benefits for the area	21-24	14-18
Information Required in the Report	Pages	Pages
Conditions in the urban renewal area	2-7	2-17
Reasons for selection of the areas	7-10	17-18
Relationship between projects and conditions	10-11	18-19
Cost of projects and funding sources	11-12 and Table 6	Exhibit A
Anticipated completion dates	Table 6	Exhibit A
Amount required and anticipated debt retirement date	Table 7	20
Financial feasibility	13	Exhibit B
Fiscal impact statement on other jurisdictions	13	20-21
Relocation plan	13-14	21

V. Controversial Issues:

Whether the districts are necessary and desirable may draw public comment.

VI. Link to Current County Policies:

NA

VII. Citizen Participation:

None in the County. The statutes require PDC to involve the public throughout the process.

VIII. Other Government Participation:

PDC is required to meet with each affected jurisdiction.

August 26, 1998

Multnomah County Board of Commissioners
Commissioner Beverly Stein, Chair
Commissioner Diane Linn
Commissioner Gary Hansen
Commissioner Lisa Naito
Commissioner Sharron Kelley

**RE: PROPOSED NEW URBAN RENEWAL AREAS IN RIVER DISTRICT AND
LENTS**

Dear Commissioners:

I am very pleased to forward draft urban renewal plans and reports for new urban renewal areas in the River District and Lents. As many of you know, we have been working with neighborhood residents and business and property owners in these areas for many years to formulate the underlying community and development plans that the urban renewal areas will help implement.

The urban renewal designation in both of these areas will allow us to make a considerable investment in affordable housing, transportation, parks and open space, job creating commercial and industrial uses, and important public amenities that will help realize the regional visions that have been identified for these unique areas. We know of no other public finance tool that can enable us to meet the City's and County's goals for these areas.

The preparation of these plans has come about as a result of significant public process. Under urban renewal law, we must meet with the County Board of Commissioners to seek your input on establishing a maximum indebtedness for the plan. We recognize that, under the new system of property taxation that Measure 50 brought us, creation of an urban renewal area requires a financial investment from all overlapping taxing districts whose boundaries are within the plan area. We look forward to participating with you as partners in the years ahead as we work to realize the vision set forth in the plans.

Thank you very much.

Sincerely,



Felicia L. Trader

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LENTS TOWN CENTER
URBAN RENEWAL PLAN

Approved by Portland Development Commission — August 19, 1998

LENTS TOWN CENTER URBAN RENEWAL PLAN

I. INTRODUCTION

A century ago, the little town of Lents was a busy crossroads in the region and a popular destination.

Farmers traveled Foster Road, which had been the North Fork of the Oregon Trail, to take crops to market by horse and carriage. Southeast 82nd and 92nd streets were favored routes for goods headed south from the Columbia River Docks.

In 1892 the streetcar line from Portland was extended to Lents, establishing and cementing the destiny of Lents to that of the growing Portland area. Lents Junction became a vital regional center of commerce and culture.

Portland's growth eventually reached Lents. When Lents was annexed to the City of Portland in 1912 it was a thriving, self-sufficient community (population about 2,000), with its own banks, barbers, shops, taverns and churches

As the automobile began influencing the urban landscape of Portland after World War II, the central Lents business district was slowly losing its identity and purpose as larger chain stores emerged in the area.

In 1983, the construction of the I-205 Freeway literally divided the neighborhood in half, leaving the area with both physical and emotional scars that remain today — and that have been a significant factor contributing to the current depressed economic conditions of Lents.

Another significant physical feature of Lents, Johnson Creek, has similarly impacted the historical development and character of Lents. Flooding has always been a natural phenomenon of Johnson Creek. Over the years unrestricted development in the Johnson Creek flood plain and watershed and alterations to the creek channel — coupled with the flooding tendencies of the Creek — have impacted and influenced residential, commercial and industrial development in the area

These same factors, and the recent listing of threatened salmon and steelhead under the *Endangered Species Act*, require careful and measured actions by the City of Portland. The challenge will be to protect and enhance this natural resource in conjunction with community economic development objectives, since a significant amount of commercial and industrial property is located in this impacted area.

Once again, in 1998, the Lents community finds itself at the crossroads of Portland's growth.

In 1995 Metro designated the area around the I-205/SE Foster interchange as a Town Center and the Freeway Land Company site (the largest undeveloped industrial property in the Outer Southeast Community Plan area) as a Mixed Use Employment Center in its 2040 Growth Concept Plan, potentially accommodating over 2,000 jobs.

Through a continuum of community-based planning exercises a vision of Lents has emerged that forms the cornerstone for this Urban Renewal Plan and future development of the Lents Town Center Area.

- **JOBS** — a growing source of employment for area residents.
- **WEALTH** — an opportunity for local residents, businesses and property owners to participate in and benefit from economic redevelopment.
- **LIVABILITY** — stable and safe neighborhoods with affordable housing.
- **COMMUNITY** — A healthy environment that supports a more livable community, characterized by:
 - A strong neighborhood residential environment surrounding a revitalized central town center business district that integrates the neighborhood into its purpose and function.
 - A network of connections and supportive transportation systems that help re-connect Lents and create a vibrant town center.

The goals, objectives and projects that follow provide a framework for overcoming the physical and economic conditions of blight existing today in Lents, and realizing this vision.

Note that items marked with * are defined in Section XIII — Glossary.

II. PUBLIC INVOLVEMENT

The Commission has solicited, received and considered the input of residents, property owners, business owners, neighborhood associations, business district associations, other interested parties and the general public in the development of this Plan. The Commission will affirmatively seek continuing public involvement in the implementation of the Plan.

Lents Town Center Urban Renewal Area (the “Area”) residents, employees, business owners, property owners and other interested parties will be fully involved in the implementation of the Lents Town Center Urban Renewal Plan (the “Plan”). The objectives of the public involvement program will be to:

- A. Involve the public in implementation and future amendments to the plan, prioritization of projects and long- and short-term financial planning.

- B. Provide ongoing public information to the community in the most appropriate ways, including Plan Advisory Committee meetings, newsletters, other public meetings and the media.
- C. Facilitate access by the community to the Portland Development Commission (the "Commission").

In particular, the Commission will seek advice and recommendations during the life of the Plan from a Plan Advisory Committee (the "Committee")* during the life of the Plan which represents residents, property owners, business owners and other parties with an interest in the revitalization of the Area. The Committee will draw its membership from representatives of groups including, but not limited to:

- Area residents, business owners and property owners
- Lents Target Area Coordinating Committee
- Foster Area Business Association
- 82nd Avenue Business Association
- Lents Neighborhood Association
- Powellhurst-Gilbert Neighborhood Association
- Foster-Powell Neighborhood Association
- Mt. Scott-Arleta Neighborhood Association
- Brentwood-Darlington Neighborhood Association
- Rose Community Development Corporation
- Marshall Caring Community
- Outer Southeast Community Project

The Commission will initially identify the individuals and groups to be represented on the Plan Advisory Committee. Each group may choose its representative to the Committee. The functions of the Plan Advisory Committee may over time be performed by a different but similarly representative group that is formed from within the community. The purpose of the Committee will be to:

- D. Meet as desired by the Committee or the Commission to review progress on implementation of the Plan.
- E. Participate in long- and short-term financial planning and project prioritization.
- F. Review and provide input on proposed substantial or minor amendments to the Plan, as described in Section XII.

The Commission will give substantial weight to Committee recommendations in making decisions related to the implementation or amendment of the Plan.

III. GOALS AND OBJECTIVES

A. Public Involvement

The Plan will be community based. Members of the community will be directly involved in the implementation and ongoing refinement of the Plan.

Objectives:

1. Work with the Plan Advisory Committee* to articulate Plan goals and objectives, identify and prioritize projects and do long- and short-term financial planning.
2. Provide information about the Plan and its projects in a variety of ways to stakeholders* in the area.
3. Encourage and facilitate regular communication among stakeholders, the Commission and the City Council regarding the Plan.

B. Neighborhood Revitalization

Invest public funds and work with residential property owners to maintain and increase livability* of residential neighborhoods within the area.

Objectives:

1. Help rehabilitate existing housing in residential neighborhoods through financial assistance (e.g. loan and grant programs), technical assistance (e.g. explanation of the zoning code or design assistance) and other methods.
2. Invest in local streets, parks and other public facilities as appropriate and desired by the residents
3. Work in partnership with owners or developers of key residential or mixed commercial/residential sites in residential areas to develop or redevelop these sites in conformance with zoning and other community objectives.

4. Coordinate neighborhood revitalization efforts with other efforts in southeast Portland, the city of Portland and the region. Ensure that the Plan is carried out in coordination with neighborhood plans and plans of schools and community based organizations*.

C. Revitalization of Commercial Areas

Invest public funds* and work in partnership with commercial property owners to increase the vitality and economic health of commercial areas within the Area, recognizing that there are several different types of commercial areas that serve different purposes. Help create an environment that supports business owners and operators, increases business profitability and creates jobs. Help create linkages and ensure compatibility between commercial areas and residential neighborhoods for their mutual benefit.

Objectives:

1. Help rehabilitate existing commercial and mixed commercial/residential property through financial assistance (e.g. loan and grant programs), technical assistance (e.g. explanation of zoning code or design assistance) and other methods.
2. Invest in streets, adequate parking and other public facilities (i.e. lighting, benches, and pedestrian shelters).
3. Work with the community to define standards of adequate parking.
4. Work with owners or developers of key commercial or mixed commercial/residential sites to develop or redevelopment these sites in conformance with zoning and other public objectives.
5. Invest in and help reinforce a visual and economic identity for downtown Lents.
6. Assist in promoting and marketing commercial areas.
7. Support the creation of new businesses by area residents.

D. Housing

Help provide new and rehabilitated housing units suitable for households with a range of incomes and housing needs, recognizing

the value of the existing affordable housing stock*. Create housing opportunities that allow Lents residents of all ages and income levels to remain in the community. Support housing development that conforms to zoning and other community objectives.

Objectives:

1. Research current and future housing needs in the area.
2. Help develop a range of housing types (e.g. single family detached, single family attached and multi family) and densities* that are affordable to households with a range of incomes and which increase neighborhood livability.
3. Help develop housing to support commercial revitalization.
4. Help rehabilitate existing housing in residential neighborhoods through financial assistance (e.g. loan and grant programs), technical assistance (e.g. explanation of zoning code interpretation or design assistance) and other methods.
5. When providing loans, grants or other assistance for housing development, preserve existing affordable housing and/or ensure no net loss of affordable housing units.
6. Require that at least a portion of the new housing developed with urban renewal assistance be affordable (per federal and local definitions) and targeted to area residents.
7. Help ensure permanent affordability for housing that has received urban renewal assistance.
8. Identify and analyze the development potential of underutilized housing sites and assist in their redevelopment, emphasizing high quality development and environmental sensitivity.
9. Require developers requesting financial assistance under this Plan to review proposed project and design with impacted neighbors, obtain feedback on possible impacts (i.e. design, building management, security and parking) and make reasonable efforts, as determined by the Commission, to mitigate neighbors' concerns.

E. Employment

Help businesses create family-wage jobs* within the Area and help make these jobs available to residents of the Area*.

Objectives:

1. Promote the development and redevelopment of industrial lands by investing public funds in infrastructure* (including streets, transit, sanitary and storm sewer and water), financial assistance (e.g. loans or grants), technical assistance (e.g. explanation of zoning code or design assistance) and other methods.
2. Initiate marketing efforts that promote the availability of commercial and industrial sites within the area.
3. Require employers receiving financial assistance under this Plan to coordinate workforce needs with community workforce development programs and target jobs for area residents.
4. Partner with community workforce development programs to meet the workforce needs of expanding and new employers in the area, and increase the ability of Lents residents to access family wage jobs in the area.
5. Promote commercial and industrial uses that create a large number of jobs per use (e.g. an assembly business rather than a warehouse).
6. Support the creation of new businesses by area residents.

F. Environment

Protect and enhance the natural environment within the Area. Promote development that respects the value of the environment. Help ensure that development minimizes impacts on flooding of Johnson Creek and in turn, is reasonably protected from flood dangers.

Objectives:

1. Participate and promote public participation in developing a watershed management plan for the Johnson Creek watershed that promotes environmentally sound development and conservation of the environment.

2. Invest public funds in flood plain management facilities and other actions called for in an adopted watershed management plan. This objective does not call for the use of eminent domain for acquisition of property unless the project is specifically identified in the Plan. See Section VIII of the Plan for provisions regarding land acquisition.

3. Help ensure that development within the area complies with the adopted watershed management plan.

4. Reduce the light and noise impacts of I-205 by installing landscaping and by other means.

G. Transportation

Improve transportation so that there is a safe and convenient access to homes and businesses within the Area and between the Area and the rest of the region. Improve multi-modal transportation facilities to promote walking, biking and transit as well as travel by motor vehicles.

Objectives:

1. Provide a “pedestrian-friendly” environment throughout the area by adding and/or improving pedestrian crossings, increasing nighttime lighting, and increasing connectivity between areas where people want to go. Help implement standards of the Lents Pedestrian District* within that district.

2. Participate in development of the Lents Transportation Management Plan.

3. Invest in projects designed to manage traffic flow, increase safety and increase access to the Area’s commercial and industrial areas.

4. Determine the feasibility of changing the existing Foster road/Woodstock boulevard couplet to two-way traffic on both streets through the downtown Lents business district.

5. Promote “transit-oriented” development where consistent with the transportation element of the city’s comprehensive plan.

6. Develop public parking facilities where appropriate to support commercial activities.

H. Parks, Recreation and Open Space

Invest in developing parks, open space and other public facilities to promote revitalization of the Area.

Objectives:

1. Develop and/or improve parks and open space facilities to increase neighborhood livability and the vitality of commercial areas.
2. Enhance opportunities for pedestrian and bicycle recreation by expanding the neighborhood park network. This may include connection of the existing parks with a greenway trail system that will allow residents and visitors to travel to all areas around the neighborhood with minimal auto conflict.
3. Protect the existing urban forest canopy* (trees) and expand the canopy where appropriate.
4. Develop and/or improve high-quality neighborhood parks within walking and biking distance of area neighborhoods. Each park should contain facilities appropriate for that park (e.g. playgrounds, playfields, picnic tables).
5. Develop a community center appropriate to the area.

I. Community Identity

Promote public and private development that creates a strong sense of identity for downtown Lents and individual neighborhoods.

Objectives:

1. Develop voluntary design guidelines for public and private development in downtown Lents that promote consistent design and development.
2. Create visual "gateways" at strategic entry points to the area.
3. Improve the streetscape* along key streets including SE Foster road, SE Woodstock, SE 82nd avenue and SE 92nd avenue.

IV. RELATIONSHIP TO LOCAL PLANS AND OBJECTIVES

A. Portland Comprehensive Plan

Effective on January 1, 1981 and last revised in October of 1996, the City of Portland's Comprehensive Plan is a guide for all land use related development within the City. The Lents Town Center Urban Renewal Plan is especially supportive of the following Comprehensive Goals and Policies.

Goal 2 — Urban Development: Maintain Portland's role as the major regional employment, population and cultural center through public policies that encourage expanded opportunity for housing and jobs, while retaining the character of established residential neighborhoods and business centers.

Policy 2.2 — Urban Diversity: Promote a range of living environments and employment opportunities for Portland residents in order to attract and retain a stable and diversified population.

Policy 2.9 — Residential Neighborhoods: Allow for a range of housing types to accommodate increased population growth while improving and protecting the city's residential neighborhoods.

Policy 2.11 — Commercial Centers: Expand the role of major established commercial centers which are well served by transit. Strengthen these centers with retail, office, service and labor-intensive industrial activities which are compatible with the surrounding area.

Policy 2.12 — Transit Corridors: Provide a mixture of activities along major transit routes and Main Streets to support the use of transit. Encourage development of commercial uses and allow labor-intensive industrial activities which are compatible with the surrounding area. Require development along transit routes to relate to the transit line and pedestrians and to provide on-site pedestrian connections.

Policy 2.15 — Living Closer to Work: Locate greater residential densities near major employment centers, including Metro-designated regional and town centers, to reduce vehicle miles traveled per capita and maintain air quality. Locate affordable housing close to employment centers. Encourage home-based work where the nature of the work is not disruptive to the neighborhood.

Policy 2.28 — Outer Southeast Community Plan: Promote the economic vitality, diverse residential character, environmental quality, and livability of Outer Southeast Portland by including the Outer Southeast Community Plan as a part of this Comprehensive Plan.

Goal 3 — Neighborhoods: Preserve and reinforce the stability and diversity of the City's neighborhoods while allowing for increased density in order to attract and retain long-term residents and businesses and insure the City's residential quality and economic vitality.

Policy 3.1 — Physical Conditions: Provide and coordinate programs to prevent the deterioration of existing structures and public facilities.

Policy 3.2 — Social Conditions: Provide and coordinate programs to promote neighborhood interest, concern and security and to minimize the social impact of land use decisions.

Policy 3.5 — Neighborhood Involvement: Provide for the active involvement of neighborhood residents and businesses in decisions affecting their neighborhood through the promotion of neighborhood and business associations.

Policy 3.9 — Outer Southeast Community Plan Neighborhoods and Business Plan: Use the Neighborhood Plans to guide decisions on land use, transportation and capital expenditures, community development programs where applicable.

- ◆ Outer Southeast Business Plan, March 1996
- ◆ Brentwood-Darlington Neighborhood Plan, January 1992
- ◆ Foster-Powell Neighborhood Plan, March 1996
- ◆ Lents Neighborhood Plan, March 1996
- ◆ Mt. Scott-Arleta Neighborhood Plan, March 1996
- ◆ Powellhurst-Gilbert Neighborhood Plan, March 1996

Objective A. — Foster Lents as a thriving urban employment center where people enjoy living, working, and recreating.

Objective H. — Enhance the image, marketability, and vitality of businesses and business areas in Outer Southeast.

Use the Southeast Business Plan to guide decisions on land use, transportation, capital expenditures, and economic revitalization programs.

Goal 4. — Housing: Provide for a diversity in the type, density and location of housing within the city consistent with the adopted City Housing Policy in order to provide an adequate supply of safe, sanitary housing at price and rent levels appropriate to the varied financial capabilities of city residents.

Policy 4.4 — Housing Choice and Neighborhood Stability: Support public and private actions which increase housing choices for Portlanders, with emphasis on housing and public improvement programs which: 1) improve the balance in the city's population by attracting and keeping in the city families with children; 2) maintain neighborhood schools; 3) increase the number of housing alternatives for both renter and owner; 4) improve the physical and environmental conditions of all neighborhoods.

Policy 4.7 — Existing Housing Major Rehabilitation: Provide assistance for rehabilitation of housing beyond housing maintenance code requirements 1) if the assistance is supportive of general community development activity; 2) on a voluntary basis; and 3) if the Existing Housing Maintenance and New Housing Policies are being fulfilled.

Goal 5. — Economic Development: Foster a strong and diverse economy that provides a full range of employment and economic choices for individuals and families in all parts of the city.

Policy 5.1 — Urban Development and Revitalization: Encourage investment in the development, redevelopment, rehabilitation and adaptive reuse of urban land and buildings for employment and housing opportunities.

Policy 5.2 — Business Development: Sustain and support business development activities to retain, expand and recruit businesses.

Policy 5.3 — Community-Based Economic Development: Support community-based economic development initiatives consistent with this Comprehensive Plan and compatible with neighborhood livability.

Policy 5.5 — Infrastructure Development: Promote public

and private investments in public infrastructure to foster economic development in Council-designated target areas.

Policy 5.6 — Area Character and Identity Within Designated Commercial Areas: Promote and enhance the special character and identity of Portland's designated commercial areas.

Policy 5.7 — Business Environment within Designated Commercial Areas: Promote a business environment within designated commercial areas that is conducive to the formation, retention and expansion of commercial businesses.

Goal 6. — Transportation: Provide for and protect the public's interest and investment in the public right-of-way and transportation system by encouraging the development of a balanced, affordable and efficient transportation system consistent with the Arterial Streets Classifications and Policies.

Policy 6.6 — Urban Form: Support a regional form composed of mixed-use centers served by a multi-model transportation system. New development should be served by interconnected public streets which provide safe and convenient pedestrian, bicycle and vehicle access. Street and pedestrian connections should be provided to transit routes and within and between new and existing residential, commercial and employment areas and other activity centers.

Policy 6.11 — Pedestrian Transportation: Plan and complete a pedestrian network that increases the opportunities for walking to shopping and services, institutional and recreational destinations, employment, and transit.

Goal 8. — Environment: Maintain and improve the quality of Portland's air, water and land resources and protect neighborhoods and businesses centers from detrimental noise pollution.

Policy 8.11 — Special Areas: Recognize unique land qualities and adopt specific planning objectives for special areas.

Objective D. — Johnson Creek Basin: Protect and preserve the scenic, recreation, fishery, wildlife, flood control, water quality, and other natural resource values of the Johnson Creek basin through application of environmental overlay zones and implementation of the Johnson Creek Basin Protection Plan.

Policy 8.14 — Natural Resources: Conserve significant natural and scenic resource sites and values through a combination of programs which involve zoning and other land use controls, purchase, preservation, intergovernmental coordination, conservation, and mitigation. Balance the conservation of significant natural resources with the need for other urban uses and activities through evaluation of economic, social, environmental, and energy consequences of such actions.

Goal 11. — Public Facilities: Provide a timely, orderly and efficient arrangement of public facilities and services that support existing and planned land use patterns and densities.

Policy 11.1 — Service Responsibility: Within its boundaries of incorporation, the City of Portland will provide, where feasible and as sufficient funds are available from public or private sources, the following facilities and services at levels appropriate for all land use types:

1. streets and other public ways
2. sanitary and stormwater sewers
3. police protection
4. fire protection
5. parks and recreation
6. water supply

Goal 12. — Urban Design: Enhance Portland as a livable city, attractive in its setting and dynamic in its urban character by preserving its history and building a substantial legacy of quality private developments and public improvements for future generations.

Policy 12.2. — Enhancing Variety: Promote the development of areas of special identity and urban character. Portland is a city built from the aggregation of formerly independent settlements. The City's residential, commercial and industrial areas should have attractive identities that enhance the urbanity of the City.

Policy 12.6 — Preserve Neighborhoods: Preserve and support the qualities of individual neighborhoods that help to make them attractive places. Encourage neighborhoods to express their design values in neighborhood and community planning projects. Seek ways to respect and strengthen neighborhood values in new development projects that implement this Comprehensive Plan.

B. Outer Southeast Community Plan

Economic Development Policy: Improve the vitality of outer southeast business districts and employment centers. Ensure that they grow to serve the needs of outer southeast residents, attract customers from throughout the region, and generate family wage jobs for residents.

Policy Actions:

ED2 — Look for opportunities to expand city programs for storefront improvement and business development.

ED4 — Assist in the redevelopment of the Freeway Land Development Corporation site for high-density employment opportunities.

ED7 — Support the development of a Town Center at Lents as designated in Metro's 2040 Plan.

ED10 — Seek funding to support programs providing educational and developmental assistance and investment capital for area businesses.

Transportation Policy: Ensure that streets in outer southeast form a network that provides for efficient travel throughout the community and to other parts of Portland and the region. Reduce congestion and pollution caused by the automobile by creating land use patterns that support transit, bike, and pedestrian travel.

Policy Actions:

TI — Evaluate truck access to industrial areas east of I-205 as a part of the Transportation System Plan process. Areas of concern include the industrial areas on either side of Foster Road.

T2 — Request that PDOT conduct a study and make recommendations to resolve conflicts between truck access to industrial areas on either side of Foster road east of I-205 and recreational use of the Springwater corridor.

T6 — Investigate ways to provide lighting for pedestrians beyond what is currently available in order to encourage walking as an alternative mode of travel.

Housing Policy: Provide a variety of housing choices for outer southeast community residents of all income levels by maintaining the

existing sound housing stock and promoting new housing development.

Policy Actions:

H3 — Provide information on rehabilitation loan programs for low-to moderate-income homeowners in designated areas.

H4 — Provide information on rehabilitation loan programs for rental property owners who rent to low-to moderate-income tenants in designated areas.

H5 — Make loans to improve at least 100 housing units for low-to-moderate income households a year.

Open space and Environmental Policy: Provide parks and open spaces to meet projected recreational needs of outer southeast residents. Create a sense of connection with the natural environment. Protect natural resources by reducing the impact of development on them.

Policy Actions:

OS4 — Improve streets and sidewalks between residential neighborhoods and neighborhood parks.

OS5 — Identify areas in need of additional street trees and obtain funding or seek donations of trees.

OS20 — Identify opportunity sites and projects which mitigate water quality and flooding problems while offering community amenities such as recreation and employment areas.

Subarea Policy III — Lents Town Center: Foster the development of a Lents Town Center that attracts employment opportunities, residential density, and recreational activities while reducing adverse environmental impacts.

Objectives:

2) — Focus public resources on the development of the Town Center as a commercial, residential and employment center.

3) — Address flood plain and other environmental issues so that industrial and commercial uses do not have an adverse impact on Johnson Creek and surrounding wetlands.

4) — Ensure a wide range of housing in terms of structure, ownership, rental patterns, and price.

5) — Provide a coordinated pedestrian, bicycle, automobile, and transit infrastructure that will support increased economic and

residential development.

Subarea Policy VIII — Mt. Scott/Johnson Creek: Protect the natural character of the area while providing for orderly urban development. Provide for the recreational needs of this newly developing area and locate new housing opportunity near Powell Butte.

C. Lents Neighborhood Plan

Policy 2. — Economic Development: Preserve and enhance the commercial viability of existing businesses within Lents area.

Policy 3. — Trails, Parks, Open Space and the Environment: Promote recreational opportunities in and around Lents while preserving and protecting the environment.

Policy 5. — Urban Design: Use urban design concepts and amenities to preserve and enhance neighborhood livability and to maintain a sense of place.

Policy 6. — Housing: Encourage a sense of community pride in Lents by maintaining, restoring and rehabilitating existing homes and taking advantage of opportunities to build a variety of new housing.

Policy 7. — Neighborhood Livability: Restore Lents identity as a friendly, safe, attractive neighborhood for everyone in our historic community.

Policy 8. — Transportation: Improve access to and through Lents using a variety of modes while reducing noise, pollution and safety hazards.

V. URBAN RENEWAL AREA

A. Description

The Lents Town Center Urban Renewal Area is located entirely within the City of Portland and Multnomah County in the State of Oregon; and geographically in the Southeast corner of the city limits. The Area contains several distinctive sub-areas.

1. **North/South Commercial Corridor of SE 82nd Ave.** — A 2.6 mile stretch of this main city arterial forms the Western edge of the Area. Along SE 82nd Avenue can be found a variety of land uses ranging from housing to super stores and a shopping mall.

2. **East/West Mixed-Use Corridor of SE Foster Road** — this main city arterial runs 2.3 miles through the center of the Area. Along its path is a changing assortment of uses, greatly influenced over the years by the volume, speed and transportation uses. Though still scattered along the whole stretch of Foster, housing has given way to commercial uses, creating in many places a hard edge to the residential neighborhood.

In the eastern section of the Area, a more industrial character is present with larger sites serving the needs of auto recycling, rock crushing, cement block, paper recycling and auto body and repair businesses. This street also provides the only access to the Freeway Land site, a potentially large employment center.

Through the center of the Area, Foster travels one way through the downtown Lents business. Redesigned to service the I-205 Freeway interchange in the early 1980's, Foster Road's purpose and character changed — at the expense of the business district.

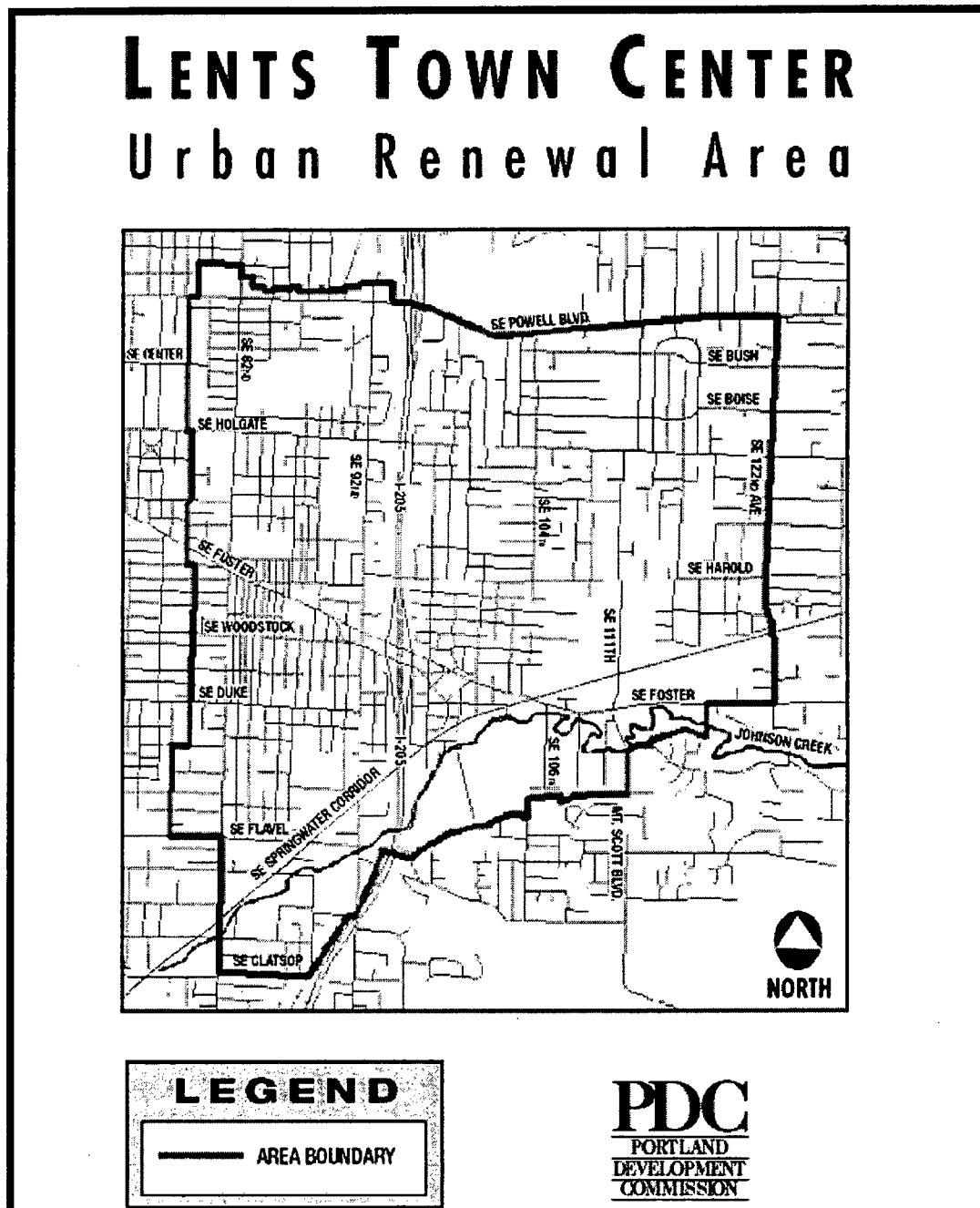
3. **Traditional Neighborhoods** — straddling the major arterials are more traditional urban neighborhoods. With exceptions, the houses are generally older and show signs of age, as do many residential streets. Housing is very affordable (relative to the Portland region) and thus attractive to working class families.

4. **Downtown Lents Business District** — divided by the freeway, harassed by Foster Road, and challenged by the growth of nearby shopping centers, the downtown Lents business district is all but extinct. With an abundance of underutilized property and potential, the business district holds the key and promise to the future of Lents Town Center.

5. **Freeway Land Employment Center** — at approximately 100 acres, this single-owner site and adjacent properties just east of the I-205 and SE Foster Road interchange is a mix of undeveloped and underutilized property zoned general employment and industrial. While a significant portion of the site is within the Johnson Creek flood plain subject to development restrictions, there still exists the opportunity to create a sizable business park or light manufacturing complex with the potential of creating 2,000 – 3,000 jobs for Area residents.

6. **Johnson Creek** — meandering through Lents on a path approximately paralleling the Southern boundary of the Area, Johnson Creek is an important community asset in spite of its inherent flooding liability. Development of a long-term management plan for the watershed and flood plain is a critical first step in assuring that future development near Johnson Creek minimizes impacts on flooding and permits this natural resource to be a community and economic attractor.

B. Map



C. Legal Description

The legal description of the Area is included as Exhibit "A".

VI. PROPOSED LAND USES

The City of Portland's Comprehensive Plan and implementing ordinances govern Land use within the Area. Any adopted change in the Comprehensive Plan or implementing ordinance shall automatically amend this Section, as applicable, without the necessity of any further formal action. This Section and Exhibit "B" (Comprehensive Plan Map) shall thereafter incorporate the relevant amendments, additions or deletions. To the extent this Section VI and Exhibits A and B conflict with the Comprehensive Plan or Zoning Code, the Comprehensive Plan and Zoning Code shall govern.

Comprehensive Plan Designations

EX	Central Employment
EG	General Employment
IG	General Industrial
CG	General Commercial
CM	Mixed Commercial
CS	Storefront Commercial
CN	Neighborhood Commercial
R1	Residential 1,000
R2	Residential 2,000
R5	Residential 5,000
R7	Residential 7,000
R10	Residential 10,000
OS	Open Space
IR	Institutional Residential

VII. URBAN RENEWAL PROJECTS

In order to achieve the objectives of this Plan, the following projects will be undertaken by the Commission in accordance with applicable federal, state, county and city laws, policies and procedures. Such projects may be modified, expanded or eliminated as needed to meet the objectives of the Plan, subject to Section XII, Amendments to the Plan.

A. Public Improvements.

Public improvements include the construction, reconstruction, repair or replacement of sidewalks, streets, transit systems, parking, parks, pedestrian amenities, water, sanitary sewer and storm sewer facilities and other public infrastructure deemed appropriate for the achievement of the goals and objectives of this Plan.

1. Foster Road Street Improvements

SE Foster Road is the main East-west Street of the Area, cutting through the heart of the Lents Town Center and serving a variety of transit, commercial and neighborhood purposes. Portions of SE Foster Road are classified by the City of Portland as a *Major City Traffic Street, Major City Transit Street, City Bikeway, City Walkway and Major Truck Street*.

It is a primary objective of this Plan that SE Foster Road play a significant and supportive role in revitalization of Area commercial and neighborhood districts.

Improvements to SE Foster Road will more closely link the functions of SE Foster Road to the immediately adjacent commercial and neighborhood districts of the Area, as well as meet public objectives of the *Transportation Element* of the *City of Portland Comprehensive Plan*. These projects are also intended to support and stimulate the revitalization and redevelopment of currently vacant, underutilized or blighted commercial property in the Area by improving the utility and character of SE Foster road in ways that the community envisions will encourage and support redevelopment of the downtown Lents business district.

a) **Intersection Improvements:** signals, pedestrian accommodations and curb extensions per 1995 *Foster / Woodstock transportation study*.

b) **Pedestrian Improvements:** traffic calming, signal improvements, crossing improvements.

c) **Bicycle improvements:** lane stripping, signage.

2. 82nd Avenue Improvements

SE 82nd Avenue is the main north-south traffic corridor in the Area and serves a variety of transit, commercial and neighborhood purposes. Portions of 82nd Avenue are classified by the City of Portland as a

Major City Traffic Street, Major City Transit Street, City Walkway and Major Truck Street.

Improvements to this street at major intersections are intended to promote safer and more efficient circulation of vehicles and pedestrians, and encourage redevelopment of underutilized commercial property. Sidewalk and other pedestrian accommodating improvements between intersections will facilitate access of neighborhood residents to and between commercial areas.

- a) **Intersection Improvements:** signals, pedestrian accommodations and curb extensions.
- b) **Pedestrian Improvements:** traffic calming, signal improvements, crossing improvement, sidewalks.

3. 92ND Avenue Improvements

SE 92nd Avenue between SE Powell and SE Holgate is a heavily traveled, mainly residential street impacted by cut-through commercial and freeway traffic. The street lacks sidewalks, curbs, gutters and improved intersections. These conditions contribute to the blighted appearance of this stretch of the neighborhood, as well as higher speed traffic flow presenting conflicts and difficulties for pedestrian and bicycle traffic.

Portions of 92nd Avenue are classified by the City of Portland as *Neighborhood Collector Street, Minor City Transit Street, City Walkway and City Bikeway.*

- a) **Street Improvements:** road surface, storm water control, lights, trees, curbs and curb extensions.
- b) **Pedestrian Improvements:** traffic calming, signal improvements, crossing improvements, sidewalks.
- c) **Bicycle Improvements:** lane stripping, signage

4. Area-Wide Street Improvements — Annual Program

In order to stimulate and support desired commercial and neighborhood revitalization, funds will be available on an annual basis to respond to needs of emerging redevelopment projects and neighborhood improvement projects to address traffic calming, pedestrian and bicycle accommodation and rebuild unimproved streets.

- a) **Street Improvements:** road surface, storm water control, lights, trees, curbs and curb extensions.

- b) **Pedestrian Improvements:** traffic calming, signal improvements, crossing improvement, sidewalks.

5. Parking Facilities

Redevelopment of the downtown Lents business district is a high priority of the community. The availability of adequate parking to support desired commercial activity is seen as a key ingredient in the commercial development strategy of this area. To stimulate and support the desired character and potential redevelopment of the business district, funds will be used to develop strategic parking lots or structures as defined by planning activities.

6. Public Facilities / Spaces

The development of public facilities and spaces is a key element in development of a revitalized and healthy Lents Town Center that is attractive to future private investment and supportive of a stable neighborhood and residential character. Facilities are planned which serve to integrate resident and public uses with commercial and economic development activities while maximizing utility of existing and planned public infrastructure.

- a) **Community / Public Service Center:** to be further defined and sited as a result of a community planning process. This facility is envisioned to serve as a community-gathering place. Associated with such a facility will be other public or community uses (e.g. fire, police, fraternal organizations, youth services, school programs, library, and public offices) that create an active and multi-purpose focus for the town center.

- b) **Workforce Training Center:** to be further defined and sited as a result of a community planning process. This facility will serve as the focal point for coordinating and providing training of the area workforce to meet the needs of employers attracted to the area as a result of other activities of this plan.

c) **Public Square / Plaza:** to be further defined and sited as a result of a community planning process. The community-desired character of the downtown Lents business district — the heart of the Lents Town Center — includes providing for a dedicated public open space which will serve as a gathering and/or market place for commercial and neighborhood activities (e.g. festivals, farmer's market, concerts). Such a place is intended to support and enhance the emerging development of the downtown Lents business district, and encourage the integration of commercial activities with the surrounding residential neighborhood.

d) **Area Gateway Projects:** to be further defined and sited as a result of a community planning process. Attractive signage and/or other distinctive features will be constructed at strategic locations to identify the area and different neighborhoods.

7. Watershed / Floodwater Management Projects

The impact of Johnson Creek on past and future development of the Area can not be understated. As a major water feature and natural resource, the Creek has significant potential to attract development to the Area. With a history and destiny of seasonal flooding in the Area, however, future development in the watershed will need to be carefully managed to minimize impacts on flooding of Johnson Creek. Conversely, floodwater management projects can serve to reduce the impacts of flooding on the surrounding area and existing development. Specific projects and programs will be further defined and sited as a result of a community planning process.

a) **Floodwater Management Projects:** to be further defined and sited as a result of a community planning process. Projects will serve to minimize the damage to public and private property in the area, and downstream, through the storage and or controlled release of floodwater during flooding events.

b) **Watershed Storm Water Diversion Program:** to encourage the control and on-site management of storm water in existing and new development within the area.

B. Rehabilitation, Development and Redevelopment Assistance

The Commission will undertake loans and grant programs to assist property owners in rehabilitating or redeveloping property within the Area to achieve the objectives of the Plan. This may include residential, commercial or industrial loans or grants, financial assistance to improve older buildings to

meet current code standards (including seismic standards), assistance to remediate environmental conditions, or other programs to eliminate blight in the area.

The Commission, with funds available to it, is authorized to establish financial assistance programs and provide below-market rate interest and market rate interest loans and provide such other forms of financial assistance to property owners, owners of buildings which are in need of rehabilitation or persons desiring to acquire or lease property from the Commission, as it may deem appropriate in order to achieve the objectives of the Plan.

1. Economic / Commercial Development

The Commission will support a variety of programs designed to maximize the development potential of underutilized property, employment potential of existing businesses, and improve the vitality and economic health of commercial and industrial areas to attract private development and employment activities.

- a) **Development Opportunity Strategies Program:** provide technical and/or financial assistance to property and business owners and developers in determining the feasibility of redevelopment projects which further the revitalization of commercial areas with the urban renewal area.
- b) **Storefront Improvement / Commercial Expansion Program:** provide financial assistance to property owners or tenants to improve the appearance of commercial storefront properties and/or rehabilitate long-term vacant commercial space.
- c) **Business Development Program:** provide technical and/or financial assistance to area businesses seeking to improve operations, increase profitability and/or create new jobs in support of the revitalization and employment goals of this plan.
- d) **Redevelopment Assistance Program:** provide technical and/or financial assistance to developers of commercial/industrial property in the area that furthers the goals and objectives of this plan.

- e) **Business Recruitment / Area Marketing Program:** in conjunction with other redevelopment and business development projects of this plan, the Commission will promote opportunities within the area to prospective employers and businesses customers.

2. **Housing Development**

The Commission will support a variety of projects and programs, which will provide new and rehabilitated housing for residents and workers in the Area. Neighborhood revitalization and residential stabilization will have an important influence on the retention, attraction and expansion of commercial and employment opportunities in the Area.

- a) **Homeowner Repair Program:** provide financial assistance to homeowners for the purpose of making repairs and improvements to their house and property.

- b) **Homebuyer Program:** provide financial assistance to area residents and employees in purchasing a house in the area.

- c) **Rental Property Repair:** provide financial assistance to owners of rental property in the area for the purpose of making repairs and improvements to the residential unit and property.

- d) **Housing Development Program:** provide technical and/or financial assistance to developers of housing in the area that furthers the goals and objectives of this plan.

- e) **Housing Replacement:** facilitate the construction of up to 78 housing units by the year 2017 or prior to the completion of this Plan, whichever occurs first, as replacement for housing opportunity lost through rezoning of approximately 77,200 square feet of property from residential to commercial in the downtown Lents business district. This replacement shall be accomplished within the Plan Area in one of the following ways:

1. Building 39 housing units on land without zoning requiring the construction of housing (e.g., commercial, commercial storefront [CS] or central employment [EX] zones. Units replaced by this method shall be calculated at 1 unit / 2,000 SF of site area.

2. Increase the housing potential within the Plan Area by 78 housing units by:
 - a) securing approval for comprehensive plan map amendments and zone changes of non-residential zoning to residential zoning, or
 - b) through increases to the allowed densities on residentially zoned land.
 - c) Units replaced by this method shall be calculated at 1 unit / 1,000 SF of site area.
3. A combination of methods #1 or #2 above where proportionate housing replacement is obtained and densities are calculated:
 - a) For method #1: 1 housing unit per 2,000 SF of site area.
 - b) For method #2: 1 housing unit per 1,000 SF of site area.

C. Land Acquisition, Improvement and Disposition for Redevelopment

The Commission may acquire, improve and dispose of property for redevelopment in conformance with the Comprehensive Plan, Zoning Ordinance and specific Plan objectives. The detailed provisions pertaining to these activities are described in Sections VIII and IX of this Plan.

1. Redevelopment Opportunity Site Acquisition Program

The Commission will acquire real property that presents an opportunity for implementing major private redevelopment projects that further the goals and objectives of this Plan.

D. Planning

The Commission may undertake planning projects related to achieving the goals and objectives of this Plan.

1. De-Coupling SE Foster/SE Woodstock

A planning project will be undertaken to determine the feasibility and related issues of changing the existing Foster Road/Woodstock Boulevard couplet to two-way traffic on both streets through the downtown Lents business district. The purpose of this project will be to determine the benefit of any subsequent improvement projects to the commercial redevelopment of the downtown Lents business district.

E. Administration

The Commission will undertake administration of all aspects of the Plan.

VIII. PROPERTY ACQUISITION AND DISPOSITION

Land acquisition by the Commission is authorized to achieve the objectives of the Plan as described in this section. All property acquisition funded with urban renewal shall be undertaken directly by the Commission.

A. Property Acquisition from Willing Sellers

For projects included in the Plan the Commission is authorized to acquire property from owners that wish to convey title by voluntary sale, donation, or other means. Prior to acquiring such property, the Commission shall adopt a Resolution identifying the property and finding that the acquisition thereof is necessary to achieve the objectives of the Plan.

B. Property Acquisition by Eminent Domain for Public Improvements

The Commission will not acquire property by eminent domain for public improvement projects funded by this Plan.

C. Property Acquisition by Eminent Domain for Disposition and Redevelopment

The Commission will not acquire property by eminent domain for disposition and redevelopment projects funded by this Plan.

D. Procedures for Property Acquisition by Eminent Domain

Any amendment to this Plan to authorize acquisition of property by eminent domain shall follow appropriate condemnation procedures as recommended by the Advisory Committee. The Committee will develop such procedures by July 1, 1999.

IX. PROPERTY DISPOSITION POLICIES AND PROCEDURES

A. Property Disposition

The Commission is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property which has been acquired, in accordance with the provisions of this Urban Renewal Plan.

All real property acquired by the Commission in the Area shall be disposed of for development for the uses permitted in the Plan at its fair re-use value for the specific use to be permitted on the real property. All persons and entities obtaining property from the Commission shall use the property for the purposes designated in this Plan, and shall commence and complete development of the property within a period of time which the Commission fixes as reasonable, and shall comply with other conditions which the Commission deems necessary to carry out the purposes of this Plan.

To provide adequate safeguards to insure that provisions of this Plan will be carried out to prevent the recurrence of blight, all real property disposed of by the Commission, as well as all real property owned or leased by participants receiving financial assistance from the Commission, shall be subject to this Plan. Leases, deeds, contracts, agreements, and declarations of restrictions by the Commission may contain restrictions, covenants, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes, or any other provisions necessary to carry out this Plan.

B. Redeveloper's Obligations

Any Redeveloper, and the Redeveloper's successors and assigns, within the Area, in addition to other controls and obligations stipulated and required of the Redeveloper by provisions of this Urban Renewal Plan, shall also be obligated by such additional requirements as may be determined by the Commission, including, but not limited to:

1. The redeveloper shall obtain necessary approvals of proposed developments from all federal, state and/or local agencies that may have jurisdiction on properties and facilities to be developed within the area.
2. The Redeveloper and the Redeveloper's successors or assigns shall develop property in accordance with land use provisions and building requirements specified in this Plan.
3. The Redeveloper shall submit all plans and specifications for construction of improvements on the land to the Commission for plan and design review and distribution to appropriate reviewing bodies as stipulated in this Plan and existing City codes and ordinances. Such plans and specifications shall comply with this Plan and the requirements of existing City codes and ordinances.
4. The Redeveloper shall accept all conditions and agreements as may be required by the Commission in return for receiving financial assistance from the Commission.

5. The Redeveloper shall commence and complete the development of such property for the uses provided in this Plan within a reasonable period of time as determined by the Commission.

6. The Redeveloper shall not effect or execute any agreement, lease, conveyance, or other instrument whereby the real property or part thereof is restricted upon the basis of age, race, color, religion, sex, sexual orientation or national origin in the sale, lease or occupancy thereof.

7. The Redeveloper shall maintain developed and/or undeveloped property under Redeveloper's ownership within the Area in a clean, neat, and safe condition, in accordance with the approved plans for development.

X. RELOCATION POLICIES AND PROCEDURES

If in the implementation of this Plan persons or businesses should be displaced by the action of the Commission, the Commission will undertake appropriate relocation assistance in accordance with the Commission's adopted Relocation Regulations and all other applicable laws or regulations at the time of such action. (Currently: ORS 281.045-281.105)

In addition to any other law or regulation, the following procedures shall apply to any relocation resulting from this Plan.

- A. The Commission will consult with each displacee to determine individual relocation needs.
- B. If desired, the Commission will provide assistance in locating a suitable replacement property.
- C. Households displaced from dwellings will not be required to move until appropriate dwellings at costs or rents within their financial means are available to them.
- D. Displaced businesses will be informed in writing of all relocation costs and allowances the business is entitled to receive.
- E. Displaced businesses will be provided with current and continuing information on the availability, purchase prices, and rental costs of suitable commercial properties or locations.

F. After receiving written notice to move, the Commission will provide displaced businesses a minimum of 90 days to move. The business may request additional time and assistance to locate a suitable replacement site, which, if reasonable, the Commission shall grant.

G. Households and businesses will be eligible for financial relocation benefits in accordance with all applicable laws or regulations at the time of such action. (Currently: ORS 281.060)

H. Any disputes arising from Commission provided relocation assistance or payments shall be resolved through the PDC Relocation Hearing Rules of Procedure.

XI. TAX INCREMENT FINANCING

The Commission is authorized to finance the projects contained in the Plan using all legal sources of funding and specifically including funds raised under Article IX, Section 1(c) of the Oregon Constitution as authorized in Chapter 457 of Oregon Revised Statutes.

A. General Description of the Proposed Financing Methods

The Plan will be financed using a combination of revenue sources. These include:

1. Tax increment revenues, described in more detail below;
2. Advances, loans, grants and any other form of financial assistance from the federal, state or local governments or other public body;
3. Loans, grants, dedications or other contributions from private developers and property owners; and
4. Any other source, public or private.

Revenues obtained by the Commission will be used to pay or repay costs, expenses, advancements and indebtedness incurred in planning or undertaking project activities or otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan.

B. Tax Increment Financing

The Plan may be financed, in whole or in part, by funds allocated to the Commission as provided in Section 1(c), Article IX of the Oregon Constitution and ORS 457.420 through ORS 457.450.

C. Maximum Indebtedness

1. The maximum indebtedness that may be issued or incurred under the plan is SEVENTY FIVE MILLION DOLLARS (\$75,000,000).
2. Any indebtedness permitted by law and incurred by the Commission or the City of Portland in connection with the preparation of this Plan or prior planning efforts related to this Plan may be repaid from tax increment revenues from the Area when and if such funds are available.
3. No additional indebtedness would be incurred under the Plan when either (1) the maximum indebtedness amount is reached, (2) the urban renewal area no longer has indebtedness or any plan to incur indebtedness within the next year, or (3) on October 1, 2015, whichever comes first.

XII. AMENDMENTS TO PLAN

This Plan may be reviewed and evaluated periodically, and may be amended as needed, in conformance with statutory requirements. All amendments to this Plan shall be made pursuant to the following procedures.

A. Substantial Amendments

Substantial Amendments shall require the notice, hearing and approval procedures required by statute. Substantial amendments consist of:

1. Adding land to the urban renewal area, except for an addition of land that totals not more than one percent (1%) of the existing area of the urban renewal area.
2. Increasing the maximum amount of indebtedness (excluding bonded indebtedness issued to refinance or refund existing bonded indebtedness) to be issued under the plan.
3. Any amendment defined by statute to be a substantial amendment.

B. Minor Amendments Approved by City Council.

Amendments to the Plan defined in this section shall require approval by the Commission by Resolution, following review by the Advisory Committee, and approval by the City Council by Ordinance. Such amendments are defined as:

1. Acquisition of property by eminent domain.

C. Other Minor Amendments.

Minor amendments other than those defined in Section XII (B)

Such amendments are defined as:

1. Amendments to clarify language, add graphic exhibits, make minor modifications in the scope of location of improvements authorized by this Plan, or other such modifications which do not change the basic planning or engineering principles of the Plan may be approved by the Portland Development Commission in resolution form, following review by the Advisory Committee.

XIII. GLOSSARY

1. **Affordable Housing** — housing that costs a household less than 30% of its income.
2. **Area** — Lents Town Center Urban Renewal Area.
3. **Community-Based Organizations** — organizations, usually private, non-profits, that are directed by community members and which usually provide services related to housing and social services.
4. **Downtown Lents** — the area immediately surrounding the intersection of SE 92 and Foster Rd.
Family Wage Jobs — as defined by Metro, a family wage job is a permanent job with an annual income greater than or equal to the average annual covered wage in the region. In 1996 a family wage was estimated to be \$14.59 per hour, \$2,530 per month.
5. **Housing Density** — the number of housing units per acre.
 - Low-density housing is usually less than 8 units per acre and is usually single family detached.
 - Medium density is usually over 8 but less than 25 units per acre and includes townhouses, condominiums and apartments.
 - High density is usually over 25 units per acre and consists of condominiums or apartments.

6. **Housing Type** — housing type refers to whether housing is:
 - Single family detached
 - Single family attached: Condominiums or town houses individually owned by structurally attached or part of a single structure.
 - Duplex or Triplex: 2 or 3 units in a single structure under single ownership.
 - Multi family: 4 or more rental units in a single structure.
7. **Implementation** — carrying out the Plan or a project in the Plan. Includes public involvement, planning, financing, design and construction of a project or beginning of a program.
8. **Infrastructure** — services and facilities needed to support development. Usually includes streets, transit, sanitary sewer, storm sewer, and water.
9. **Lents Pedestrian District** — an area designated under the City's Comprehensive Plan in which pedestrian facilities (sidewalks, street furniture, lighting, etc.) are given special priority.
10. **Lents Transportation Management Plan** — a plan to analyze transportation needs in the Area and to recommend specific transportation improvement projects.
11. **Livability** — a subjective measure of factors residents use to judge the character and quality of their neighborhood/city, such as: crime, safety, schools, churches, appearance, transportation systems, affordable housing, community activities, and availability and proximity to jobs, commerce, and parks.
12. **Plan Advisory Committee** — the Committee charged with overseeing the preparation of the Plan and advising the Commission and the City Council on Plan adoption and implementation.
13. **The "Plan"** — Lents Town Center Urban Renewal Plan.
14. **Public Funds** — in the context of this Plan, public funds generally mean the tax increment revenues generated by growth in the Area and other funds dedicated to or available to the Commission to carry out the Plan.
15. **Stakeholders** — people with a stake in the improvement of the urban renewal area, including neighborhood and business district associations, property owners, residents and others.
16. **Streetscape** — the design and appearance of a street and adjacent property that support desired functional objectives of the street (i.e. transportation elements, looks, residential/commercial character). Typical physical elements include the use of trees, lights, signs, sidewalks (and sidewalk activities), storefronts, parking, pedestrian crossings and traffic signals.

17. **Transit Oriented Development (TOD)** — a mix of residential, retail and office uses and a supporting network of roads, bikeways and walkways focused on a major transit stop and designed to support a high level of transit use.
18. **Watershed Management Plan** — a plan to guide public and private actions in the Johnson Creek watershed (the area that drains to Johnson Creek) so that the environmental quality of the watershed is improved and maintained.
19. **Workforce Development** — training and educational programs that increase the ability of community members to get jobs, especially family wage jobs.

— EXHIBIT A —

Lents Town Center Urban Renewal Area

Legal Description of Area Boundary

The approximate boundaries of the Area are graphically shown on the Urban Renewal Area Map (Section V(B) of the *Lents Town Center Urban Renewal Plan*).

(Where Tax Lot numbers are referenced identifying a boundary property, the Book and Page numbers of the Multnomah County Book of Deeds are herein shown as "Bk/Pg" and appropriate numbers. Multnomah County Survey "CS" numbers are also shown when known.)

- 1 Commencing in the N.E. 1/4 of the S.E. 1/4 of Section 8, Township 1
2 South, Range 2 East of the Willamette Meridian, City of Portland,
3 County of Multnomah, State of Oregon, on the north right-of-way line
4 of S.E. Powell Boulevard at a point on a northerly prolongation of the
5 west right-of-way line of S.E. 79th Avenue, Assessor Map 1S 2E 8DA
6 for the TRUE POINT OF BEGINNING of the Lents Town Center
7 Urban Renewal Area Boundary Line;
- 8 1. Thence easterly on said north right-of-way line of said S.E. Powell
9 Boulevard to a point on the west right-of-way line of that portion of
10 S.E. 79th Avenue lying north of S.E. Powell Boulevard, Assessor Map
11 1S 2E 8AD and said Assessor Map 1S 2E 8DA;
- 12 2. Thence north on said west right-of-way line of S.E. 79th Avenue to a
13 point on a westerly prolongation of the north property line of Tax Lot
14 12900 (Bk/Pg-2428/0346), Section 08, (see CS 50236), said Assessor
15 Map 1S 2E 8AD;
- 16 3. Thence east along said westerly prolongation and north property line
17 of said Tax Lot 12900 and its eastern prolongation to a point on the
18 east right-of-way line of S.E. 82nd Avenue, said Assessor Map 1S 2E
19 8AD;
- 20 4. Thence south along said east right-of-way line of S.E. 82nd Avenue to a
21 point on the north right-of-way line of S.E. Franklin Street, Assessor
22 Map 1S 2E 9BC and said Assessor Map 1S 2E 8AD;

- 23 5. Thence east along said north right-of-way line of S.E. Franklin Street
24 to a point on a northerly prolongation of the east property line of Tax
25 Lot 12600 (Bk/Pg-2697/0212), Section 09, said Assessor Map 1S 2E
26 9BC;
- 27 6. Thence south along said northerly prolongation and east property line
28 of said Tax Lot 12600 to the southeast corner of said Tax Lot 12600,
29 said Assessor Map 1S 2E 9BC;
- 30 7. Thence east 219.44 feet, more or less, from said southeast corner of
31 said Tax Lot 12600 along the north property lines of Tax Lots 12300
32 (Bk/Pg-96/003030), Section 09, (see CS 39688), 12200 (Bk/Pg-
33 96/188089), Section 09, (see CS 46325) and 12100 (Bk/Pg-94/168808),
34 Section 09, (see CS 25147), to the northeast corner of said Tax Lot
35 12100, said Assessor Map 1S 2E 9BC;
- 36 8. Thence south along the east property line of said Tax Lot 12100 to the
37 northwest corner of Tax Lot 12000 (Bk/Pg-2193/0652), Section 09, then
38 east 133.7 feet, more or less, to the west right-of-way line of S.E. 84th
39 Avenue, then north on said west right-of-way line of S.E. 84th Avenue
40 to a point on a west prolongation of the north property line of Tax Lot
41 10200 (Bk/Pg-2141/1060), Section 09, (see CS 37793), said Assessor
42 Map 1S 2E 9BC;
- 43 9. Thence east along said west prolongation and the north property line
44 of said Tax Lot 10200 and Tax Lot 10100 (Bk/Pg- 1956/1414), Sec 9,
45 (see CS 37793) to the northeast corner of said Tax Lot 10100, said
46 Assessor Map 1S 2E 9BC;
- 47 10. Thence north along a northerly prolongation of the east property line
48 of said Tax Lot 10100 to the northwest corner of Tax Lot 9800 (Bk/Pg-
49 96/139717, Section 09, said Assessor Map 1S 2E 9BC;
- 50 11. Thence east along the north property line of said Tax Lot 9800 to the
51 west right-of-way line of S.E. 85th Avenue, said Assessor Map 1S 2E
52 9BC;
- 53 12. Thence north along said west right-of-way line of S.E. 85th Avenue to
54 a point on a westerly prolongation of the north property line of Tax Lot
55 2900 (Bk/Pg-97/181319), Lot 17, Block 5, Johnston Acres (see CS
56 6336), said Assessor Map 1S 2E 9BC;
- 57 13. Thence east on said westerly prolongation and the north property line
58 of said Tax Lot 2900 to the northeast corner of said Tax Lot 2900 and
59 south along the east property line of said Tax Lot 2900 to its southeast
60 corner, said Assessor Map 1S 2E 9BC;

- 61 14. Thence east on the north property lines of Tax Lots 2500 (Bk/Pg-
62 97/181319) - Lot 13, 2400 (Bk/Pg-2134/1426) - west 6 feet of Lot 11, Lot
63 12 and 2300 (Bk/Pg-1714/2107), east 54 feet of Lot 11, Block 5,
64 Johnston Acres, and an easterly prolongation of said north property
65 lines to a point on the east right-of-way line of S.E. 87th Avenue, said
66 Assessor Map 1S 2E 9BC, and Assessor Map 1S 2E 9BD;
- 67 15. Thence east along the north property lines of Tax Lots 7400 (Bk/Pg-
68 94/071792) Lot 16 Block 6 Johnston Acres, 7300 (Bk/Pg-94/058454)
69 and 7200 (Bk/Pg-94/058454) Lots 15 and 14 Block 6 Johnston Acres
70 (see CS 18012/13647) to a point on the west property line of Tax Lot
71 6800 (Bk/Pg-97/084094) west 60 feet of Lot 10 and all of Lot 13 both of
72 Block 6 Johnston Acres, said Assessor Map 1S 2E 9BD;
- 73 16. Thence clockwise around the north 95 feet of said Tax Lot 6800 to the
74 northwest corner of Tax Lot 7000 (Bk/Pg-95/077232), north 35 feet of
75 Lots 11 and 12, Block 6, Johnston Acres, said Assessor Map 1S 2E
76 9BD;
- 77 17. Thence east on the north property line of said Tax Lot 7000 to a point
78 on the west right-of-way line of S.E. 89th Avenue, said Assessor Map
79 1S 2E 9BD;
- 80 18. Thence north on said west right-of-way line of S.E. 89th Avenue to a
81 point which is a westerly prolongation of the north property line of Tax
82 Lot 4300 (Bk/Pg-2426/0618), south 144.43 feet of Lot 72, Plympton
83 Acres and Plats 2 and 3, said Assessor Map 1S 2E 9BD;
- 84 19. Thence east on said westerly prolongation and north property line of
85 said Tax Lot 4300 and Tax Lot 4200 (Bk/Pg-2166/1353), (see CS
86 50139), excluding the east 60 feet-the south 144.43 feet of Lot 71,
87 Plympton Acres and Plats 2 and 3 and Tax Lot 4100 (Bk/Pg-
88 2166/1353), the east 60 feet of the south 144.43 feet of Lot 71,
89 Plympton Acres and Plats 2 and 3, to a point on the west right-of-way
90 line of S.E. 90th Place, said Assessor Map 1S 2E 9BD;
- 91 20. Thence north along said west right-of-way line of S.E. 90th Place to a
92 point which is a westerly prolongation of the north property line of Tax
93 Lot 1400 (Bk/Pg-2129/0645), (see CS 49420), west 60 feet of south 90
94 feet of north 180 feet of Lot 57 and south 90 feet of north 180 feet of
95 Lot 58, Plympton Acres and Plats 2 and 3, said Assessor Map 1S 2E
96 9BD;

- 97 21. Thence east on said westerly prolongation and north property line of
98 said Tax Lot 1400 and an easterly prolongation of said north property
99 line to the southwest corner of Tax Lot 700 (Bk/Pg-2236/0137), south
100 74 feet of north 90 feet of Lots 55 and 56, Plympton Acres and Plats 2
101 and 3, said Assessor Map 1S 2E 9BD;
- 102 22. Thence north from said southwest corner of said Tax Lot 700 to the
103 northwest corner of said Tax Lot 700, said Assessor Map 1S 2E 9BD;
- 104 23. Thence east from said northwest corner of said Tax Lot 700 to its
105 northeast corner, said corner being on the west right-of-way of S.E. 92nd
106 Avenue, said Assessor Map 1S 2E 9BD and Assessor Map 1S 2E 9AC;
- 107 24. Thence east across said S.E. 92nd Avenue to the northeast corner of
108 Tax Lot 1200 (Bk/Pg-98/014431), north 72 feet of south 106 feet of Lot
109 53, Plympton Acres and Plats 2 and 3, along the north property line of
110 said Tax Lot 1200 to a point on the west right-of-way line of U.S.
111 Highway I-205, said Assessor Map 1S 2E 9AC;
- 112 25. Thence south along said west right-of-way line of U.S. Highway I-205
113 to and including a 100 foot radial line, to a point on the north right-of-
114 way line of S.E. Powell Boulevard, said Assessor Map 1S 2E 9AC;
- 115 26. Thence easterly along said north right-of-way line of S.E. Powell
116 Boulevard (underpass), said Assessor Map 1S 2E 9AC, to a point on
117 the east right-of-way line of S.E. 122nd Avenue, Assessor Maps 1S 2E
118 9DB, 9DA, 10CB, 10CA, 10DB and 10DA;
- 119 27. Thence south along said east right-of-way line of S.E. 122nd Avenue,
120 said Assessor Map 1S 2E 10DA, to a point on the south right-of-way
121 line of S.E. Foster Road, Assessor Maps 10DD, 15AA, 15AD, 15DA and
122 15DD;
- 123 28. Thence west along said south right-of-way line of S.E. Foster Road,
124 said Assessor Map 1S 2E 15DD, to the northeast corner of Tax Lot 100
125 (Bk/Pg-1894/1153), Section 15, which is common with the western
126 boundary line of Foster Village Subdivision, Assessor Map 1S 2E
127 22AB;
- 128 29. Thence south along the east property lines of said Tax Lot 100, and
129 Tax Lots 101 (Bk/Pg-1894/1153), Section 22 and Tax Lot 1300 (Bk/Pg-
130 2601/0386), Section 22, to the southeast corner of said Tax Lot 1300,
131 said corner being common with the boundary of the Northern Lights
132 Subdivision, said Assessor Map 1S 2E 22 AB;

- 133 30. Thence westerly along the southerly property line of said Tax Lot 1300
134 to its southwest corner, which corner is on the easterly property line of
135 Tax Lot 1200 (Bk/Pg-2601/0386), Section 22, and southerly on said
136 easterly property line of Tax Lot 1200 and its southerly prolongation to
137 a point on the southerly right-of-way line of S.E. Brookside Drive, said
138 Assessor Map 1S 2E 22AB;
- 139 31. Thence westerly along said southerly right-of-way line of S.E.
140 Brookside Drive to a point on the east right-of-way line of S.E. 112th
141 Avenue, said Assessor Map 1S 2E 22AB;
- 142 32. Thence south along said east right-of-way line of S.E. 112th Avenue,
143 said Assessor Map 1S 2E 22AB, to a point on an easterly prolongation
144 of the south property line of Tax Lot 141 (Bk/Pg-96/100903), Tract "B"
145 of Terrace Trails, Assessor Map 1S 2E 22BD;
- 146 33. Thence westerly on said easterly prolongation and south property line
147 of said Tax Lot 141 (Tract "B") to its southwest corner, said Assessor
148 Map 1S 2E 22BD, said corner point being on a southerly prolongation
149 of the east boundary line of Tax Lot 300 (Bk/Pg-unknown), Block "D",
150 Greb Villa, Assessor Map 1S 2E 22BC;
- 151 34. Thence north along said southerly prolongation and east property line
152 of said Tax Lot 300 to a point on the southeast corner of said Tax Lot
153 300, said Assessor Map 1S 2E 22BC;
- 154 35. Thence westerly along the south property line of said Tax Lot 300 to
155 the southwest corner of said Tax Lot 300, said Assessor Map 1S 2E
156 22BC;
- 157 36. Thence south along the east property lines of Tax Lot 100 (Bk/Pg-
158 2642/0648), (see CS 42560/47616), Section 22, and Tax Lot 200 (Bk/Pg-
159 0561/0284), (see CS 23216), Section 22, to a point on the northerly
160 right-of-way line of S.E. Knapp Street, said Assessor Map 1S 2E 22BC;
- 161 37. Thence southwesterly across the right-of-way of said S.E. Knapp Street
162 to the southerly right-of-way line of said street at the northeast corner
163 of Tax Lot 4300 (Bk/Pg-2337/1671), see (CS 40767), which is the
164 northeast corner of Lot 7, Block 2, Wardell Heights Subdivision, said
165 Assessor Map 1S 2E 22BC;
- 166 38. Thence westerly along said southerly right-of-way line of S.E. Knapp
167 Street, said Assessor Map 1S 2E 22BC, and its southwesterly
168 prolongation to a point on the westerly right-of-way line of Mt. Scott
169 Boulevard (relocated), Assessor Map 1S 2E 21DB;

- 170 39. Thence northwesterly along said westerly right-of-way line of Mt. Scott
171 Boulevard and westerly on the southerly right-of-way line of Mt. Scott
172 Boulevard (relocated to underpass U.S. Highway I-205) to a point on
173 the westerly right-of-way line of U.S. Highway I-205, said Assessor
174 Map 1S 2E 21DB;
- 175 40. Thence southwesterly along the westerly right-of-way line of said U.S.
176 Highway I-205, to a point on the east right-of-way line of S.E. 92nd
177 Avenue, said Assessor Map 1S 2E 21DB;
- 178 41. Thence south on a southerly prolongation of said east right-of-way line
179 to a point on an east prolongation of the south right-of-way line of S.E.
180 Crystal Springs Boulevard, said Assessor Map 1S 2E 21DB and
181 Assessor Map 1S 2E 21CD;
- 182 42. Thence west on said east prolongation and the south right-of-way line
183 of said S.E. Crystal Springs Boulevard to a point on the westerly right-
184 of-way line of U.S. Highway I-205, said Assessor Map 1S 2E 21CD;
- 185 43. Thence southerly on said westerly right-of-way line of U.S. Highway I-
186 205 to a point on the north right-of-way line of S.E. Clatsop Street
187 (County Line Road), said Assessor Map 1S 2E 21CD;
- 188 44. Thence west along said north right-of-way line of S.E. Clatsop Street,
189 said Assessor Map 1S 2E 21CD, to a point on the west right-of-way line
190 of S.E. 82nd Avenue, Assessor Map 1S 2E 21CC;
- 191 45. Thence north along said west right-of-way line of S.E. 82nd Avenue,
192 said Assessor Map 1S 2E 21CC, to a point on the south right-of-way
193 line of S.E. Flavel Street, Assessor Map 1S 2E 21CB;
- 194 46. Thence west along said south right-of-way line of S.E. Flavel Street,
195 said Assessor Map 1S 2E 21CB, to a point on a south prolongation of
196 the west right-of-way line of S.E. 78th Avenue, Assessor Map 1S 2E
197 20AD;
- 198 47. Thence north along said south prolongation and the west right-of-way
199 line of S.E. 78th Avenue, said Assessor Map 1S 2E 20AD, to a point on
200 a west prolongation of the north right-of-way line of S.E. Cooper
201 Street, Assessor Map 1S 2E 20AA;
- 202 48. Thence east along said west prolongation and the north right-of-way
203 line of S.E. Cooper Street to a point on the west right-of-way line of
204 S.E. 80th Avenue, said Assessor Map 1S 2E 20AA;

- 205 49. Thence north along said west right-of-way line of S.E. 80th Avenue, said
206 Assessor Map 1S 2E 20AA, to a point on the south right-of-way line of
207 S.E. Harold Street, Assessor Maps 1S 2E 17DD and 1S 2E 17DA;
- 208 50. Thence west along said south right-of-way line of S.E. Harold Street to
209 a point on a south prolongation of the west right-of-way line of S.E.
210 79th Avenue, said Assessor Map 1S 2E 17DA;
- 211 51. Thence north along said south prolongation and the west right-of-way
212 line of S.E. 79th Avenue, said Assessor Map 1S 2E 17DA, to a point on
213 the south right-of-way line of S.E. Raymond Street, Assessor Map 1S
214 2E 17AD;
- 215 52. Thence northeasterly across the S.E. Raymond Street right-of-way to
216 the corner of the north right-of-way of said S.E. Raymond Street and
217 the west right-of-way line of S.E. 79th Avenue, said Assessor Map 1S
218 2E 17AD and Assessor Map 1S 2E 17AA;
- 219 53. Thence north along said west right-of-way line of S.E. 79th Avenue to
220 a point on the south right-of-way line of S.E. Holgate Boulevard, said
221 Assessor Map 1S 2E 17AA;
- 222 54. Thence west along said south right-of-way line of S.E. Holgate
223 Boulevard to a point on a south prolongation of the west right-of-way
224 line of S.E. 79th Avenue, said Assessor Map 1S 2E 17AA and Assessor
225 Map 1S 2E 8DD;
- 226 55. Thence north along said south prolongation and the west right-of-way
227 line of S.E. 79th Avenue, said Assessor Map 1S 2E 8DD, to a point on
228 the north right-of-way line of S.E. Powell Boulevard, Assessor Map 1S
229 2E 8DA, which is the TRUE POINT OF BEGINNING.
- 230 Said Lents Town Center Urban Renewal Area Boundary Line
231 delineates an area containing 2,641 acres, more or less, and lies
232 entirely within the City of Portland, County of Multnomah, State of
233 Oregon.

— EXHIBIT B —

Comprehensive Plan Maps

[TO BE INSERTED PRIOR TO SUBMISSION TO CITY COUNCIL]

Lents Town Center Urban Renewal Plan

Estimated Project Expenditures over Life of the Plan (1998 Dollars)

Transportation

\$ 17,000,000

- Streets and roads 5,000,000
- Traffic calming, pedestrian, bicycle 5,000,000
- Transit 2,000,000
- Parking facilities 5,000,000

Open Space

\$ 3,000,000

- Land acquisition 500,000
- Park development 2,000,000
- Greenway improvements 250,000
- Trail improvements 250,000

Environmental

\$ 8,000,000

- Watershed 5,000,000
- Utilities 3,000,000

Housing Finance and Development

\$ 15,000,000

Economic / Commercial Development

\$13,000,000

- Technical and Financial Business Assistance 5,000,000
- Redevelopment 8,000,000

Public Facilities

\$ 4,000,000

TOTAL ESTIMATED EXPENDITURES (1998 Dollars)

=====

\$ 60,000,000

LENTS TOWN CENTER URBAN RENEWAL AREA

REPORT

TO ACCOMPANY THE URBAN RENEWAL PLAN



August 25, 1998

SECTION I INTRODUCTION

The Portland Development Commission (hereinafter “PDC”), as the City of Portland’s urban renewal agency, has prepared the Lents Town Center Urban Renewal Plan (hereinafter “the Plan”) complying with the provisions of the Oregon Revised Statutes (ORS), Chapter 457. ORS 457.085(3) requires that an urban renewal report accompany the plan. This document includes:

- (a) A description of physical, social, and economic conditions in the urban renewal area in the plan and the expected impact, including the fiscal impact, of the plan in light of added services or increased population;
- (b) Reasons for selection of each urban renewal area in the plan;
- (c) The relationship between each project to be undertaken under the plan and the existing conditions in the urban renewal area;
- (d) The estimated total cost of each project and the sources of moneys to pay such costs;
- (e) The anticipated completion date for each project;
- (f) The estimated amount of money required in the urban renewal area under ORS 457.420 to 457.460 and the anticipated year in which indebtedness will be retired or otherwise provided for under ORS 457.420 to 457.460;
- (g) A financial analysis of the plan with sufficient information to determine feasibility;
- (h) A fiscal impact statement that estimates the impact of the tax increment financing, both until and after the indebtedness is repaid, upon all entities levying taxes upon property in the urban renewal area; and
- (i) A relocation report

The sections of this plan will be devoted to these nine components. The final section of the plan will provide information to satisfy ORS 457.420 (2)(a), which sets limits upon the amount of land area and assessed value that may be included within urban renewal areas.

The Plan pertains to the Lents Town Center Urban Renewal Area (hereinafter “the Area”). A map of the Area is included at Exhibit 1 (located at the back of the report). A written legal description is set forth in the Plan, Section V(C). The Area includes approximately 2,472 acres.

SECTION II A DESCRIPTION OF PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS IN THE
URBAN RENEWAL AREA IN THE PLAN AND THE EXPECTED IMPACT,
INCLUDING THE FISCAL IMPACT, OF THE PLAN IN LIGHT OF ADDED SERVICES
OR INCREASED POPULATION

A PHYSICAL CONDITIONS

The Lents Town Center Urban Renewal Area is located in the Outer Southeast community of Portland. The Area is centered around Portland's Lents neighborhood. The boundary has coverage in portions of 4 adjacent neighborhoods including Brentwood-Darlington, Foster-Powell, Mount Scott-Arleta, and Powellhurst-Gilbert.

1 Land Use

The proportion of land uses within the Lents Town Center Urban Renewal Area will be unlike any other urban renewal area in the city. The majority of land is single-family residential (52.2%). That majority is strengthened with the addition of multi-family residential land uses (5.0%). Commercial and industrial uses combine to occupy just over twenty percent of the area (20.4%). The remaining land area is classified as either vacant or publicly controlled (22.4%).

The 8.1% of the land area listed as vacant does not truly represent the total amount of vacant land in the area. Much of the publicly-owned land is vacant and there are also vacant parcels within all of the other land uses. The percentage of vacant land disregarding land use, is estimated at 17.0%. This percentage does not include streets or rights-of-way.

TABLE 1: Lents Town Center Land Uses

	Parcels	Sq. Feet	Sq. Acres	% of Area
All	7580	107,689,758	2,472	
Developable Land Uses				
Commercial	454	9,859,313	226	10.88%
Industrial	96	8,593,239	197	9.48%
Multi-Family Residential	315	4,489,391	103	4.95%
Single-Family Residential	5809	47,340,454	1,087	52.25%
Publicly Owned	224	12,955,990	297	14.30%
Vacant	656	7,368,498	169	8.13%
Developable Total	7554	90,606,886	2,080	100.00%

**Developable land does not include streets and rights-of-way

2 Zoning

There are twenty one different zoning designations within the Area. In summary, residential zones combine to cover just under 64% of the Area. Open space zones apply to approximately 12% of the Area. Industrial, commercial, and employment zones combine to cover 24% of the Area.

TABLE 2: Lents Town Center Zoning

Zone	Description	Sq Ft	Sq Acres	Percent
All		116,645,363.7	2,677.81	100.00%
CG	General Commercial	8,573,492.8	196.82	7.35%
CM	Mixed Commercial/Residential	1,233,147.2	28.31	1.06%
CN1	Neighborhood Commercial 1	38,987.7	0.90	0.03%
CN2	Neighborhood Commercial 2	993,704.0	22.81	0.85%
CS	Storefront Commercial	467,466.6	10.73	0.40%
EG1	General Employment 1	96,846.8	2.22	0.08%
EG2	General Employment 2	3,810,892.9	87.49	3.27%
EX	Central Employment	2,852,390.0	65.48	2.45%
IG1	General Industrial 1	1,064,052.0	24.43	0.91%
IG2	General Industrial 2	5,215,023.4	119.72	4.47%
IH	Heavy Industrial	3,673,428.9	84.33	3.15%
OS	Open Space	14,217,844.4	326.40	12.19%
R1	Residential 1000	7,436,625.2	170.72	6.38%
R2	Residential 2000	19,794,861.9	454.43	16.97%
R2.5	Residential 2500	6,591,304.2	151.32	5.65%
R3	Residential 3000	87,928.6	2.02	0.08%
R5	Residential 5000	27,432,880.1	629.77	23.52%
R7	Residential 7000	8,021,239.0	184.14	6.88%
R10	Residential 10000	3,740,104.5	85.86	3.21%
RH	High Density Residential	265,449.0	6.09	0.23%
IR	Institutional Residential	1,037,694.3	23.82	0.89%

3 Building Condition

Results from a building condition survey report that a majority of built structures within the area could benefit from rehabilitation or improved maintenance. Structures are visually surveyed and ranked on a three-step scale:

- “A” New, near new, or well maintained older buildings
- “B” Buildings needing rehabilitation and improved maintenance.
- “C” Dilapidated buildings which appear to be beyond an ability to be economically rehabilitated

TABLE 3: Condition of Structures

	# of Parcels	Parcels Evaluated	Condition	Number of Structures	Percent
Commercial	454	291	A	84	41.58%
			B	109	53.96%
			C	9	4.46%
			Total	202	
Industrial	96	75	A	19	46.34%
			B	20	48.78%
			C	2	4.88%
			Total	41	
Residential Units	6124	438	A	272	44.52%
			B	314	51.39%
			C	25	4.09%
			Total	611	

4 Age of Buildings

The year 1947 is the average year built of all buildings in the Area with recorded construction dates. This average is heavily influenced by single family residential structures. The average year built of both multi-family residential and industrial structures is the late 1960's. The average for commercial structures being 1953.

Table 4: Average Year Built

	Parcels	Buildings*	Average
All	7554	6390	1947
Developable Land Use			
Commercial	454	285	1953
Industrial	96	63	1968
Multi-Family Residential			
Single-Family Residential	315	274	1967
	5809	5704	1946
Publicly Owned	224	36	1943
Vacant	656	27	1949

* Only includes buildings with a recorded year of construction

5 *Streets and Utilities Condition*

With the predominance of I-205, classified as a regional trafficway, streets represent a significant portion of the overall acreage of the Area. Streets and rights-of way combine to occupy 392 of the total 2,472 square acres. Amidst a web of primarily residential neighborhood streets, SE 122nd and SE Foster (including the SE Woodstock couplet), are classified as major traffic streets.

SE Woodstock (continuing west from the couplet), SE 82nd, SE 92nd, SE 110/111th, SE 114/115th, SE Harold, SE Holgate, and SE Powell act as neighborhood collector streets. Many of these streets, and a predominance of minor traffic streets located in the northeastern corner of the area, have been identified by the Portland Department of Transportation as qualified for traffic calming projects. Streets that qualify for the traffic calming measures exhibit consistently high numbers of automobiles traveling at speeds significantly higher than the speed limit. Many of these same streets also have planned, but unfunded, bicycle and pedestrian enhancement projects.

Public utilities in the area, including water, sanitary sewer, and stormwater systems are in good condition. The Mid-County Sewer project has left the area with updated system of separated sewer and stormwater utilities. Combined systems still exist along the lengths of SE 82nd and SE Foster (west of the I-205). The Bureau of Environmental Services does report the need several sump stations in the southwest portion of the Area, where groundwater collects and often floods basements.

6 *Environmental Condition*

All but the northwest corner of the Area lies within the Johnson Creek Watershed. Roughly one quarter of the Area is within the Johnson Creek floodplain. Therefore, every year, there is a one percent chance that one quarter of the Area could experience flooding from Johnson Creek. With increased development within the watershed, flooding is becoming a common event in the Area. The creek now floods an average of every other year, including three events in 1996 alone.

B SOCIAL CONDITIONS

The Outer Southeast Development Feasibility Study provided an overview of the demographics in the Lents area. The total population of the Lents area was estimated in 1994 to be 17,094 (includes 1990 Census tracts 83.01, 83.02, 6.01, 6.02, and 85). The area has experienced slight increases in growth since the 1980 census. This may be accounted for by the mature level of residential development in the Area. With limited amounts of vacant land in residential zones, population growth has been limited to infill development and scattered new multi-family residential construction. Based upon the 1990 Census, the average persons per household in Lents was 2.59.

The median income in Lents is \$22,960. This is 11% less than the median income for the city of Portland, which is \$25,592. Employment information collected during the 1990

Census shows that 39.6% of the workforce in Lents is employed in occupations of precision and machine operations, transportation, and general labor. Another 19% of the workforce is employed in administration support occupations. Thirteen percent of Lents residents are employed in professional or managerial occupations. This compares to 30% for the city of Portland.

C ECONOMIC CONDITIONS

1 Land and Improvement Values

The real market value for land and improvements to land (buildings and other facilities) are calculated by the County Assessor's Office. The ratio between the value of the land and its accompanying improvement provide an indication of the economic viability of the area. In areas attractive for new development, the value of the improvement should be several times that of the land. The improvement to land ratios of the Area do not meet this ideal. The average for all parcels within the district is 1.6:1. Multi-family residential has the highest ratio at improvement values 3.5 that of land values.

2 Land Use Values per Square Foot

Comparing the total market value of property within the Area to the square footage of land uses provides an average value per square foot of \$9.21. When disaggregated by land use, the values range between \$2.82 for industrial land to \$15.95 for multi-family residential.

TABLE 5: Improvement to Land Ratios

	Improvement Value	Land Value	Ratio	Value/Sq Ft
All	\$ 513,246,000	\$ 321,034,500	1.60	\$ 9.21
Developable Land Use				
Commercial	\$ 59,724,300	\$ 52,079,300	1.15	\$ 11.34
Industrial	\$ 14,304,600	\$ 9,904,600	1.44	\$ 2.82
Multi-Family Residential	\$ 55,693,100	\$ 15,902,300	3.50	\$ 15.95
Single-Family Residential	\$ 339,334,100	\$ 211,012,800	1.61	\$ 11.63
Publicly Owned	\$ 41,884,200	\$ 17,588,700	2.38	\$ 4.59
Vacant	\$ 2,305,700	\$ 14,546,800	0.16	\$ 2.29

D EXPECTED IMPACT, INCLUDING FISCAL IMPACT, OF PLAN IN LIGHT OF ADDED SERVICES OR INCREASED POPULATION

Being located in an urban area with full public services existing in place, the Plan is not anticipated to result in an significant additional public service requirements such as police, fire, etc. Residential and commercial development will continue to take place in a manner consistent with infill, scattered site development. Public utilities will be upgraded as necessary to meet development demands.

It is anticipated that the highest degree of change to the area will come from future industrial development of the Freeway Land Company site, located just east of I-205. The site is one of the largest undeveloped industrial parcels remaining in the city of Portland and has been designated by Metro as a Mixed-Use Employment Center in the 2040 Growth Concept. As many as 2,500 new jobs may be supported in the future on this site.

SECTION III REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN

There is only one urban renewal area proposed in the plan. Several factors were ultimately responsible for the selection of Lents Town Center as an urban renewal area.

A TOWN CENTER STATUS

The Area was identified as a potential urban renewal area after a long series of community planning processes beginning with the Outer Southeast Community Plan of 1995. Also in 1995, Metro designated the Lents neighborhood as a town center and designated the nearby Freeway Land Company site an employment center. Town centers serve populations of tens of thousands of people with local shopping and employment opportunities. The target density for town centers has been set at an average of 40 persons per acre (persons include residents and employees). In 1990, the Lents Town Center area had a population density of 6.2 residents per acre. In 1994, it is estimated that the Lents Town Center area had a employee density of just over 1 employee per acre. The zoning established as part of the Outer Southeast Community plan includes the capacity to meet the density target. It is anticipated that even with significant public investment, it will take several decades for the Area to approach the density target.

B LENTS REVITALIZATION PLAN

In 1997, the Outer Southeast Business Coalition completed the Lents Target Area Conceptual Plan for Revitalization (Lents Revitalization Plan). The plan identified redevelopment scenarios for six sub-areas within the Lents Town Center boundary. Later

that year, the Portland Development Commission funded a economic feasibility study of the redevelopment scenarios. The following conclusions were made:

1 Residential development

As vacant land inventories diminish further and land values grow, densities will increase, but Lents will retain its flavor as a single family market for years to come.

The affordability of Lents housing is a positive one for the housing market as a whole, but it has been somewhat negative for investment in new residential development. Land prices for improved properties are high, and in combination with high construction costs and the product standards especially in the new apartment market, could discourage new construction where current values and rents do not support development costs.

Future housing development in Lents will likely focus on the existing market, i.e., affordable housing. However, proposed minimum density requirements could be problematic for the Lents market. Lents is primarily a single family market. High density owner-occupied townhouses are an untested project in Lents, and mixed use, high density apartments can not be priced too far above the market rent structure or they will be beyond the reach of the Lents market.

2 Commercial/Office development

Lents does have one very positive ingredient for future office development and that is a freeway interchange. However, for Lents to become a viable location for office development, some conditions will have to be met first. Lents can begin its emergence as a business center by developing large scale industrial parks. This will provide the market with future office tenants as the businesses mature and will help give Lents a positive business identity. This process will entail a large amount of clean-up and redevelopment because the current environment is not compatible with the present standards of industrial and office park development. Another prerequisite would be a viable retail/commercial district in downtown Lents because office tenants need restaurants and shopping for convenience and ancillary goods and services.

Lents does have the potential for office space development. There are locations along Johnson Creek which would be very attractive sites, but a great deal of redevelopment would have to occur first, and a rather long-term development horizon is necessary.

3 Commercial/Retail development

Though there is demand for neighborhood oriented convenience retail, these neighborhood retailers can not afford high rents, and the pedestrian environment in Lents would have to be improved. A redevelopment strategy which provides a critical mass of retail space, or at least 20,000-30,000 square feet at rents in the \$12-\$14 range, would create the nucleus of a neighborhood retail core in Lents.

4 Industrial development

The virtually unanimous opinion among industrial real brokers contacted for this market overview was that Lents would be an excellent location for industrial development because of (1) access to I-205, (2) proximity to Portland International Airport, and (3) the area's supply of affordable housing for the labor market... From a locational perspective, there is no doubt that Lents would have a strong competitive position in the industrial real estate market if the redevelopment and environmental issues could be solved.

C LENTS TOWN CENTER URBAN RENEWAL AREA GOALS AND OBJECTIVES

During preliminary planning for a potential urban renewal area in Lents Town Center, the following set of goals were established. These goals were extracted from previous community planning efforts and refined by the Urban Renewal Advisory Committee. Section III of the Plan includes these goals as well as accompanying objectives.

1 Public Involvement

The Plan will be community based. Members of the community will be directly involved in the implementation and ongoing refinement of the Plan.

2 Neighborhood Revitalization

Invest public funds and work with residential property owners to maintain and increase the livability of residential neighborhoods within the area.

3 Revitalization of Commercial Areas

Invest public funds and work in partnership with commercial property owners to increase the vitality and economic health of commercial areas within the Area, recognizing that there are several different types of commercial areas that serve different purposes. Help create an environment that supports business owners and operators, creates business profitability and creates jobs. Help create linkages and ensure compatibility between commercial areas and residential neighborhoods for their mutual benefit.

4 Housing

Help provide new and rehabilitated housing units suitable for households with a range of incomes and housing needs, recognizing the value of the existing affordable housing stock. Create housing opportunities that allow Lents residents of all ages and income levels to remain in the community. Support housing development that conforms to zoning and other community objectives.

5 *Employment*

Help businesses create family-wage jobs within the Area and help make these jobs available to residents of the Area.

6 *Environment*

Protect and enhance the natural environment within the Area. Promote development that respects the value of the environment. Help ensure that development minimizes impacts on flooding of Johnson Creek and in turn, is reasonably protected from flood dangers.

7 *Transportation*

Improve transportation so that there is a safe and convenient access to homes and businesses within the Area and between the Area and the rest of the region. Improve multi-modal transportation facilities to promote walking, biking and transit as well as travel by motor vehicles.

8 *Parks, Recreation, and Open Space*

Invest in developing parks, open space and other public facilities to promote revitalization of the Area.

9 *Community Identity*

Promote public and private development that creates a strong sense of identity for downtown Lents and individual neighborhoods.

SECTION IV THE RELATIONSHIP BETWEEN EACH PROJECT TO BE UNDERTAKEN UNDER THE PLAN AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA

The goals of Plan (Section III of both the Plan and this report) were established with the community based upon the existing conditions in the area. Projects were then identified that would address the strengths, weaknesses, and opportunities of the existing conditions.

A *PUBLIC IMPROVEMENTS*

Public improvements include the construction, reconstruction, repair or replacement of sidewalks, streets, transit systems, parking, parks, pedestrian amenities, water, sanitary sewer and storm sewer facilities and other public infrastructure deemed appropriate for the achievement of the goals and objectives of this Plan.

B REHABILITATION, DEVELOPMENT AND REDEVELOPMENT ASSISTANCE

The Commission will undertake loans and grant programs to assist property owners in rehabilitating or redeveloping property within the Area to achieve the objectives of the Plan. This may include residential, commercial or industrial loans or grants, financial assistance to improve older buildings to meet current code standards (including seismic standards), assistance to remediate environmental conditions, or other programs to eliminate blight in the area.

C LAND ACQUISITION, IMPROVEMENT AND DISPOSITION FOR REDEVELOPMENT

The Commission may acquire, improve and dispose of property for redevelopment in conformance with the Comprehensive Plan, Zoning Ordinance and specific Plan objectives. The detailed provisions pertaining to these activities are described in Sections VIII and IX of the Plan.

D PLANNING

The Commission may undertake planning for potential development projects to achieve the goals and objectives of this Plan.

SECTION V THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS

Estimated costs, including capital and operating costs are shown as Table 6, Project Revenue and Expenditure Summary (at end of report). Costs were estimated in 1998 dollars and converted to year of expenditure dollars assuming annual inflation of three percent (3%). Revenues are obtained from urban renewal bond proceeds.

The capacity for urban renewal bonds is based on projections of urban renewal taxes, which in turn are based on projections of development within the Area. Development projections include anticipated gains of industrial, commercial, and residential land uses in keeping with the long term growth expectations of a town center and an employment center (the Freeway Land Company site).

In current year dollars (costs without inflation factor), expenditures total \$60,000,000. The source of funds to cover expenditures will come from annual tax increment revenue and periodic bond sale proceeds.

SECTION VI THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The schedule of each urban renewal project is shown as Table 6 (located at end of report). Projects identified at this time are anticipated to be undertaken starting in Fiscal Year (FY) 1999/00 and ending in FY 2008/09.

SECTION VII THE ESTIMATED AMOUNT OF MONEY REQUIRED IN THE URBAN RENEWAL AREA UNDER ORS 457.420 TO 457.460 (TAX INCREMENT FINANCING OF URBAN RENEWAL INDEBTEDNESS) AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED OR OTHERWISE PROVIDED FOR UNDER ORS 457.420 TO 457.460

Estimates of funding requirements under ORS 457.420 to 457.460 (Tax Increment Financing of Urban Renewal Indebtedness), are provided in Section V. The total requirements estimated at \$60,000,000.

It is anticipated that the maximum indebtedness under the Plan will be \$75,000,000. Table 6 illustrates the estimated amount of tax increment proceeds to be collected, the amount of anticipated bond sales, and the resources required for project activities and project management. No additional indebtedness would be incurred under the Plan when either (1) the maximum indebtedness amount is reached, (2) the urban renewal area no longer has indebtedness or any plan to incur indebtedness within the next year, or (3) on October 1, 2015, whichever occurs first.

SECTION VIII FINANCIAL ANALYSIS OF THE PLAN WITH SUFFICIENT INFORMATION TO DETERMINE FEASIBILITY

Table 6 demonstrates that projected tax increment proceeds are sufficient to cover projected expenditures and that the Plan is financially feasible.

Table 6 also demonstrates that projected urban renewal taxes are sufficient to support the bonded indebtedness necessary to provide project revenues. Additional revenue may be provided by short term urban renewal notes, repaid on an annual basis from the ending fund balances.

SECTION IX A FISCAL IMPACT STATEMENT THAT ESTIMATES THE IMPACT OF THE TAX INCREMENT FINANCING, BOTH UNTIL AND AFTER THE INDEBTEDNESS IS REPAYED, UPON ALL ENTITIES LEVYING TAXES UPON PROPERTY IN THE URBAN RENEWAL AREA

The amendments to the Oregon Constitution passed by voters in May 1997 resulted in a shift in Oregon's property tax system. The tax basis and most continuing levies of taxing districts were reduced and then converted to "permanent rates." These rates were sufficient to raise, in Fiscal Year(FY) 1997/98, the amount of revenue that each taxing district was authorized to levy.

In FY 1998/99 and subsequent years, the maximum revenues of each taxing district with a permanent rate will be determined by applying the permanent rate to the assessed value within the taxing district. Under this system of taxation, the fiscal impacts of urban renewal consist primarily of tax revenues foregone by taxing districts. Table 7 (located at end of report) projects the amount of tax revenue that will be foregone by each district over a twenty year period.

To a lesser extent, impacts in terms of increased tax rates to tax payers will result from any levy other than permanent rates. For example, if a local option levy or exempt bond levy is approved by voters, the tax rate necessary to raise the amount approved may be higher as a result of the existence of the Plan.

The foregone revenues are those revenues resulting from taxes on the level of development that would occur *without* urban renewal. The projection *with* urban renewal assumes new development resulting from urban renewal as well as new development naturally occurring in the market.

Because of the increased assessed value that is projected to occur within the Area as a result of urban renewal through FY 2019/20, assuming only minimal growth in assessed value after such time (3% annually), the taxing districts are projected to recoup all foregone revenues within six years from the cessation of urban renewal tax collection (assuming cessation occurs in FY 2019/20). The number of years required to recoup foregone revenues may fluctuated dependent upon the year of cessation.

SECTION X A RELOCATION REPORT

ORS 457.085 (3)(i) requires that the urban renewal report contain discussion of relocation policies and activities including the following:

A ANALYSIS OF EXISTING RESIDENTS OR BUSINESSES REQUIRED TO RELOCATE PERMANENTLY OR TEMPORARILY AS A RESULT OF AGENCY ACTIONS UNDER ORS 457.170 (URBAN RENEWAL AGENCY'S POWERS IN PLANNING OR UNDERTAKING AN URBAN RENEWAL PROJECT)

No specific property acquisition is identified in the Plan requiring permanent or temporary relocation of existing residents or businesses.

B DESCRIPTION OF THE METHODS TO BE USED FOR THE TEMPORARY OR PERMANENT RELOCATION OF PERSONS LIVING IN, AND BUSINESSES SITUATED IN, THE URBAN RENEWAL AREA IN ACCORDANCE WITH ORS 281.045 TO 281.105

If in the implementation of the Plan persons or businesses should be displaced by the action of the Commission, the Commission will undertake appropriate relocation assistance in accordance with the Commission's adopted Relocation regulations and all other applicable laws or regulations at the time of such action.

C AN ENUMERATION, BY COST RANGE, OF THE EXISTING HOUSING UNITS IN THE URBAN RENEWAL AREAS OF THE PLAN TO BE DESTROYED OR ALTERED AND NEW UNITS TO BE ADDED

No specific projects are identified in the Plan requiring the destruction, significant alteration, or addition of housing units.

SECTION XI CONFORMANCE WITH LAND AREA AND ASSESSED VALUE LIMITS

There are statutory limits on the percentage of assessed value and land area within a municipality that can be certified as base values for urban renewal areas. ORS 457.420 (2)(a) states that urban renewal areas cannot assume over 15% of the city's total assessed value and 15% of the city's land area.

A LAND AREA

The Lents Town Center Urban Renewal Area encompasses 2,472 acres. The City's total land area is reported to be 92,614 acres. The acreage of the Area, when combined with the total area of the five other existing urban renewal areas, totals 6,975 acres, which represents 7.5% of the city's total land area. The Urban Renewal Area, by itself, represents 2.5% of the city's total land area.

B ASSESSED VALUE

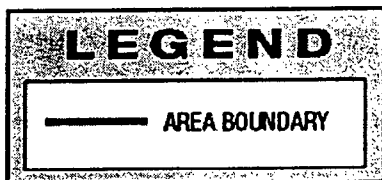
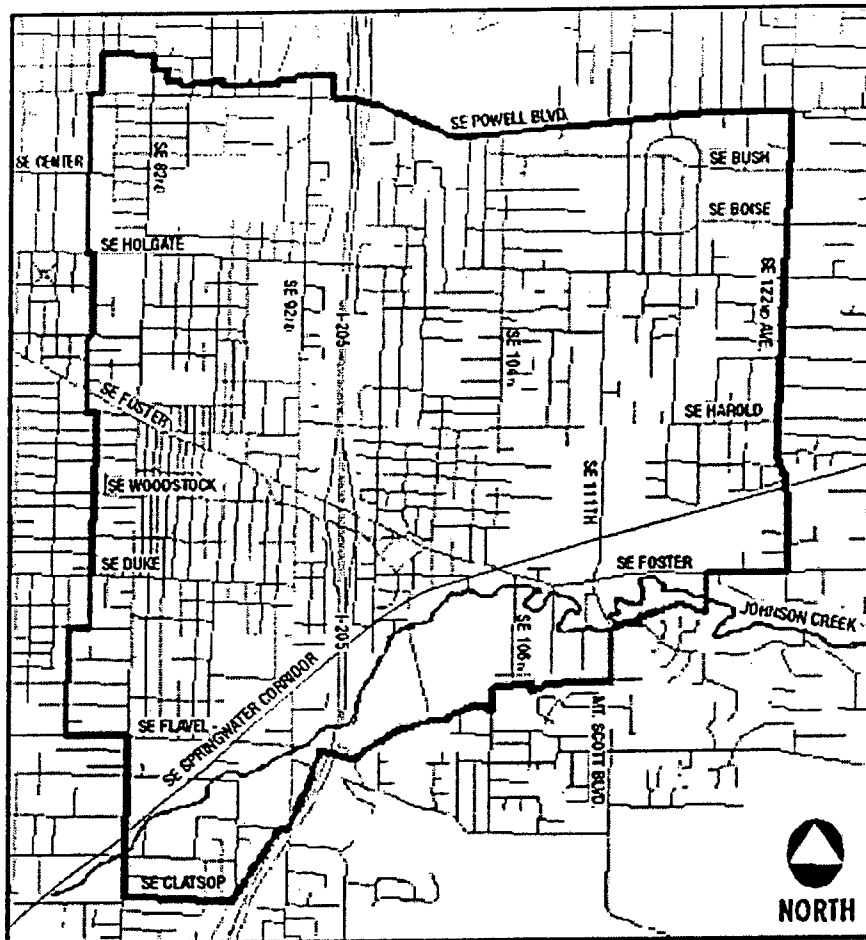
The assessed value of the City of Portland in Fiscal Year 1997/98 was \$26,524,462,295. The Lents Town Center Urban Renewal Area has a total assessed value of \$571,355,450. The assessed value of the area, combined with the assessed values of the five existing

urban renewal areas total \$1,592,372,826. This represents 6.0% of the city's total assessed value. The Area, by itself, represents 2.15% of the city's assessed value.

Exhibit One: Urban Renewal Area Boundary

LENTS TOWN CENTER

Urban Renewal Area



PDC
PORTLAND
DEVELOPMENT
COMMISSION

Table 6

Lents Town Center Urban Renewal Area - Project Revenue and Expenditure Summary

	FY 99 - 00	FY 00 - 01	FY 01 - 02	FY 02 - 03	FY 03 - 04	FY 04 - 05	FY 05 - 06	FY 06 - 07	FY 07 - 08	FY 08 - 09	FY 09 - 10
REVENUES											
Annual Tax Increment Revenue	\$ 82,181	\$ 512,106	\$ 957,468	\$ 1,418,807	\$ 1,896,679	\$ 2,391,663	\$ 2,904,354	\$ 3,435,370	\$ 3,985,349	\$ 4,554,950	\$ 5,144,856
Annual Bond Proceeds	\$ 3,920,000	\$ 4,900,000	\$ 5,880,000	\$ 4,900,000	\$ 7,840,000	\$ 5,880,000	\$ 9,800,000	\$ 7,840,000	\$ 9,800,000	\$ 6,860,000	\$ 1,960,000
TOTAL REVENUES	\$ 4,002,181	\$ 5,412,106	\$ 6,837,468	\$ 6,318,807	\$ 9,736,679	\$ 8,271,663	\$ 12,704,354	\$ 11,275,370	\$ 13,785,349	\$ 11,414,950	\$ 7,104,856
Cumulative Revenues	\$ 4,002,181	\$ 9,414,287	\$ 16,251,755	\$ 22,570,562	\$ 32,307,241	\$ 40,578,904	\$ 53,283,259	\$ 64,558,629	\$ 78,343,978	\$ 89,758,928	\$ 96,863,785
EXPENDITURES (1998 Dollars)											
Public Improvements											
SE Foster Road (business district/freeway)	\$ 200,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SE Woodstock (business district)	\$ -	\$ -	\$ 700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
82nd Avenue Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 520,000	\$ 520,000	\$ -	\$ -	\$ -
Freeway Land Access	\$ 30,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Neighborhood Street Improvements	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 1,400,000	\$ -	\$ -
Identified Intersection Improvements	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 550,000	\$ -	\$ -
Sidewalks, street lights, trees, bike lanes	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 550,000	\$ -	\$ -
I - 205 Park & Ride	\$ -	\$ -	\$ 30,000	\$ -	\$ 1,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Downtown Lents Business District Parking Facilities	\$ -	\$ 310,000	\$ 600,000	\$ 1,510,000	\$ 300,000	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -
Redevelopment	\$ 770,000	\$ 800,000	\$ 800,000	\$ 20,000	\$ 770,000	\$ 1,620,000	\$ 2,870,000	\$ -	\$ -	\$ -	\$ -
Community / Public Service Center	\$ 10,000	\$ 200,000	\$ 200,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Workforce Training Center	\$ -	\$ 10,000	\$ 200,000	\$ 200,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Public Square / Plaza	\$ -	\$ -	\$ 5,000	\$ 200,000	\$ 100,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -
Area Gateways	\$ 11,000	\$ 24,000	\$ 24,000	\$ 24,000	\$ 24,000	\$ 13,000	\$ -	\$ -	\$ -	\$ -	\$ -
Open Space Land Acquisition	\$ 100,000	\$ -	\$ 200,000	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -
Park Development	\$ -	\$ 25,000	\$ 150,000	\$ 75,000	\$ 750,000	\$ 25,000	\$ 300,000	\$ 500,000	\$ -	\$ -	\$ -
Greenway Improvements	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 150,000	\$ -	\$ -
Trail Improvements	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 150,000	\$ -	\$ -
Johnson Creek Watershed	\$ -	\$ -	\$ 100,000	\$ 250,000	\$ 250,000	\$ 1,500,000	\$ 100,000	\$ 2,750,000	\$ -	\$ -	\$ -
Utilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 1,450,000	\$ 1,500,000	\$ -	\$ -	\$ -
Redevelopment											
Homeowner Repair Program	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 750,000	\$ 1,000,000	\$ -
Homebuyer Program	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 750,000	\$ 1,000,000	\$ -
Rental Property Repair Program	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 750,000	\$ 1,000,000	\$ -
Housing Development Finance	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 750,000	\$ 1,000,000	\$ -
Technical and Financial Business Assistance	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 2,000,000	\$ 1,000,000	\$ -
Total Project Expenditures	\$ 2,421,000	\$ 4,769,000	\$ 4,309,000	\$ 4,579,000	\$ 6,244,000	\$ 5,078,000	\$ 8,640,000	\$ 6,570,000	\$ 7,800,000	\$ 5,000,000	\$ -
Staffing, Materials & Services, Overhead	\$ 181,575	\$ 357,675	\$ 371,925	\$ 343,425	\$ 468,300	\$ 380,850	\$ 648,000	\$ 492,750	\$ 585,000	\$ 375,000	\$ -
TOTAL EXPENDITURES (1998 Dollars)	\$ 2,602,575	\$ 5,126,675	\$ 4,680,925	\$ 4,922,425	\$ 6,712,300	\$ 5,458,850	\$ 9,288,000	\$ 7,062,750	\$ 8,385,000	\$ 5,375,000	\$ -
Debt Service	\$ 348,738	\$ 784,661	\$ 1,307,768	\$ 1,743,691	\$ 2,441,168	\$ 2,964,275	\$ 3,836,121	\$ 4,533,597	\$ 5,405,443	\$ 6,015,734	\$ 6,190,104
Cumulative Expenditures	\$ 2,951,313	\$ 8,862,649	\$ 14,851,343	\$ 21,517,459	\$ 30,670,926	\$ 39,094,051	\$ 52,218,172	\$ 63,814,519	\$ 77,604,961	\$ 88,995,696	\$ 95,185,799

TABLE 7

Lents Town Center Urban Renewal Plan
Taxes Foregone to Taxing Districts

**1) Foregone Revenues to Taxing Districts
covered entirely by proposed UR area**

	FY 1999-00	FY 2000-01	FY 2001-02	FY 2002-03	FY 2003-04	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10
Total Assessed Value with UR	589,638,267	613,223,798	637,752,750	663,262,860	689,793,374	717,385,109	746,080,513	775,923,734	806,960,683	839,239,111	872,808,675
Total Assessed Value without UR	589,638,267	608,506,692	627,978,906	648,074,231	668,812,606	690,214,610	712,301,477	735,095,124	758,618,168	782,893,950	807,946,556
AV W/O UR Less Frozen Base	18,283,357	37,151,782	56,623,996	76,719,321	97,457,696	118,859,700	140,946,567	163,740,214	187,263,258	211,539,040	236,591,646

Taxing District: Permanent Rate*:

Multnomah County	4.3481	79,498	161,540	246,207	333,583	423,756	516,814	612,850	711,959	814,239	919,793	1,028,724
City of Portland	4.5819	83,773	170,226	259,445	351,520	446,541	544,603	645,803	750,241	858,022	969,251	1,084,039
Metro	0.0968	1,770	3,596	5,481	7,426	9,434	11,506	13,644	15,850	18,127	20,477	22,902
Port of Portland	0.0702	1,283	2,608	3,975	5,386	6,842	8,344	9,894	11,495	13,146	14,850	16,609
Multnomah County ESD	0.4581	8,376	17,019	25,939	35,145	44,645	54,450	64,568	75,009	85,785	96,906	108,383

**2) Foregone Revenues to Portland Public
Schools and Portland Community Colleges
Taxing Districts**

	FY 1999-00	FY 2000-01	FY 2001-02	FY 2002-03	FY 2003-04	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10
Total Assessed Value with UR	412,746,787	429,256,658	446,426,925	464,284,002	482,855,362	502,169,576	522,256,359	543,146,614	564,872,478	587,467,377	610,966,073
Total Assessed Value without UR	412,746,787	425,954,684	439,585,234	453,651,962	468,168,824	483,150,227	498,611,034	514,566,587	531,032,718	548,025,765	565,562,589
AV W/O UR Less Frozen Base	12,798,350	26,006,247	39,636,797	53,703,525	68,220,387	83,201,790	98,662,597	114,618,150	131,084,281	148,077,328	165,614,152

Taxing District: Permanent Rate*:

Portland Public Schools	4.7792	61,166	124,289	189,432	256,660	326,039	397,638	471,528	547,783	626,478	707,691	791,503
Portland Community Colleges	0.2830	3,622	7,360	11,217	15,198	19,306	23,546	27,922	32,437	37,097	41,906	46,869

**3) Foregone Revenues to David Douglas
Schools and Mount Hood Community
Colleges Taxing Districts**

	FY 1999-00	FY 2000-01	FY 2001-02	FY 2002-03	FY 2003-04	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10
Total Assessed Value with UR	176,891,480	183,967,139	191,325,825	198,978,858	206,938,012	215,215,533	223,824,154	232,777,120	242,088,205	251,771,733	261,842,603
Total Assessed Value without UR	176,891,480	182,552,008	188,393,672	194,422,269	200,643,782	207,064,383	213,690,443	220,528,537	227,585,450	234,868,185	242,383,967
AV W/O UR Less Frozen Base	5,485,007	11,145,535	16,987,199	23,015,796	29,237,309	35,657,910	42,283,970	49,122,064	56,178,977	63,461,712	70,977,494

Taxing District: Permanent Rate*:

David Douglas	4.6456	25,481	51,778	78,916	106,922	135,825	165,652	196,434	228,201	260,985	294,818	329,733
Mount Hood Community College	0.4422	2,425	4,929	7,512	10,178	12,929	15,768	18,698	21,722	24,842	28,063	31,386

* The permanent rates are based on FY 1997-98 rates. No other rate adjustments were made since many of them require voter approval or will not exist for a significant duration of the plan. Also, bond rates may be different due to changes in debt service requirements.

TABLE 7

Lents Town Center Urban Renewal Plan
Taxes Foregone to Taxing Districts

1) Foregone Revenues to Taxing Districts
covered entirely by proposed UR area

	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	Total
Total Assessed Value with UR	907,721,022	944,029,863	981,791,057	1,021,062,700	1,061,905,208	1,104,381,416	1,148,556,673	1,194,498,940	1,242,278,897	1,291,970,053	
Total Assessed Value without UR	833,800,846	860,482,473	888,017,912	916,434,485	945,760,389	976,024,721	1,007,257,512	1,039,489,753	1,072,753,425	1,107,081,534	
AV W/O UR Less Frozen Base	262,445,936	289,127,563	316,663,002	345,079,575	374,405,479	404,669,811	435,902,602	468,134,843	501,398,515	535,726,624	
Taxing District:											
Multnomah County	1,141,141	1,257,156	1,376,882	1,500,441	1,627,952	1,759,545	1,895,348	2,035,497	2,180,131	2,329,393	22,952,448
City of Portland	1,202,501	1,324,754	1,450,918	1,581,120	1,715,488	1,854,157	1,997,262	2,144,947	2,297,358	2,454,646	24,186,615
Metro	25,405	27,988	30,653	33,404	36,242	39,172	42,195	45,315	48,535	51,858	510,981
Port of Portland	18,424	20,297	22,230	24,225	26,283	28,408	30,600	32,863	35,198	37,608	370,567
Multnomah County ESD	120,226	132,449	145,063	158,081	171,515	185,379	199,687	214,453	229,691	245,416	2,418,186

2) Foregone Revenues to Portland Public
Schools and Portland Community Colleges
Taxing Districts

	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	
Total Assessed Value with UR	635,404,715	660,820,904	687,253,740	714,743,890	743,333,645	773,066,991	803,989,671	836,149,258	869,595,228	904,379,037	
Total Assessed Value without UR	583,660,592	602,337,731	621,612,538	641,504,140	662,032,272	683,217,305	705,080,259	727,642,827	750,927,397	774,957,074	
AV W/O UR Less Frozen Base	183,712,155	202,389,294	221,664,101	241,555,703	262,083,835	283,268,868	305,131,822	327,694,390	350,978,960	375,008,637	
Taxing District:											
Portland Public Schools	877,997	967,259	1,069,377	1,154,443	1,252,551	1,353,799	1,458,286	1,566,117	1,677,399	1,792,241	17,659,678
Portland Community Colleges	51,991	57,276	62,731	68,360	74,170	80,165	86,352	92,738	99,327	106,127	1,045,717

3) Foregone Revenues to David Douglas
Schools and Mount Hood Community
Colleges Taxing Districts

	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	
Total Assessed Value with UR	272,316,307	283,208,959	294,537,317	306,318,810	318,571,562	331,314,425	344,567,002	358,349,682	372,683,669	387,591,016	
Total Assessed Value without UR	250,140,254	258,144,742	266,405,374	274,930,346	283,728,117	292,807,416	302,177,254	311,846,926	321,826,027	332,124,460	
AV W/O UR Less Frozen Base	78,733,781	86,738,269	94,998,901	103,523,873	112,321,644	121,400,943	130,770,781	140,440,453	150,419,554	160,717,987	
Taxing District:											
David Douglas	365,766	402,951	441,327	480,931	521,801	563,980	607,509	652,430	698,789	746,631	7,356,861
Mount Hood Community College	34,816	38,356	42,009	45,778	49,669	53,683	57,827	62,103	66,516	71,069	700,276

RIVER DISTRICT

URBAN RENEWAL PLAN

Prepared by: Tashman Johnson LLC

Prepared for: The Portland Development Commission

August 10, 1998

RIVER DISTRICT URBAN RENEWAL PLAN

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I. INTRODUCTION

A. The River District

The "River District" is the area of Portland's Central City generally north of the central business district and east of the Stadium Freeway (I-405), an area defined by its strong orientation to the Willamette River. The River District Urban Renewal Area (the "Area") includes a portion of the River District as well as a sixteen block area south of Burnside Street. The River District is bounded generally by Burnside Street on the south, Interstate 405 and the main freight rail lines on the west, the northern end of the Port of Portland's Terminal One on the north and the Willamette River and the boundaries of the Downtown Waterfront Urban Renewal District on the east. Figure 1 shows the boundaries of the River District and the River District Urban Renewal Area.

The River District unites five distinct neighborhoods:

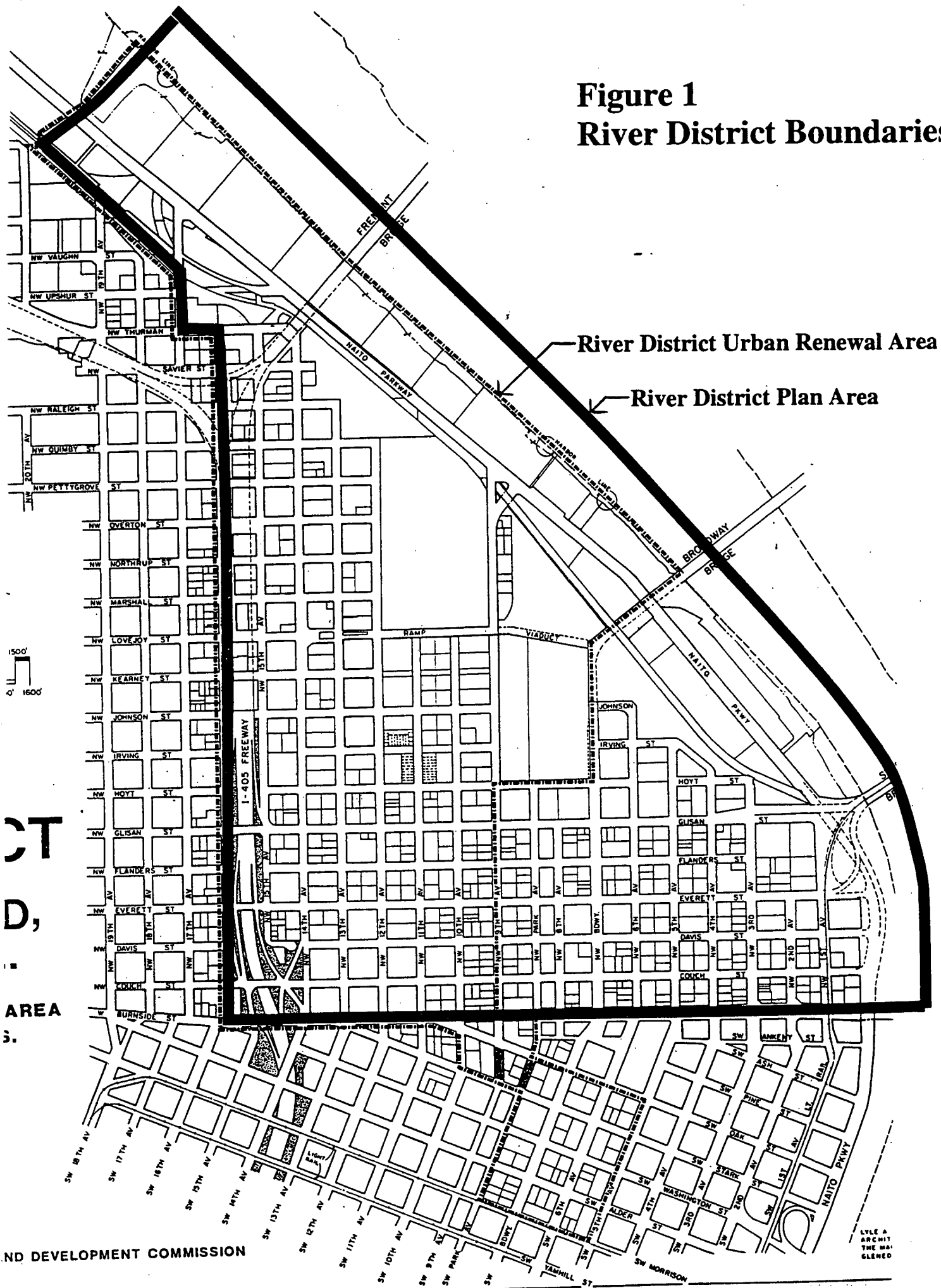
The *Pearl District* extends from Burnside to Lovejoy and from Broadway to I-405. It includes an historic industrial area, in which industrial uses continue on many blocks while redevelopment of historic warehouses into housing and commercial space is occurring rapidly. This subdistrict contains the Hoyt Street Railyards, formerly a rail yard of Burlington Northern Railroad. The redevelopment of this area for a mix of housing and commercial uses has recently begun.

Terminal One of the Port of Portland extends from the Fremont Bridge along the River to the northwest. The terminal is no longer in active port usage and redevelopment of the 17 acre site for a mix of new uses has been in planning for years.

Tanner Basin/Waterfront extends from Lovejoy to Terminal One and from the Northwest Industrial Sanctuary on the west to the River. Currently a transitional industrial area, this neighborhood will be created by a series of open spaces, including the possible daylighting of Tanner Creek as both a public amenity and a part of the City of Portland's program to virtually eliminate the Combined Sewer Overflow (CSO) problem.

The Industrial Sanctuary is roughly bounded by I-405 on the west, the Hoyt Street Railyards on the east, Lovejoy Street on the south and Naito Parkway on the north. It has long been an industrial area and is intended to remain in active industrial use although the area may see a transition into more mixed uses over time.

Figure 1
River District Boundaries



Union Station/Old Town extends from Burnside Street to the Broadway Bridge and from the River to Broadway, and includes Old Town, Chinatown and Union Station. Most of this subdistrict is being revitalized as part of the City's Downtown Waterfront Urban Renewal Plan.

B. The River District Vision and Goals

In 1994, the River District Steering Committee, representing citizens, business owners, property owners and others with an interest in the revitalization of the River District, completed a Development Plan for Portland's North Downtown. The River District Development Plan started with the River District Vision, a document that was prepared in 1992 and submitted to the Portland City Council for consideration. Much of the River District Vision and Development Plan will be carried out under the River District Urban Renewal Plan. It is important to keep sight of the goals of the Development Plan, as they are the basis for the redevelopment of this area:

Goal 1	<p>To Develop a Functional And Symbolic Relationship with the River.</p> <p>The River District enjoys one regional asset shared by no others. The biased orientation of the Willamette River to the street grid within the District provides a strong association between the river and the land that cannot be replicated in other Portland neighborhoods. The development of a significant physical and symbolic relationship between the river and the River District can provide an image and focus for development.</p>
Goal 2	<p>To Promote the Development of a Diverse Inventory of Housing</p> <p>For the past three decades, Portland has pursued a strategy to develop its downtown as the heart of a livable, sustainable city. Future growth in the region prescribes an even larger effort to attract and accommodate new residents to live and work in the Central City. The River District encourages and supports economic, social, and cultural diversity and will provide a range of multi-family housing in terms of style and economics. The opportunity for these new residents to work and play near where they live is fundamental.</p>
Goal 3	<p>To Become a Community of Distinct Neighborhoods</p> <p>The River District is an area of two established and several emerging neighborhoods, sub-districts of distinct physical character and varied cultural traditions. Few share social or economic links but all occupy a singular land area bordered by barriers of physical prominence. It is the goal of the River District to secure a future which binds all of these existing and potential neighborhoods while providing them with the support they require to become self-sufficient.</p>

Goal 4	<p>To Enhance the Best of What Exists</p> <p>While much of the River District is undeveloped, some areas are healthy and secure and others are demonstrating an unusual ability to renew themselves. As the River District develops, it should balance its enthusiasm for a new future with a commitment to respect and improve existing structures, activities and characteristics which are strong and indigenous. A creative and constructive use of the area's resources will accelerate its development and provide a framework which will enhance its success.</p>
Goal 5	<p>To Strengthen Connections Between the River District and its Neighbors</p> <p>The River District's distinct physical boundaries are an asset to development. However, those boundaries must be bridged by strong connections to neighboring communities to attract their support and secure complimentary relationships.</p> <p>Many of the improvements which would link the District to the downtown, northwest neighborhoods, and the Lloyd District have been identified. A few have recently been completed or are underway.</p>
Goal 6	<p>To Enhance the Economy and Functional Efficiency of the City</p> <p>It is an objective of the City to provide adequate access between home, work, services and recreational destinations. It is also an objective of the City to provide that access with economy, efficiency, and sensitivity to natural and man-made environments. More than any other transportation or land use measure, the attraction and accommodation of a large resident population, proximate to the region's greatest concentration of employment, service and recreational opportunities, will effectively improve access while limiting car trips.</p>

C. River District Urban Renewal Plan

The River District Urban Renewal Plan continues the work of the River District Steering Committee and builds on the River District Development Plan, the Strategic Investment Plan, and many other planning efforts. The Plan authorizes the Portland Development Commission, the Urban Renewal Agency of the City of Portland (the "Commission"), to use urban renewal powers to carry out the goals and objectives of this Plan. The Plan has been prepared pursuant to Oregon Revised Statutes (ORS) Chapter 457, and all applicable laws and ordinances of the State of Oregon and the City of Portland.

II. GOALS AND OBJECTIVES

The Plan will help implement the goals and objectives of Portland's Comprehensive Plan and the Central City Plan which relate to the development of the River District. The Plan will increase housing and jobs, improve transportation and utilities in the area and create public amenities which make the area an exciting one in which to live, work and visit.

The Plan is also designed to help carry out the vision of the River District as stated by the Steering Committee: create a community which is philosophically complete, composed of self-sufficient but complementary parts and capable of making a collective contribution to the well being of this region.

The goals of the Plan relate to housing, transportation, utilities, job creation and public amenities.

A. Housing

To stimulate the development of a substantial stock of housing accessible to households with a range of incomes which reflect the income distribution of the city as a whole.

Objectives:

1. Achieve a Mix of Units by Household Income Categories

The table below shows the guidelines for new housing development in the River District which were established in the River District Housing Implementation Strategy, adopted by City Council in 1994, and apply to the River District as a whole. The City Council will review the housing targets annually and may adjust them based on market conditions, development priorities, shifting demographics in the Portland market, loss of low income or Single Room Occupancy (SRO) units, or financial resources. The overall number of units may also be modified based on these factors.

The housing targets for new housing developed in the River District are:

Household Income Category	Housing Targets (% of New Units at Total Buildout)	# of New Housing Units Needed to Meet Target
Extremely Low (0-30% MFI) Low (31-50% MFI)	15% - 25%	800 – 1400
Moderate (51-80% MFI)	20% - 30%	1100 – 1700
Middle (81-150% MFI) Upper (151%+ MFI)	50% - 60%	3100 – 3600
BUILDOUT TOTAL		5555

The City Council may adjust development priorities to meet the timing and phasing of the housing targets and may direct that other modifications in the development program for housing be implemented to ensure progress in meeting the targets.

Housing targets are applied to the District as a whole, not to individual housing projects.

2. Promote Development of Services and Amenities to Support Housing

Housing should be targeted to as wide a market as possible, including downtown workers, empty-nesters and retirees. To the extent possible, families with children should be encouraged, and specific development plans should include services and amenities to support this effort and encourage households at all income levels.

3. Promote Ownership Housing

Whenever practical and feasible, ownership housing should be encouraged, recognizing the value of neighborhood stability associated with pride of ownership.

4. Implement City of Portland Shelter Reconfiguration Plan

Except as provided for in the City's Shelter Reconfiguration Plan, no new shelter beds should be added to the District. This is consistent with the City's policy to transition people living in shelters into permanent housing and requires a no net loss of low income housing in the River District.

5. Preserve Access to Affordable Housing for Low Income Residents of the River District.

The River District Housing Implementation Strategy assumes that the number of existing housing units affordable to low income households in the River District will be maintained. The targets established in the River District Housing Implementation Strategy are for new housing developments and are intended to supplement the existing housing inventory to produce a mix of housing reflective of the city as a whole. Therefore, preservation and/or replacement of low income housing in the River District is essential to meeting the established income level targets and is vital for maintaining the district's diversity and livability. Low income housing stock at risk of demolition, conversion to market rate housing or other uses will need to be preserved or replaced through public acquisition, public financing or other public or private actions.

B. Transportation

To improve transportation linkages with other parts of the Central City and the region and to modify and improve transportation within the Area to enhance livability.

Objectives:

1. Promote Alternative Modes of Transportation

Transit systems, including the Central City Streetcar and, possibly, South/North Light Rail, should be improved into and through the area in order to relieve congestion and pollution from private automobiles. Pedestrian and bicycle routes should be provided to be attractive alternatives to automobiles in the area.

2. Create and Enhance Connections Between the District and the Willamette River

Use the extension of existing streets, modification of rail crossings, the creation of new above, below or at-grade rail crossings, the Central City Streetcar and creation of the Tanner Creek Park and Water Feature as methods to connect the interior of the Area to the River.

3. Remove the Lovejoy Ramp

The elevated Lovejoy Ramp to the Broadway Bridge, which serves as a barrier and blighting influence within the area, will be removed to allow redevelopment

of Lovejoy Street and 10th Avenue at grade. A new ramp will be constructed east of NW 9th Avenue.

4. Improve Streets and Streetscapes

Streets within the Area will be improved. This will provide more attractive streetscapes for pedestrians, bicyclists and transit. It will also provide more efficient traffic flow and better connections to adjacent districts of the City.

5. Parking

Create convenient, accessible surface and structured parking facilities at locations which support full utilization of private parcels and public amenities.

C. Utilities

Improve utilities to allow efficient development of the Area and, where possible, use a public utility as a visible asset.

Objectives:

1. Enhance Street Lighting For Public Safety And Aesthetics

Enhance street lighting where appropriate to create visual connections to the remainder of the Central City. Coordinate the installation of street lighting into streetscape projects.

2. Reconstruct Utilities As Necessary To Permit Development Of Private Parcels And Public Amenities

Reconstruct utilities including water, sewer, storm sewer, and other public utilities as necessary to encourage development of both public and private parcels.

3. Daylight Tanner Creek

In conjunction with the City's Combined Sewer Overflow Program, pursue "daylighting" (replace the piped drainage facility with an open air creek) Tanner Creek within the District. Utilize the daylighted creek as a basis for open space and educational amenities. The specific blocks which will be developed for parks and open spaces in conjunction with the creek will be determined based on overall development plans and open space needs within the Area.

D. Job Creation

Maximize the potential for economic development and job creation in the Area.

Objectives:

1. Promote the Development of Commercial Uses That Create Jobs

Help create a range of jobs within the area in order to maximize the potential of a dense population and transit improvements within the area. This can include assistance to property owners for improvements to retain or create jobs.

2. Keep Job Producing Activities in the Industrial Sanctuary

Maintain and enhance a range of job producing activities in the area of the district designated as industrial sanctuary by the City.

3. Strengthen Downtown as the Heart of the Region

Foster the growth and attractiveness of the Downtown, enhancing its competitive position in retailing, employment and tourism.

E. Parks, Open Spaces and Other Public Amenities

Using a combination of parks, open spaces and public attractors, create amenities which make the Area a comfortable and pleasant place for people to live and a resource for all the citizens of Portland.

Objectives:

1. Reclaim And Enhance The Willamette Riverfront Between The Steel Bridge And Terminal One

Construct amenities which benefit residents and employees of the Area as well as the City as a whole. Provide a continuous riverfront pedestrian pathway and pedestrian connections into the District.

2. Extend the North Park Blocks into the Area

Extend the North Park Blocks into the River District. This will bring the City closer to a long-standing goal to create a linear parkway on the Park Blocks which connects downtown and the River District.

3. Create Open Spaces

Create an attractive setting for area residents. Specific areas for open space development will be determined as public and private development plans in the area are finalized.

4. Create A Public Attractor

Create a public attractor such as a conservatory or an aviary along the Willamette River near the Tanner Creek outfall. It is anticipated that this facility would be developed in partnership with other public agencies and non-profit organizations.

III. PUBLIC INVOLVEMENT

The goals, policies and projects in this Plan have been developed under the guidance of the River District Steering Committee, affected neighborhood groups, the City of Portland Planning Commission and other interested parties.

Public input is solicited for all significant issues facing the Commission, in particular the implementation of major projects, short and long term financial planning and the monitoring of plan progress. In addition, substantial and council approved Plan amendments (see Chapter XIII) are approved by the Commission, and adopted by the City Council at public meetings for which public notice is provided in conformance with state law.

IV. URBAN RENEWAL AREA OUTLINE

There are five distinct neighborhoods within the River District Urban Renewal Area: Pearl District, South of Burnside, Tanner Creek Basin/Park, Terminal One and the Industrial Sanctuary. Each area has specific, yet interrelated, improvements and projects proposed to further the objectives of the Plan. This section of the Plan outlines what activities will be undertaken in each neighborhood.

A. Pearl District

The Pearl District has become a vital and eclectic neighborhood of lofts, galleries, restaurants and shops mixed with industrial and commercial uses. It is a neighborhood in transition from industrial and warehousing uses to a mixed use area with commercial and residential uses alongside industrial activities. The Pearl District also includes the approximate eight block area of NW 13th Avenue which has been designated as a National Register Historic District.

Housing will be extended into the Hoyt Street Railyards south of Lovejoy within the Pearl District. The area will accommodate approximately 1,200 new housing units as well as

84,000 square feet of neighborhood retail and commercial space, and parking facilities to support the uses.

In spite of the exciting activity which has occurred recently in this District, a number of serious obstacles exist to creating the housing density, affordable housing and connections with the remainder of downtown which are necessary to fully realize the potential of this close-in gem.

Projects in this sub-area will include reconstructing the Lovejoy viaduct with an at-grade street to remove a substantial barrier to housing development in the area, and to create a "Main Street" of shops and retail activity. The Central City Streetcar will pass through the Pearl District on 10th and 11th Avenues allowing the area to develop with a lesser reliance on the need to build expensive new parking spaces. The abandoned Hoyt Street Railyards will become a major focus for new housing and retail activity in the Pearl District, with park and pedestrian areas included as appropriate.

B. Tanner Creek Park And Water Feature

The Tanner Creek Park and Water Feature will help connect the District to the Willamette River and will help create a focus for a compact urban community while acknowledging the natural history of the area and enhancing water quality. This area has the potential to be open and gregarious in character, and serve as an urban heart to the River District.

This area will contain the highest density residential development in the River District, as well as supportive commercial services. There will be approximately 1,800 new housing units, and 92,000 square feet of neighborhood retail and commercial space. In order to realize this vision, many critical infrastructure improvements called for in this Plan are essential. The area will be connected with improvements which will occur on the Waterfront of the Willamette River, to tie the area even closer to the river. The Central City Streetcar will provide critical transit connections from this new housing to downtown, PSU and northwest Portland.

C. Terminal One

The portion of Terminal One just downriver from the Fremont Bridge was formerly an active marine terminal, but has been declared surplus by the Port of Portland. While its use as an efficient marine facility is not viable, the property location presents an excellent opportunity to anchor the north end of the west bank of Waterfront Park, much as Riverplace anchors the south end.

Redevelopment of this site will create a community of homes, offices and shops directly on the Willamette River. The area will be developed into approximately 700 housing units, 45,000 square feet of neighborhood retail space and 90,000 square feet of offices.

In order to integrate new private uses with the greenway and waterfront, development must be open and accessible. Pedestrian and visual connections should be provided which reinforce the connection to the river and to the remainder of the River District.

Several improvements are necessary in order to allow the full utilization of this important riverfront parcel for residential, commercial and office use. These include site improvements at Terminal One, improvements to Front Avenue, the greenway and railroad crossings to better connect this area to its neighbors.

D. Industrial Sanctuary

It is vital to the City to have close-in industrial areas. They provide essential employment and often provide services which need to be near the Central City.

Assistance with job creation and maintenance activities will help ensure that this important industrial neighborhood can remain vital. The Central City Streetcar will pass through this area, enhancing transit service for employees in the area. Street and pedestrian improvements will occur as appropriate.

E. South Of Burnside

A sixteen block area south of Burnside is included within this Plan area. This is an area which lies between the boundaries of the Downtown Waterfront Urban Renewal Plan and the South Park Blocks Urban Renewal Plan. This area is attracting hotel development but public needs exist to maintain the area's retail and mixed use vitality.

The primary projects which are necessary in this area include improvements to the existing transit mall, including the possibility of light rail; participation in renovation, parking improvements and related site work and utilities for destination retail facilities; storefront and seismic rehabilitation programs to support and retain downtown businesses; and redevelopment of key underutilized parcels of land.

V. URBAN RENEWAL AREA MAP AND LEGAL DESCRIPTION

Exhibit 1A. contains the narrative legal description of the boundary of the Area. Exhibit 1B is a map of the boundary.

VI. URBAN RENEWAL PROJECTS

In order to achieve the objectives of this Plan, the following projects will be undertaken by the Commission, in accordance with applicable Federal, State, County and City laws, policies and procedures. General authority for categories of projects is included herein, as well as specific information on projects which are anticipated at the time of Plan adoption. Such projects may be modified, expanded or eliminated as needed to meet the objectives of the Plan, subject to Section XIII, Amendments to the Plan.

A. Public Improvements

Public improvements include the construction, reconstruction, repair or replacement of sidewalks, streets, transit systems, parking, parks, pedestrian amenities, water, sanitary sewer and storm sewer facilities and other public infrastructure deemed appropriate for the achievement of the goals and objectives of this Plan.

1. Hoyt Street Railyards Mixed Use/Income Housing

The abandoned Hoyt Street railyards in the Plan Area are a significant opportunity site for high density residential use close to the Central City and in single ownership. However, the improvements reasonably necessary to develop the site, including removing the Lovejoy Ramp, building the Central City Streetcar and resolving environmental contamination issues, are so extensive, that they will not occur without public intervention.

Public assistance will also ensure that housing to serve a range of income groups will be developed on the site. The market rate housing now developing in other portions of the Pearl District is not affordable to a large number of households. Creation of a diverse neighborhood with mixed income groups means the area is more accessible to City residents as a whole.

Neighborhood commercial services, such as a grocery store, a daycare center, community facilities, etc. are important factors to creating a stable neighborhood where people can take care of daily needs with reduced need for a car.

2. Tanner Creek Housing-Related Site Improvements

The highest densities within the River District will occur within the Tanner Creek area. This undeveloped site can accommodate approximately 1,800 new housing units and 92,000 square feet of neighborhood retail and commercial space. These will combine to create a new neighborhood focused around the open spaces which will be constructed at its heart.

To accomplish this density of housing at rates affordable to a range of individuals, financial assistance for the housing, as well as public facility site improvements

are required. The primary improvements required are street construction, with attendant water, sewer, storm drain and private utilities, the development of transit services (e.g. streetcar or light rail), the development of open spaces and environmental remediation, where needed to accommodate development.

3. Reconstruct Lovejoy at Grade

The existing Lovejoy viaduct approach to the Broadway Bridge was constructed to carry traffic over the railyards to the bridge. With the relocation of the rail switching yards, it is no longer necessary to carry traffic over the area. The viaduct, which once served a critical purpose, is an ugly remnant which serves as a major barrier in the District. Besides being an eyesore, this noisy street separates people in their cars from the street below, leaving an unappealing swath beneath.

Bringing the cars to street level by removing the viaduct will create two important results: removing the barrier and creating a "Main Street" of shops.

First, the visual and noise constraints from the elevated roadway will disappear, making the area much more attractive to residents and visitors. The non-human scale of an elevated roadway made sense over an active railroad yard. But, it is not a feature which is attractive to live near and seriously detracts from a neighborhood feel. The road's noise bears down on those below and it's grimy concrete blocks the sky. It serves as an effective barrier to the properties north and south of it. Removing the elevated roadway will remove this blight and result in connections between the properties north and south of Lovejoy.

Second, bringing the street to grade level gives an opportunity for a "Main Street" of shops, which would be similar to Broadway east of the Willamette. Although Lovejoy would be a busy street, commercial services for the growing neighborhood would be located here, as well as shops which would be attractive for all Portland residents. This strong east-west connection to the Broadway Bridge would also serve to better tie together the neighborhoods east and west of the River.

The project includes demolishing the existing viaduct, building a new ramp to the Broadway Bridge east of NW 9th Avenue, rebuilding Lovejoy from 9th to 14th Avenues, and rebuilding NW 10th Avenue from Hoyt to Northrup.

4. New Street Construction

The construction of numerous neighborhood streets between Hoyt and NW Naito Parkway will complete a section of street grid in the area which is now missing. Maintaining the block grid system in this area continues the Portland tradition of a pedestrian friendly scale.

5. Central City Streetcar

Placing high density residential development in close proximity to the highest density of employment in the region has the potential to create significant benefits to the Area and the region. One of the primary benefits is reduction of trips to work in private vehicles, reducing regional congestion and air pollution. Though some people in the Area will walk or bike to work, to truly take advantage of the potential to reduce automobile trips, an effective transit system is essential. The Central City Streetcar will provide benefits to the Area by increasing access to and from the Area, providing an important transportation amenity for Area housing and providing an expanded patron base for Area businesses.

The first leg of the Central City Streetcar will connect from Portland State University on the south, through downtown and the River District, turning west to extend to NW 23rd Avenue. Jobs, education and housing throughout the Central City will be tied together in a system which will complement other transit in the City. This focus on transit is a key to linking jobs and housing in the Central City.

The northbound streetcar will come up NW 10th Avenue and turn west at Northrup. The southbound streetcar will come from Northwest Portland on Lovejoy and turn south on NW 11th Avenue. The project includes laying track, providing necessary electrification and purchasing streetcar vehicles.

6. NW Naito Parkway Avenue Improvements

NW Naito Parkway is a key transportation corridor serving the River District. The street will be enhanced and embellished to serve as the "front door" to the District. Improvements will include widened sidewalks, street trees and other landscaping, street lighting, crossings and other pedestrian amenities which will link the River District to the Willamette River.

7. Railroad Crossings/ Connectivity

With a high density of residents and workers, it is essential to have efficient street connections to the rest of the District. The existing railroad crossing at 17th Street will be eliminated and replaced with crossings at 14th and 19th Streets, which form better connections into the Pearl District and Northwest neighborhoods. Safe and attractive pedestrian access across railroad corridors is essential to connecting the River District to the Willamette River. Other above, below or at-grade crossings are also encouraged as part of the Plan.

8. Terminal One Site Improvements

Site improvements will include extension of trails along the riverfront to complete the connection of Waterfront Park from Riverplace north to Terminal One. Other infrastructure improvements to this abandoned industrial site, such as grading, fill, streets, utilities and parking, are also needed to make this site useable for residential, commercial and office uses.

9. Tanner Creek Park and Water Feature

Tanner Creek represents an opportunity to restore a historic natural feature, create a valuable amenity for the area and help solve a stubborn and expensive storm water problem for the City. As part of the Combined Sewer Overflow Program, the City intends to separate the clean storm water from the Upper Basin near the Oregon Zoo and carry it in a pipeline to the Willamette River with an outfall into the Willamette.

Daylighting Tanner Creek could provide a year-round water feature which could be enjoyed by all. The creek could provide water flow for special water features integrated along its route to the Willamette.

The project will be pursued in conjunction with park design, land acquisition, utility construction, and park development.

10. Waterfront Park Extension

Tom McCall Waterfront Park is the quintessential project which defines the spirit of Portland. Created in the 1960's and 1970's from an expressway, the success of the park can be measured by the hundreds of thousands of people who use it every year, as well as by the major private investments along its reach. Extending the riverfront park through the River District builds upon this success and creates new opportunities for the Area. Extension of the park will add a critical recreational amenity to the housing on the Terminal One site.

The Willamette River waterfront will be improved north and south of Tanner Creek outfall by acquiring property, extending the Greenway trail along the waterfront and developing connections to Tanner Creek. This creates an opportunity to locate a public attractor, such as a conservatory or aviary, along this portion of riverfront, to additionally enhance the area as a magnet for visitors and residents.

11. Transit Mall Rehabilitation or Light Rail Construction

The deteriorated Sixth Avenue Transit Mall, between Morrison and Oak Streets, will be completely renovated with sidewalks, paving, bus shelters, street furniture and related site work and utilities. Alternatively, the construction of the proposed South/North Light Rail project on The Transit Mall would be financed in lieu of the rehabilitation project in this four-block area.

12. Major Retail Redevelopment

In the South of Burnside area, a project will include participation in renovation, parking improvements and related site work and utilities for destination retail. This work is necessary to retain a major retail department store downtown, which serves as an anchor store helping to maintain a healthy retail environment downtown. Portland has been a national leader in the health of its retail downtown in the midst of a period when much of the retail market share was captured by suburban shopping malls. Maintenance of healthy retailing is key to a dynamic downtown.

13. Parking Facilities

Sufficient and accessible parking is essential to maintaining healthy retail, residential and visitor levels downtown. Parking facilities will be developed to

- a) retain and enhance major and neighborhood retail activities
- b) support housing development
- c) to replace parking lost to redevelopment of surface parking lots.
- d) support new commercial development.

14. Redevelop Block 86

This block is underutilized in terms of its capacity to fulfill Metro 2040 growth goals as well as Central City Plan objectives (specifically, Action Item D.5.- to establish a park.) This site has been identified as a pivotal redevelopment opportunity for this area of town.

B. Rehabilitation, Development and Redevelopment Assistance

The Commission will undertake loans and grant programs to assist property owners in rehabilitating or redeveloping property within the Area to achieve the objectives of the Plan. This may include residential or commercial loans or grants, financial assistance to improve older buildings to current code standards (including seismic standards), assistance to remediate environmental conditions or other programs to eliminate blight in the area.

The Commission, with funds available to it, is authorized to establish financial assistance programs and provide below-market rate interest and market rate interest loans and provide such other forms of financial assistance to property owners, owners of buildings which are in need of rehabilitation or persons desiring to acquire or lease property from the Commission, as it may deem appropriate in order to achieve the objectives of the Plan.

C. Land Acquisition, Improvement and Disposition for Redevelopment Projects

The Commission may acquire, improve and dispose of property for redevelopment in conformance with the Comprehensive Plan, Zoning Ordinance and specific Plan objectives. The detailed provisions pertaining to these activities are described in Sections VII and VIII below.

D. Planning

The Commission may undertake planning activities which relate to projects designed to further the objectives of the Plan, whether or not such planning ultimately results in a project being constructed or funded.

E. Administration

The Commission is authorized to expend funds, subject to other provisions of law, to carry out the objectives of the Plan. This includes staff and office expenses, consultant services, and necessary overhead expenses.

VII. PROPERTY ACQUISITION POLICIES AND PROCEDURES

It is the intent of this Plan to acquire property within the Area, if necessary, by any legal means to achieve the objectives of this Plan. Specifically, property acquisition is authorized when the acquisition is from willing sellers or when the acquisition is accomplished by eminent domain for either public improvements or for disposition and redevelopment.

At the time of Plan adoption, no specific property has been identified for acquisition other than property required for public improvement projects authorized by the Plan. However, property acquisition, including limited interest acquisition, is hereby made a part of this Plan and may be used to achieve the objectives of this Plan. Accordingly the Commission may use any of its statutory authority in carrying out the following projects:

A. Property Acquisition From Willing Sellers

For projects authorized by the Plan, the Commission may acquire property from owners that wish to convey title. Prior to acquiring such property, the Commission shall adopt a Resolution identifying the property and finding that the acquisition thereof is necessary to achieve the objectives of the Plan.

B. Property Acquisition by Eminent Domain for Public Improvements.

The Commission may use all legal means including eminent domain to acquire property for public improvement projects specifically described in the Plan. These improvements shall be located within public rights of way or on land that will remain in public ownership. Property acquired for public improvements need not be specifically identified in the Plan provided that the public improvement project for which the acquisition is made is authorized by the Plan.

Properties which may be acquired by the Commission for public improvements include:

Albers Mill Parking Lot
River Queen
Liberty Ship Park
Centennial Mills
Weststar Electric
Freemont Place I & II

C. Property Acquisition by Eminent Domain for Disposition and Redevelopment.

The Commission may use all legal means including eminent domain to acquire property for disposition and redevelopment. Property to be acquired by eminent domain, or under

the threat of eminent domain, for disposition and redevelopment shall be identified as such by means of a minor amendment. Notwithstanding the above, the Commission may use eminent domain powers to acquire existing affordable housing that it finds to be at risk of demolition or conversion to non-affordable housing without further amendment to the Plan.

VIII. PROPERTY DISPOSITION POLICIES AND PROCEDURES

A. Property Disposition

The Commission is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property which has been acquired, in accordance with the provisions of this Urban Renewal Plan.

All real property acquired by the Commission in the Area shall be disposed of for development for the uses permitted in the Plan at its fair re-use value for the specific use to be permitted on the real property. All persons and entities obtaining property from the Commission shall use the property for the purposes designated in this Plan, and shall commence and complete development of the property within a period of time which the Commission fixes as reasonable, and shall comply with other conditions which the Commission deems necessary to carry out the purposes of this Plan.

To provide adequate safeguards to insure that the provisions of this Plan will be carried out to prevent the recurrence of blight, all real property disposed of by the Commission, as well as all real property owned or leased by participants which is assisted financially by the Commission, shall be made subject to this Plan. Leases, deeds, contracts, agreements, and declarations of restrictions by the Commission may contain restrictions, covenants, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes, or any other provisions necessary to carry out this Plan.

B. Redeveloper's Obligations

Any Redeveloper, and the Redeveloper's successors and assigns, within the Area, in addition to the other controls and obligations stipulated and required of the Redeveloper by the provisions of this Urban Renewal Plan, shall also be obligated by such requirements as may be determined by the Commission, including, but not limited to:

1. The Redeveloper shall obtain necessary approvals of proposed developments from all federal, state and/or local agencies which may have jurisdiction on properties and facilities to be developed within the Area.

2. The Redeveloper and the Redeveloper's successors or assigns shall develop such property in accordance with the land use provisions and building requirements specified in this Plan.
3. The Redeveloper shall submit all plans and specifications for construction of improvements on the land to the Commission for plan and design review and distribution to appropriate reviewing bodies as stipulated in this Plan and existing City codes and ordinances. Such plans and specifications shall comply with this Plan and the requirements of existing City codes and ordinances.
4. The Redeveloper shall accept all conditions and agreements as may be required by the Commission in return for receiving financial assistance from the Commission.
5. The Redeveloper shall commence and complete the development of such property for the uses provided in this Plan within a reasonable period of time as determined by the Commission.
6. The Redeveloper shall not effect or execute any agreement, lease, conveyance, or other instrument whereby the real property or part thereof is restricted upon the basis of age, race, color, religion, sex, sexual orientation or national origin in the sale, lease or occupancy thereof.
7. The Redeveloper shall maintain developed and/or undeveloped property under Redeveloper's ownership within the area in a clean, neat, and safe condition, in accordance with the approved plans for development.

IX. RELOCATION POLICIES AND PROCEDURES

If in the implementation of this Plan, persons or businesses should be displaced by the action of the Commission, the Commission will provide assistance in finding replacement facilities to those persons or businesses displaced. Such displacees will be contacted to determine their individual relocation needs. All relocation activities will be undertaken and payments made in accordance with the requirements of ORS 281.045-281.105 and any other applicable laws or regulations.

Relocation payments will be made as provided in ORS 281.060. Persons displaced from dwellings will not be required to move until appropriate dwellings at costs or rents within their financial means are available to them. Payment for moving expenses will be made for businesses displaced.

The Commission maintains information in its office relating to the relocation programs and procedures, including eligibility for and amounts of relocation payments, services available and other relevant matters.

X. RELATIONSHIP TO LOCAL PLANS AND OBJECTIVES

A. Portland Comprehensive Plan

Effective on January 1, 1981 and last revised in October of 1996, the City of Portland's Comprehensive Plan is a guide for all land use related development within the City. The River District Urban Renewal Plan is especially supportive of the following Comprehensive Plan Goals and Policies:

Goal 2 - Urban Development: Maintain Portland's role as the major regional employment, population and cultural center through public policies that encourage expanded opportunity for housing and jobs, while retaining the character of established residential neighborhoods and business centers.

Policy 2.2 - Urban Diversity: Promote a range of living environments and employment opportunities for Portland residents in order to attract and retain a stable and diversified population.

Policy 2.10 - Downtown Portland: Reinforce the downtown's position as the principal commercial, service, cultural and high density housing center in the city and the region. Maintain the downtown as the city's principal retail center through implementation of the Downtown Plan.

Policy 2.11 - Commercial Centers: Expand the role of major established commercial centers which are well served by transit. Strengthen these centers with retail, office, service and labor-intensive industrial activities which are compatible with the surrounding area. Encourage the retention of existing medium and high density apartment zoning adjacent to these centers.

Policy 2.14 - Industrial Sanctuaries: Provide industrial sanctuaries. Encourage the growth of industrial activities in the city by preserving industrial land primarily for manufacturing purposes.

Policy 2.15 - Living Closer to Work: Locate greater residential densities near major employment centers, including Metro-designated regional and town centers, to reduce vehicle miles traveled per capita and maintain air quality. Locate affordable housing close to employment centers. Encourage home-based work where the nature of the work is not disruptive to the neighborhood.

Policy 2.25 - Northwest Triangle District: Promote the historic character and quality of the Northwest Triangle District and the important role it plays in relation to the downtown office and retail core, by implementing the Northwest Triangle District Report.

Objectives:

A. Land Use

Promote a rich and diverse mix of compatible land uses within the area, including industrial, commercial, institutional and residential.

B. Economic Development

Promote and encourage existing businesses to remain in the area and encourage a healthy business atmosphere which attracts compatible new firms.

C. Transportation

Promote a transportation system which serves area users and provides efficient access and circulation in and through the district.

Policy 4.4 - Housing Choice and Neighborhood Stability: Support public and private actions which increase housing choices for Portlanders, with emphasis on housing and public improvement programs which: 1) improve the balance in the city's population by attracting and keeping in the city families with children; 2) maintain neighborhood schools; 3) increase the number of housing alternatives for both renter and owner; 4) improve the physical and environmental conditions of all neighborhoods.

Policy 4.5 - Lower Income Assisted Housing

Objective A: To provide decent housing for lower income households who cannot compete in the housing market.

Objective H: To insure availability of basic services of public housing sites such as a grocery store, public transportation, recreation and other necessities.

Policy 5.1 - Urban Development and Revitalization: Encourage investment in the development, redevelopment, rehabilitation and adaptive reuse of urban land and buildings for employment and housing opportunities.

Policy 5.4 - Transportation System: Promote a multi-modal regional transportation system that encourages economic development.

Objective G: Pursue special opportunities for alternative modes of transportation to serve as attractors themselves. Such projects include water taxis, streetcars and bicycle/ pedestrian facilities and amenities.

Policy 5.8 - Diversity and Identity in Industrial Areas: Promote a variety of efficient, safe and attractive industrial sanctuary and mixed employment areas in Portland.

Goal 6 - Transportation: Provide for and protect the public's interest and investment in the public right-of-way and transportation system by encouraging

the development of a balanced, affordable and efficient transportation system consistent with the Arterial Streets Classifications and Policies by:

- Providing for the safe and efficient movement of people and goods while preserving, enhancing, or reclaiming neighborhood livability.
- Reducing reliance on the automobile and per capita vehicle miles traveled;

Policy 6.7 - Public Transit: Develop transit as the preferred form of person trips to and from the Central City, all regional and town centers, and light rail stations.

Policy 8.4 - Ride Sharing, Bicycling, Walking, and Transit: Promote the use of alternative modes of transportation such as ridesharing, bicycling, walking and transit throughout the metropolitan area.

Goal 11A - Public Facilities: Provide a timely, orderly and efficient arrangement of public facilities and services that support existing and planned land use patterns and densities.

Objective 11.1 - Service Responsibility:

A. Within its boundaries of incorporation, the City of Portland will provide, where feasible and as sufficient funds are available from public or private sources, the following facilities and services at levels appropriate for all land use types:

- (1) streets and other public ways;
- (2) sanitary and stormwater sewers;
- (5) parks and recreation;
- (6) water supply;

Goal 12 - Urban Design: Enhance Portland as a livable city, attractive in its setting and dynamic in its urban character by preserving its history and building a substantial legacy of quality private developments and public improvements for future generations.

Policy 12.1 - Portland's Character

Objective G: Extend urban linear features such as linear parks, park blocks and transit malls. Celebrate and enhance naturally occurring linear features such as rivers, creeks, sloughs and ridgelines. Tie public attractions, destinations and open spaces together by locating them in proximity to these linear features. Integrate the growing system of linear features into the City's transportation system, including routes and facilities for pedestrians, bicyclists and boaters.

B. Central City Plan

Adopted by the Portland City Council on March 24, 1988, the Central City Plan established land use designations and policies as part of the City's Comprehensive Plan. The Plan was updated most recently in 1995 to include policies related to the River District. The following policies specifically relate to the River District Urban Renewal Plan

Policy 1I: Fulfill the vision of the River District development plan which identifies a projected investment of \$150 million in infrastructure to generate \$750 million of development, including approximately 5,500 housing units, 1.5 million square feet of office space, and 500,000 square feet of retail facilities, which will contribute to the economic vitality, diversity, and livability of the Central City.

Policy 2 - The Willamette Riverfront: Enhance the Willamette River as the focal point for views, public activities, and development which knits the city together.

Policy 2B: Locate a wide range of affordable and attractive public activities and attractors along the riverbank and create frequent pedestrian access to the water's edge.

Policy 3 - Housing: Maintain the Central City's status as Oregon's principal high density housing area by keeping housing production in pace with new job creation.

Policy 3C: Encourage the development of housing to meet diverse needs by encouraging a range of housing types, prices, and rent levels. Avoid isolating higher, middle, moderate, low and very low income households.

Policy 3D: Foster housing development as a key component of a viable urban environment. Encourage a mix of rental and owner-occupied housing that accommodates the variety of households and families attracted to a Central City lifestyle. Include affordable housing in this mix.

Policy 3H: Facilitate housing ownership in order to foster a vested interest and "stewardship" in the Central City by residents.

Policy 4 - Transportation: Improve the Central City's accessibility to the rest of the region and its ability to accommodate growth, by extending the light rail system and by maintaining and improving other forms of transit and the street and highway system, while preserving and enhancing the City's livability.

Policy 6A: Foster the development of a vital "24-hour" city which encourages the presence of people that "provide eyes on the street", to deter crime.

Policy 7B: Improve water quality in the Willamette River.

Policy 8 - Parks and Open Spaces: Build a park and open space system of linked facilities that tie the Central City districts together and to the surrounding community.

Policy 11 - Historic Preservation: Preserve and enhance the historically and architecturally important buildings and places and promote the creation of our own legacy for the future.

Policy 12 - Urban Design: Enhance the Central City as a livable, walkable area which focuses on the river and captures the glitter and excitement of city living.

Policy 12A: Create a rich and enjoyable environment for pedestrians throughout the Central City.

Policy 14 - Downtown: Strengthen the Downtown as the heart of the region, maintain its role as the preeminent business location in the region, expand its role in retailing, housing, and tourism, and reinforce its cultural, educational, entertainment, governmental and ceremonial activities.

Policy 17 - River District: Extend downtown development throughout the River District that is highly urban in character and which creates a unique community because of its diversity; its existing and emerging neighborhoods housing a substantial resident population, providing jobs, services and recreation; and most important, its embrace of the Willamette River.

Further, to become the kind of place where people would like to live, work, and play:

Policy 17A: Pursue implementation of the River District urban design and development plans through public/private projects (proposals for action) as described in each of the four action areas of the River District Development Plan: (1) Union Station/Old Town, (2) Terminal One, (3) Pearl District, and (4) Tanner Basin/Waterfront.

Policy 17B: Preserve and enhance the River District's history, architectural heritage, and international character.

Policy 17D: Accommodate housing needs for diverse family structures.

Policy 17E: Provide neighborhood amenities that support River District residents who work and use the services provided by the Central City. Amenities include

commercial, educational, medical, recreational, transportation, entertainment, emergency and social services.

Policy 17F: Accommodate industrial growth in industrial zoned areas.

Policy 17I: Incorporate strategic public investments in infrastructure that will stimulate private sector redevelopment. The River District needs increased transit services, improved streets, and open space.

Policy 17J: In conjunction with the Combined Sewer Overflow (CSO) Tanner Creek Basin Project, daylight Tanner Creek through the center of the District and construct a large focal basin connecting Tanner Creek with the Willamette River to provide a tangible amenity that distinguishes the River District.

Policy 17K: Contribute to the efficiency of urban living with development density, diversity of land use, and quality of design that will result in significant savings in the infrastructure costs of transportation, water, sewer, electricity, communications and natural gas.

C. Prosperous Portland

The document, Prosperous Portland, was adopted by the Portland City Council on September 21, 1994 as an addition to the Economic Development Policy, one of the twelve elements of the Portland Comprehensive Plan. The policies which are most relevant the River District Urban Renewal Plan are:

Policy 13 - Target Infrastructure Development: The City of Portland will invest in infrastructure that fosters physical development to increase the City's economic and tax base in targeted geographic areas.

Policy 14 - Encourage Urban Development and Redevelopment: The City of Portland will tailor its programs and regulations to meet the needs of and encourage investment in the development and redevelopment of urban land and buildings for employment and housing opportunities.

Strategy 14H: In addition to the Comprehensive Housing Affordability Strategy (CHAS) priorities, the City will lead a strong public effort to encourage development and redevelopment of a balanced mix of housing units.

Policy 15 - Promote a Transportation System that Encourages Economic Growth: The City of Portland promotes a regional transportation system that encourages economic growth.

Strategy 15D: The City of Portland will work closely with Tri-Met and other public agencies to develop transit facilities and services that connect residential

communities with work sites and an integrated circulator system connecting light rail and the bus mall with business districts.

Strategy 15G: The City will pursue special opportunities that serve to promote alternative modes of transportation and serve as attractors themselves. Such projects include water taxis, streetcars, and bicycle/pedestrian pathways.

XI. LAND USE PLAN

Land use within the Area is governed by the City of Portland's Comprehensive Plan and implementing ordinances. Any adopted change in the Comprehensive Plan or implementing ordinance shall automatically amend Section XI. of this Urban Renewal Plan, as applicable, without the necessity of any further formal action. This Section XI. And Figure 2 (Comprehensive Plan and Zoning Designations) shall thereafter incorporate the relevant amendments, additions or deletions. On Figure 2 most areas have the same designation under the Comprehensive Plan Map and Zoning Map. Where the Comprehensive Plan designation differs from current zoning, it is shown in parentheses. To the extent this Section XI. and Figure 2 conflict with the Comprehensive Plan or Zoning Code, the Comprehensive Plan and Zoning Code shall govern.

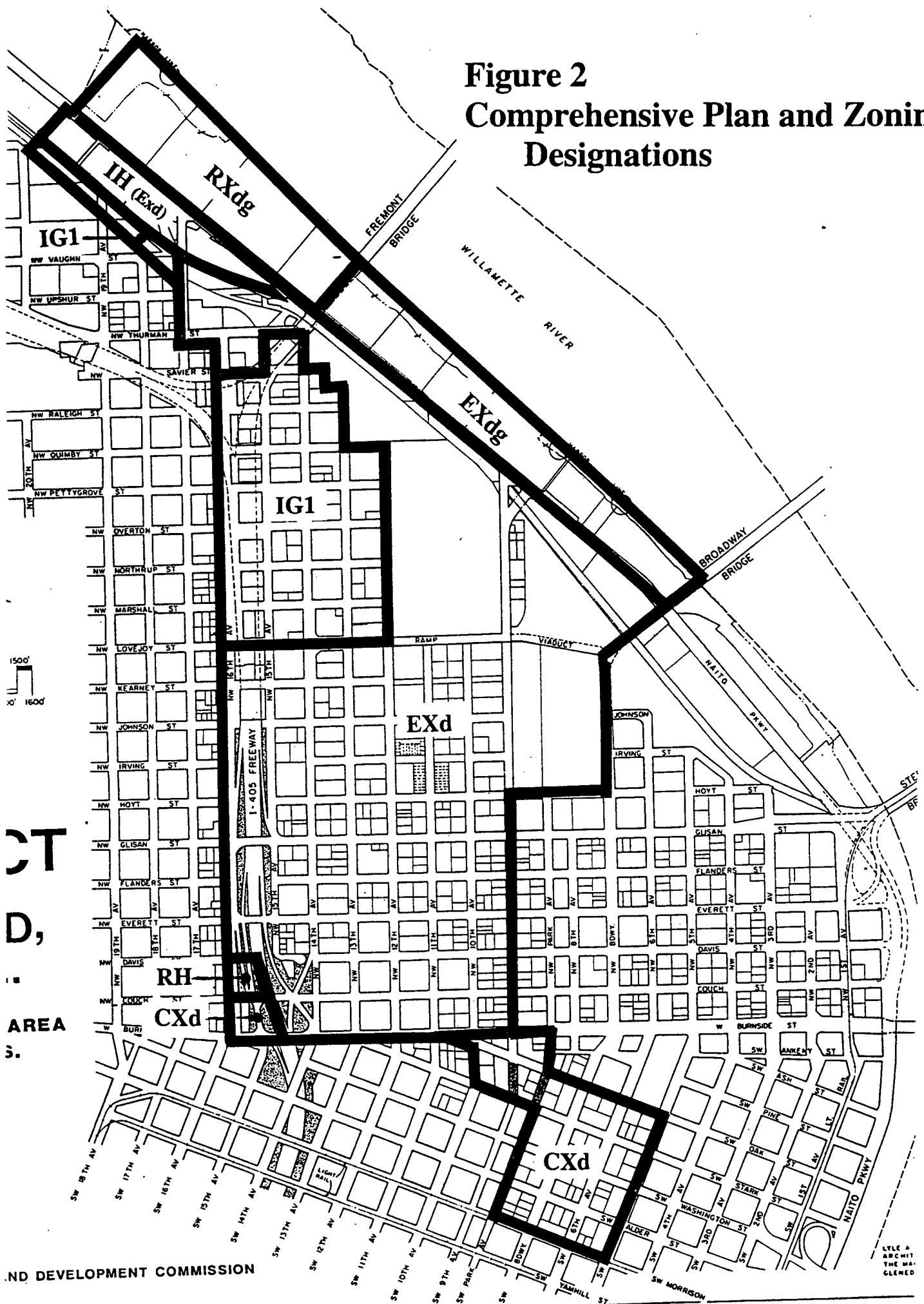
A. Comprehensive Plan and Zoning Designations

The comprehensive plan and zoning designations (as defined within Title 33, Planning and Zoning Code of the City of Portland) which apply within the Area are shown in Figure 2 and are listed below. The underlying designations are modified when followed by small letters (e.g. d, g,) , as indicated below:

CX	Central Commercial
EX	Central Employment
IG1	General Industrial - 1
IH	Heavy Industrial
RX	Central Residential
RH	High Density Residential
d	Design Overlay Zone
g	River Related

In addition to these zoning designations, the proposed River District Urban Renewal Plan area is within the zoning code's Central City Plan District. The Plan further tailors the provisions of the zoning code in ways tied to the implementation of the Central City and River District plans.

Figure 2
Comprehensive Plan and Zoning
Designations



CT
D,
AREA
3.

B. Additional Land Use Provisions

The following are in addition to conditions, limitations or restrictions previously identified in this Section XI.

1. Plan and Design Review

The Commission shall facilitate coordination of regulatory procedures related to applications for land use approvals of all private and public development activities for which it provides financial assistance.

The Commission shall be notified of design review and conditional use permits requested within the Area. The Commission shall also be notified of proposed zoning and comprehensive plan changes and Historic Landmark designations requested within the Area.

Plan and Design Review of private and public development shall be as follows:

- (1) Within the Area, Plan and Design Review shall follow procedures established in Title 33, Planning and Zoning Code of the City of Portland
- (2) Redevelopers, as defined in this Plan, shall comply with the Redevelopers Obligations, Section VIII(B) of this Plan, which provides for supplementary plan and design review by the Commission.

2. Tanner Creek Park and Water Feature

The development of Tanner Creek to create a park will require a variety of permits by various agencies. The Commission will help facilitate the permits and any land use changes necessary to accomplish this project.

XII. PLAN FINANCING

The Commission is authorized to finance the projects contained in the Plan using all legal sources of funding and specifically including funds raised under Article IX, Section 1c of the Oregon Constitution as authorized in Chapter 457 of Oregon Revised Statutes.

A. General Description of the Proposed Financing Methods

The Plan will be financed using a combination of revenue sources. These include:

- Tax increment revenues, described in more detail below;
- Advances, loans, grants and any other form of financial assistance from the Federal, State or local governments or other public body;
- Loans, grants, dedications or other contributions from private developers and property owners; and
- any other source, public or private.

Revenues obtained by the Commission will be used to pay or repay costs, expenses, advancements and indebtedness incurred in planning or undertaking project activities or otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan.

B. Tax Increment Financing

The Plan may be financed, in whole or in part, by funds allocated to the Commission as provided in section 1c, Article IX of the Oregon Constitution and ORS 457.420 through ORS 457.450. To the extent practical, the Commission shall seek a balance between revenues and expenditures of tax increment funds within each of the sectors of the Area north and south of Burnside Avenue.

C. Maximum Indebtedness

The maximum indebtedness that may be issued or incurred under the Plan is \$233,935,655.

D. Prior Indebtedness

Any indebtedness permitted by law and incurred by the Commission or the City of Portland in connection with the preparation of this Plan or prior planning efforts related to this Plan may be repaid from tax increment revenues from the Area when and if such funds are available.

XIII. AMENDMENTS TO THE PLAN

This Plan may be reviewed and evaluated periodically, and may be amended as needed, in conformance with statutory requirements. All amendments to this Plan shall be made pursuant to the following procedures.

A. Substantial Amendments

Substantial amendments shall require the notice, hearing and approval procedures required of the original plan by statute. Substantial amendments are defined as :

Adding land to the urban renewal area, except for an addition of land that totals not more than one percent of the existing area of the urban renewal area; or

Increasing the maximum amount of indebtedness (excluding bonded indebtedness issued to refinance or refund existing bonded indebtedness) to be issued under the Plan.

B. Minor Amendments Requiring Council Approval

Amendments to the Plan defined in this section shall require approval by the Commission by Resolution and approval by the City Council by Ordinance. Such amendments are defined as:

Addition of a project substantially different from those identified in Section VI of the Plan or substantial modification of a project identified in Section VI if the addition or modification of the project requires an expenditure of over \$10 Million in 1998 dollars.

C. Other Minor Amendments

Minor amendments other than those defined in Section XIII(C) shall require approval by the Commission by Resolution. Minor amendments include all amendments so defined within the text of the Plan (such as identifying property to be acquired by eminent domain for disposition and redevelopment), addition of a project substantially different from those identified in Section VI of the Plan or substantial modification of a project identified in Section VI if the addition or modification of the project requires an expenditure of over \$100,000 but less than \$10 Million in 1998 dollars and those amendments which are not substantial amendments or Council-approved amendments.

Exhibit 1A

LEGAL DESCRIPTION

THE RIVER DISTRICT URBAN RENEWAL AREA

PORTLAND, OREGON

The approximate boundaries of the Area are graphically shown on the Urban Renewal Plan Area Map (Exhibit 1B).

Commencing in the N.W. 1/4 of Section 34, Township 1 North, Range 1 East, Willamette Meridian, City of Portland, County of Multnomah, State of Oregon, on the westerly Harbor Line boundary of the Willamette River at its intersection with the northwest corner of Lot 100 of Block 37 of Sherlock's Addition, Assessor Map 1N 1E 28DB (old Map 2828) for the TRUE POINT OF BEGINNING of the River District Urban Renewal Area Boundary Line;

1. Thence southeasterly on said westerly Harbor Line to its intersecting point with the northwesterly right-of-way line of the N.W. Broadway Avenue Bridge, Couch's Addition, Assessor Map 1N 1E 34BA, said point being common to the Downtown-Waterfront Urban Renewal Area Boundary Line, Tax Code Area 889;

SAID RIVER DISTRICT URBAN RENEWAL BOUNDARY LINE IS COMMON TO THE DOWNTOWN-WATERFRONT URBAN RENEWAL AREA BOUNDARY LINE, TAX CODE AREA NO. 889 AS FOLLOWS:

2. Thence southwesterly on said N.W. Broadway Avenue Bridge right-of-way line to its intersection with the west right-of-way line of N.W. Broadway Avenue, Assessor Map 1N 1E 34BA;
3. Thence south on said west right-of-way line of N.W. Broadway Avenue to its intersection with the north right-of-way line of N.W. Hoyt Street, Assessor Map 1N 1E 34BC;
4. Thence west on said north right-of-way line of N.W. Hoyt Street to its intersection with the west right-of-way line of N.W. 9th Avenue, Assessor Map 1N 1E 34BC;
5. Thence south on said west right-of-way line of N.W. 9th Avenue to its intersection with the south right-of-way line of W. Burnside Street, Assessor Map 1N 1E 34CB;
6. Thence east on said south right-of-way line of W. Burnside Street to its intersection with the west right-of-way line of S.W. Park Avenue, Assessor Map 1N 1E 34CC;

7. Thence south on said west right-of-way line of S.W. Park Avenue to its intersection with the southerly right-of-way line of S.W. Oak Street, Assessor Map 1N 1E 34CC;
8. Thence easterly on said southerly right-of-way line of S.W. Oak Street to its intersection with the westerly right-of-way line of S.W. 5th Avenue, Assessor Map 1N 1E 34CD;
9. Thence southerly on said westerly right-of-way line of S.W. 5th Avenue to its intersection with the northerly right-of-way line of S.W. Morrison Street, Assessor Map 1S 1E 3BB;
10. Thence westerly on said northerly right-of-way line of S.W. Morrison Street to its intersection with the westerly right-of-way line of S.W. Broadway Avenue, Assessor Map 1S 1E 3BB, said point being common to the South Park Blocks Urban Renewal Area Boundary Line;

SAID RIVER DISTRICT URBAN RENEWAL BOUNDARY LINE IS COMMON TO THE SOUTH PARK BLOCKS URBAN RENEWAL AREA BOUNDARY LINE, TAX CODE AREA NO. 885 AS FOLLOWS:

11. Thence continuing westerly on said northerly right-of-way line of S.W. Morrison Street to its intersection with the easterly right-of-way line of S.W. Park Avenue, Assessor Map 1N 1E 34CC;
12. Thence northerly on the easterly right-of-way line of S.W. Park Avenue to its intersection with the northerly right-of-way line of S.W. Stark Street, Assessor Map 1N 1E 34CC;
13. Thence westerly on the northerly right-of-way line of S.W. Stark Street to its intersection with the west right-of-way line of S.W. 10th Avenue, Assessor Map 1N 1E 34CC;
14. Thence north on the west right-of-way line of S.W. 10th Avenue to its intersection with the southerly right-of-way line of S.W. Oak Street, Assessor Map 1N 1E 34CC;
15. Thence westerly on the southerly right-of-way line of S.W. Oak Street to its intersection with the south right-of-way line of W. Burnside Street, Assessor Map 1N 1E 34CC;
16. Thence west on the south right-of-way line of W. Burnside Street to its intersection with a southern prolongation of the west right-of-way line of N.W. 16th Avenue, Assessor Map 1N 1E 33DA (old Map 3028), which point is west of the Boundary Line of the South Park Blocks Urban Renewal Area;

CONTINUING SAID RIVER DISTRICT URBAN RENEWAL AREA BOUNDARY LINE WHERE SAID LINE IS NOT IN COMMON WITH ANY OTHER URBAN RENEWAL AREA BOUNDARY, AS FOLLOWS (also see old Map 2828):

17. Thence north along said prolongation and continuing on the west right-of-way line of N.W. 16th Avenue to its intersection with the south right-of-way line of N.W. Thurman Street, Assessor Map 1N 1E 28DC;
18. Thence west on the south right-of-way line of N.W. Thurman Street to its intersection with the west right-of-way line of N.W. 17th Avenue, Assessor Map 1N 1E 28DC;
19. Thence north on the west right-of-way line of N.W. 17th Avenue to its intersection with a point being 120.38 feet, more or less, north of the north right-of-way line of N.W. Upshur Street, said point being located on the east line of Block 28 of Watson's Addition, Assessor Map 1N 1E 28DC;
20. Thence northwesterly on a continuous line of the southwesterly property lines, in Watson's Addition, of Lot 2000 Block 28 on Assessor Map 1N 1E 28DC, of Lot 900 Block 33, of Lot 1100 Block 29, and of Lot 1300 Block 30 all on Assessor Map 1N 1E 28DB, and in Sherlock's Addition, of Lot 2300 Block 1, and of Lot 2000 Blocks 12 and 13 all on said Assessor Map 1N 1E 28DB;
21. Thence east on the north property line of said Lot 2000 of Blocks 12 and 13 to its intersection with the northeast corner of said Lot 2000;
22. Thence northerly from the northeast corner of said Lot 2000 to its intersection with the northwest corner of Lot 1700 Block 35 of Sherlock's Addition, Assessor Map 1N 1E 28DB;
23. Thence northeasterly on the northerly property line of said Lot 1700 to its intersection with the northeast corner of said Lot 1700 and continuing on a prolongation of said northerly property line to the point on the northeasterly right-of-way line of N.W. Front Avenue which also is the northwest corner of Lot 100 Block 37 of Sherlock's Addition, Assessor Map 1N 1E 28DB;
24. Thence northeasterly on the northwesterly property line of said Lot 100 Block 37 to its intersection with the westerly Harbor Line of the Willamette River, which point is the TRUE POINT OF BEGINNING.

Said River District Urban Renewal Area Boundary Line delineates an area containing 309.67 acres, more or less, and lying entirely within the City of Portland, County of Multnomah, State of Oregon.

Exhibit 1B

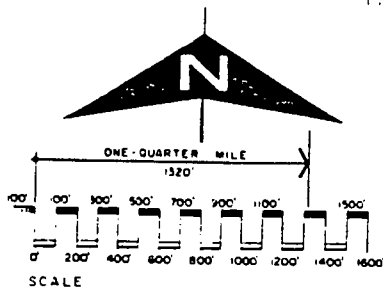
RIVER DISTRICT URBAN RENEWAL AREA

URBAN RENEWAL
AREA BOUNDARY



LEGAL DESCRIPTION
REFERENCE NUMBER...

See Exhibit 1A



RIVER DISTRICT PORTLAND, OREGON.

AN URBAN RENEWAL AREA

A PROGRAM OF THE PORTLAND DEVELOPMENT COMMISSION

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RIVER DISTRICT

URBAN RENEWAL REPORT

Prepared by: Tashman Johnson LLC

Prepared for: The Portland Development Commission

August 10, 1998

RIVER DISTRICT URBAN RENEWAL REPORT

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I. INTRODUCTION

This Urban Renewal Report (the "Report") accompanies the River District Urban Renewal Plan (the "Plan") and contains information and analysis in support of Plan boundaries, policies and projects. An important source of information for this Report was *The River District: An Urban Renewal Area Feasibility Analysis*, a study prepared in March, 1998 under the direction of the Portland Development Commission (PDC). The study examined the feasibility and eligibility of the Urban Renewal Area (the "Area") for urban renewal and it contains base information regarding physical and social conditions of the Area.

The Report also draws upon analyses of infrastructure location, condition and capacity, transportation needs, and the previous planning and urban design studies completed for the River District Steering Committee.

The River District is changing rapidly with the influx of redevelopment activity, particularly in regard to the conversion of existing buildings or construction of new buildings for residential use. As a result, some of the data, such as the mix of land uses, reported in the *Feasibility Analysis* is changing. Where new and relevant information has become available, this Report makes note of the change.

II. PHYSICAL CONDITIONS

A. Land Use and Zoning

The Area as described in this Report consists of 309.67 acres of mixed land uses (including rights-of-way), lying generally north of Portland's downtown core. The Area is bounded generally by the Willamette River to the northeast and the I-405 Freeway to the west, with the orientation of the River at a bias to the street grid.

The top five uses by land area occupy 228.90 acres, or 73.9% of the Area. They are:

Use	Acres	Percent of Area
1. Street/Freeway Rights-of-Way	104.69 acres	33.8%
2. Warehousing	51.26 acres	16.6%
3. Vacant/Open Areas	43.26 acres	13.9%
4. Mixed (Retail/Office/Residential/Service/Storage/Industrial)	14.91 acres	4.8%
5. Parking Lots – public and private	14.78 acres	4.8%
Total	228.90 acres	73.9%

Table 1 shows the Area to be a total of 309.67 acres, 104.69 acres, or 34% of which is dedicated to streets, highway and freeway rights-of-way. The remaining 204.98 acres is formed by 413 individual parcels and is significantly underutilized in light of the Area's Central City location.

At the time of the *Feasibility Analysis*, developed land in tax lots comprised 79% of the net, or 86% of the gross acreage, while vacant land covered 43.26 acres, approximately 21% of the net and 14% of the total Urban Renewal Area. Of the 79% net acreage: 38% was developed with industrial uses; 28% was developed with commercial, office, and parking facilities; 7% was developed with a variety of mixed uses; 3% was developed with residential; 2% was under new or rehab construction; and 1% was developed public space.

TABLE 1: Existing Land Use And Ranking By Land Area

RANK	LAND USE CLASSIFICATION	SQ. FT. OF CLASS.	GROUP IN ACRES
14	Auto – repair, parts, service, etc	122,500	
10	Commercial - retail and service	337,075	
22	Commercial with parking	20,000	
18	Hotel	55,100	
12	Office	192,069	
8	Office with parking area	438,197	
6	Office with parking structure	583,115	
5	Parking lot - public/private	643,601	
23	Parking structure - public/private	15,900	
17	Parking area - taxis	60,000	
		2,467,557	56.65
4	Mixed – retail, office, residential, service, storage, industrial uses	649,288	14.91
7	Industrial	510,036	
9	Open storage - lumber, vehicles, etc.	402,229	
11	Railroad R-O-W with tracks	288,129	
2	Warehouse	2,232,791	
26	Parking/loading	2,500	
		3,435,685	78.87
21	Public – Mounted Police	28,600	
16	Memorial, docks and water	97,320	
25	Landscaping	3,413	
		129,333	2.97
19	Residential - apartments	50,999	
20	Residential - attached housing	50,859	
15	Residential - condos	116,355	
24	Residential - single family	5,660	
		223,873	5.14
13	Under construction - new/rehab	138,996	3.19
3	Vacant / open areas	1,884,335	43.26
TOTAL NET LAND AREA		8,929,067	204.98
1	Streets, Freeway R-O-Ws	4,560,296	104.69
TOTAL GROSS LAND AREA		13,489,363	309.67

Table 2 reports the zoning classifications for the Area. Zoning is reported for the 204.98 acre net land area, exclusive of river area and of dedicated street, highway and freeway rights-of-way. The largest portion of the area (64.64%) is designated Central Employment (EXd), 10.93% of which has a river-related overlay. General Industrial - 1 (IG1) covers 13.97% of the area, followed by Central Residential (RXdg) at 10.85%, Central Commercial (CXd) at 6.70%, and Heavy Industrial (IH) at 3.84%. RX zoning promotes high density residential uses, and residential development is also allowed at relatively high densities in the Central Employment (EXd) and Central Commercial (CXd) districts.

TABLE 2: Zoning Classification Of All Platted Lots, Exclusive Of Dedicated Street, Highway And Freeway Rights-Of-Way

ZONING SYMBOLS	DEFINITION	ACRES	%
CXd	Central Commercial (design review)	13.74	6.70
EXd	Central Employment (design review)	110.09	53.71
EXdg	Central Employment (design review, river related)	22.39	10.93
IG1	General Industrial - 1	28.65	13.97
IH	Heavy Industrial	7.88	3.84
RH	High Density Residential	0.00	0.00
RXdg	Central Residential (design review, river related)	22.23	10.85
	TOTAL NET AREA	204.98	100.00

Principal buildings in existence at the time of the *Feasibility Analysis* were graded on a three-step basis:

- “A” New, near new or well maintained older buildings.
- “B” Buildings needing rehabilitation and improved maintenance, including buildings that, while beautifully renovated, appear to lack structural elements necessary to withstand major earthquake activity.
- “C” Dilapidated buildings which appear to be beyond an ability to be economically rehabilitated.

The condition of principal buildings in the Area was judged to be as follows:

TABLE 3: Condition Of Principal Buildings And Dwelling Units

TYPE OF BUILDING	CONDITION	# OF BUILDINGS	%
Non-Residential Buildings:	A	37	13.91
	B	211	79.32
	C	18	6.77
		266	100.00
Residential Buildings:	A	29	60.42
	B	19	39.58
	C	0	00.00
		48	100.00
— Dwelling Units	A	317	56.31
	B	246	43.69
	C	0	00.00
		563	100.00
TOTAL BUILDINGS:	A	66	21.02
	B	230	73.25
	C	18	5.73
		314	100.00

The *Feasibility Analysis* reported 314 principal buildings within the Urban Renewal Area, 48 (15.29%) of which housed 563 residential dwelling units. As of the end of April, 1998, 759 dwelling units existed or were under construction in the Area and another 131 apartments were in the pre-construction planning stage. A total of 890 residential dwelling units are built, under construction, or in the planning stage within the Area, an increase of 327 units, or 58% more dwelling units since the *Feasibility Analysis* was prepared.

B. Streets and Utilities

In order to support and facilitate development of housing and jobs in the River District, street and utility improvements are necessary. The area, as existing, is lacking major infrastructure improvements which would allow full development. These conditions include:

1. Streets

Streets and freeway rights of way consume 104.69 acres (33.81%) of the area's total 309.67 acre land area. This is a large percentage of streets for a typical American city, but is common in Portland due to the short (200') block structure. The 200' block is characteristic of Portland and, to a large measure, gives rise to the pedestrian friendliness of the City.

NW 14th Avenue, NW 16th Avenue and NW Lovejoy are designated as Major City Traffic Streets in the Central City Transportation Management Plan. NW 14th and 16th Avenues are inadequate and require improvements for cars, bikes and pedestrians in order to operate in this capacity. NW Lovejoy exists as a viaduct bisecting the River District and creating a significant blighting influence, as described in the Plan. Lovejoy will be returned to a grade level street from NW 14th to NW 9th, with a ramp to the Broadway Bridge beginning at 9th. Returning Lovejoy to grade level through the Hoyt Street railyards will not only remove a visual blight, but will allow a "Main Street" of shops to serve residents and visitors to the area.

The following streets serve as Traffic Access Routes as they run within the District: SW Broadway, SW Stark, SW Oak, W Burnside, SW and NW 10th, SW and NW 11th, NW Everett, NW Glisan, and NW Hoyt between 10th and 11th. Portions of these streets are inadequate and require improvements in order to carry the necessary volumes of traffic to avoid serious congestion within the District.

In addition to the streets which will carry the Central City Streetcar as described below, the following streets serve as Transit Streets within the District: NW Everett, NW Glisan, NW Lovejoy, portions of NW 9th and

Naito Parkway. Transit is critical in order to allow construction of the planned residential densities in the River District.

Certain streets within the District have been designated as Bicycle Streets and require various levels of improvements in order to be safe and efficient for bicycle travel. Convenient and safe bicycle routes are essential for this mode of travel to accommodate significant numbers of trips thereby reducing automobile congestion. The designated Bicycle Streets are NW and SW Broadway Avenue, NW 9th north of Couch, NW Naito Parkway, NW Couch, NW Everett, NW Glisan, NW Lovejoy and the NW Johnson crossing of Interstate 405.

Major pedestrian routes have been identified within the District. Convenient and safe pedestrian routes are needed in order to encourage people to walk instead of making trips by personal vehicle, and are lacking at present in major parts of the Area. Two categories of pedestrian streets have been identified in the Central City Transportation Management Plan. NW 10th, NW 11th and SW Morrison are Central City Transit/Pedestrian Streets. In the second category, Central City Walkway, the following streets are designated: SW Alder, SW Washington, SW Park, W Burnside, NW Everett, NW Glisan, NW Lovejoy, NW Northrup, NW 13th, and portions of SW Park, SW Oak.

These improvements for vehicles, pedestrians and bicycles maintain the grid street system with short blocks characteristic of downtown Portland which makes the area so pedestrian friendly.

Currently, the railroad tracks along Naito Parkway serve as a major barrier to connections between the District and the River. The tracks will always constitute a barrier to some degree, but with the single crossing at 17th closed and replaced by crossings at 14th and 19th, better connectivity will occur.

2. Utilities:

Certain sewer and water utility improvements are necessary in order to facilitate private housing and commercial development in the River District plan area.

The existing sanitary sewer system in much of the area is over 100 years old and much of it is in need of replacement. The City Bureau of Environmental Services is currently underway with a six phase reconstruction project to upgrade the older facilities. In some cases pipe sizes are being increased to eliminate localized flooding. As new

development occurs and new streets are constructed, new transmission lines are needed in certain locations.

The sewer system in the River District is a combined storm/sanitary system. Although this obsolete type of system is being eliminated in much of the older Portland area, there is not sufficient space for separated systems in the streets of this District. The Combined Sewer Overflow program in the City of Portland, designed to separate the storm and sanitary systems, will occur upstream from the River District, and will result in storm water being available as a water source for the Tanner Creek daylighting project.

The water delivery system, trunk capacity and supply, is adequate to serve the fire protection and user needs of existing and proposed development. However, peripheral lines from the main trunk system are required in a number of locations in order to serve individual property development.

C. Transit

Along with the North Macadam area, the River District contains significant tracts of redevelopable land in close proximity to downtown and Portland State University. However, without improved transit service, most trips from the Area would likely occur by private automobile and the transportation capacity of the Area for redevelopment would be reduced. The Central City Streetcar is a primary element of the strategy to allow large numbers of housing units close to downtown without significant increases in traffic congestion. In the area south of Burnside, anticipated upgrades to the Transit Mall, either through rehabilitation or through the construction of light rail, will enhance service.

The Streetcar is proposed to travel northbound on NW 10th Avenue, turning westbound on NW Northrup Street heading toward NW 23rd. It will return on NW Lovejoy Street, turning southbound on NW 11th Avenue through the River District. The Streetcar will travel through downtown Portland, and connect to Portland State University and eventually the North Macadam District.

A Streetcar complements other forms of transportation planned for the area by sharing the same streets as cars, bicycles and pedestrians. It does not disrupt existing on-street parking, an essential element for businesses along these streets. The Streetcars do not require special platforms along their routes.

The Streetcar will encourage infill development and facilitate new housing in the River District by connecting the District to Northwest Portland and to the shopping, jobs, entertainment and educational amenities south along the Streetcar line. The certainty provided by transit on a rail corridor allows developers to be confident that transit will be available to projects which are constructed in the area, which enhances the ability to sell or rent the units. A bus line on a street

does not provide the same level of certainty since its routing can be easily changed.

Activities which encourage infill development allow new housing to take advantage of the existing infrastructure in place in and near the River District. This conserves energy, reduces the need for costly infrastructure expansion, protects air quality and keeps Portland a livable city. Short distance automobile trips (less than eight miles in length) make up 2/3 of all auto travel, according to a 1993 Central City Streetcar study. These trips will be reduced in the River District by the existence of the Central City Streetcar and upgrades to the Transit Mall.

D. Parks

The River District is characterized by a lack of park facilities. This was appropriate in the past when the area was almost entirely an industrial area. However, in order to successfully convert the area to residential use in the future, it is essential to include open spaces and parks and create a livable environment.

Two park facilities planned, Waterfront Park and the Tanner Creek Park/Water Feature, are extensions of highly successful open spaces in the City of Portland. To extend these facilities into the River District will provide park land while connecting the area to the rest of downtown.

Waterfront Park throughout downtown Portland provides a recreational resource for the entire City. A public attractor along the River within the River District will provide a strong northern terminus to the Park.

The Tanner Creek Park area will include a water feature possibly incorporating the daylighting of Tanner Creek. It may carry storm water from as far upstream as the Oregon Zoo, as the City carries out the Combined Sewer Overflow program to separate sanitary and storm water facilities in this basin. The stream could become the basis for a water oriented park in the heart of this portion of the District.

Finally, development within the Hoyt Street railyards will include two public spaces ("park squares"), and well as neighborhood parks and, potentially, other park facilities.

E. Parking

Insufficient public parking exists in the portion of the River District north of Burnside. As the portion of the River District north of Burnside converts to residential and commercial uses, creating sufficient parking for residents,

businesses and visitors will become critical in order to achieve high density development.

For the portion of the District south of Burnside, parking in this portion of downtown is currently deficient in order to retain destination retail development.

F. Land and Improvement Values

Lot-by-lot records of Real Market Value (RMV) were provided to the PDC staff by the County Assessor's Office and, in turn, made available to the Consultant. Such value information was for Fiscal Years 1995-96, 1996-97 and 1997-98. The records included only real property values for land, improvements, exemptions and totals for the above years.

Personal property and State assessed utility RMV's are not readily available and were estimated by comparing their percentage share with other lake areas within the greater Portland Area. These, together, generally range from 7.0% to 9.0% of the real property assessed value for the mix of uses in the River District.

A summary of the three year assessed value findings for the entire 309.67 acre Feasibility Analysis Area is set forth in Table 4, below.

Prior to voter approval of Measures 5, 47 and 50 and the enactment of Senate Bill (SB) 1215 et al affecting 1997-98 values, Assessed Value (AV) for taxing purposes was the same as what was then termed True Cash Value (TCV). Starting in FY 1997-98, the term Real Market Value (RMV) is used but is not the dollar value used for taxing purposes. The actual taxable AV for each property is a roll-back or reduction from the RMV. This procedure is determined by the Assessor on an individual lot basis. For this analysis, it can be estimated with reasonable accuracy. See Table 4, below.

TABLE 4: Derivation Of Property Values For Taxing Purposes

	FY 1995-96 \$	FY 1996-97 \$	FY 1997-98 \$
<u>REAL PROPERTY:</u>			
TRUE CASH VALUE	353,107,580	387,806,690	
REAL MARKET VALUE			484,757,270 *
ASSESSED VALUE	353,107,580	387,806,690	387,805,800**
<u>LESS EXEMPT PROPERTY:</u>			
TRUE CASH VALUE	126,631,070	139,841,460	
REAL MARKET VALUE			187,881,060 *
ASSESSED VALUE	126,631,070	139,841,460	150,304,800**
NET TAXABLE AV REAL PROPERTY:	\$ 226,476,510	\$ 247,965,230	\$237,501,000**
<u>TOTAL TAXABLE AV:</u>	\$*	\$*	\$**
REAL PROPERTY	226,476,510	247,965,230	237,501,000**
PERSONAL PROPERTY	10,776,159	11,373,828	10,508,200
STATE ASSESSED	9,756,744	9,947,875	9,218,400
TOTAL ASSESSED VALUE**	\$ 247,009,413	\$ 269,286,933	\$ 257,227,600

1. Exempt Assessed Real Property

Tax exempt real property within the Analysis Area (Table 4) represents 38.76% of the total real property. While this percentage is high, by normal standards, it is not indicative of a long term trend.

PDC and private sector interests have and are acquiring and assembling property in the central portion of the Analysis Area. The publicly owned assembled property is currently tax exempt. Much of such property will be sold and developed privately and will become taxable. This will significantly reduce the percentage of exempt properties. Further, much of the remaining tax exempt property (historic, etc.) will return to the tax roll beginning in the year 2003 and continuing through 2012.

2. 1997-98 Assessed Value Ratio - Improvements to Land (I:L)

In most circumstances property with improvements creates a higher total dollar value than land with no improvements. Under law, the County Assessor is charged with equating assessed value with market value, with RMV being reduced consistent with the provisions of Senate Bill 1215 (SB 1215) and other Measure 50 implementing legislation.

Among others, one useful analysis to provide insight into the quality of existing development (in Market terms), property utilization appropriateness and as a means of comparing development of different properties, is to determine the ratio (I:L) of the value of improvements to the value of land on which the improvements are located. Land value in the ratio is expressed as one (1) and the improvement value is expressed as a greater or lesser number, depending on whether the improvement value is more or less than the value of the land.

As can be observed in Table 5 below, different types of development within the Analysis Area yield very different I:L ratios. Large lot areas containing industrial uses with substantial outdoor storage, and commercial uses where a significant portion of the land is devoted to on-grade parking will yield relatively low I:L ratios. On the other hand, high density residential uses and intensive residential/retail mixed use development with structured parking will yield high I:L ratios. A very substandard vacant building, which covers most of the site will also yield a low I:L ratio. Table 5 shows a random sampling of individual lots within the Analysis Area.

Once land costs are known, most developers, when evaluating their return on investment dollars, will carefully evaluate market forces dictating rents, leases and sale values before determining the amount of money that he/she realistically can spend on improvements . . . site work, buildings, infrastructure, parking, etc. Sound, beneficial new development or redevelopment on the River District's underutilized property could create I:L ratios ranging from a low 3.0:1 to over 20.2:1. Long term, the River District is capable of realizing a 4.5:1 to 6.5:1 overall . . . instead of the net RMV I:L of 1.93:1 that now exists. In 1997 dollars the River District's overall real market value of \$296,876,210 could realistically increase to a range of \$762,971,900 to \$1,365,630,600 in a 15 to 25 year period.

TABLE 5

VALUE OF SELECTED IMPROVEMENTS COMPATED TO VALUE OF LAND (1997-98) EXPRESSED AS A RATIO - (I:L)

AREA ACRES	IMPROVE. \$	LAND \$	I:L RATIO	LAND VALUE \$ PER ACRE	COMMENTS
0.22		105,500	0.00:0	79,545	vacant land
5.55	649,500	1,200,100	0.54:1	216,234	warehouse
0.05	86,000	22,100	3.89:1	442,000	restaurant
3.51	4,226,100	912,700	4.63:1	260,028	office w/parking
0.92	494,500	375,100	1.32:1	407,717	warehouse w/pkng
3.78	7,741,000	1,623,000	4.77:1	429,365	grn.mill.off.,whse
0.92	197,500	380,000	0.52:1	413,043	truck rental
0.92	7,810,000	394,000	19.82:1	428,261	attached hsg - ll un.
0.11	256,000	85,000	3.01:1	772,727	warehouse
0.23	1,780,000	170,000	10.47:1	739,130	office (historic)
0.92	1,082,000	4,800,000	0.23:1	5,217,391	dept.store - full blk.
0.46	8,802,000	1,600,000	5.50:1	3,478,261	ins./retail (hist.)
0.14	4,000	240,000	0.02:1	1,928,571	comm. pkng. lot
4.59	6,650,240	4,202,000	1.58:1	915,468	brewery - 5 blocks
0.23	8,609,000	1,002,000	8.59:1	4,356,522	hotel
0.23	2,019,900	183,600	11.00:1	798,261	office

G. Environmental Conditions

Environmental conditions in the Area are typical of older areas of the City. Sewerage facilities are old and under capacity, contributing to the City's overall combined sewer overflow (CSO) problem as well as possible soil and groundwater contamination. Without multi-modal transportation improvements, increased development would result in excessive auto use and increase air pollution. Substantial portions of the Hoyt Street railyards property contain contaminated soils and possibly groundwater. These "brownfields" will require remediation prior to development.

While the river provides a setting that would anchor a vibrant mixed use district, the Area currently has very poor physical and visual connections with the river. Views of the river as well as access to the riverfront are blocked by older industrial buildings. The interior of the Area currently has no open spaces or urban design features that echo the presence of the river. It is currently an opportunity that has not been taken.

III. SOCIAL CONDITIONS

A. Population, Income and Employment

The River District, and specifically the Urban Renewal Area, is making a transition from a blighted area to a vibrant new downtown neighborhood. A purposeful mix of housing products, transit improvements, employment, retail and public facilities is expected to attract a significant number of new residents to the Area over the next twenty years. The transition will bring with it a more diverse market of households, income and employment, rapidly changing the demographics of the Area. For this reason, population, income and employment estimates presently available for the River District are not useful in evaluating the Urban Renewal Area.

A reasonable means of estimating current population for the Area is to apply a factor of 1.7 persons per dwelling unit to the number of units presently built or in process. At 1.7 persons per unit, the 890 residential dwelling units currently existing or under construction are estimated to house a population of 1,513. There are a total of 4,942 residential units planned for the Urban Renewal Area: 700 units in the Terminal One area, 1,212 in the Pearl District and 3,030 in Tanner Creek Basin. Using the factor of 1.7 persons per unit, the Area population is expected to rise to 8,401 at build out.

IV. CONFORMANCE WITH LAND AREA AND ASSESSED VALUE LIMITS

There are statutory limits on the percentage of assessed value and land area within a municipality that can be certified as base values for urban renewal areas. For Portland, as for any other city over 50,000, the limits are 15% of total assessed value and 15% of land area.

(Prior to FY 1997/98, property was generally assessed at 100% of its real market value. As a result of a Constitutional amendment approved by voters in May, 1997 – Ballot Measure 50 – assessed value is no longer equal to real market value. Properties that have not been improved or whose zoning and land use status has not changed were assessed at no more than their FY 1995/96 assessed value less 10%. New construction and improvements since FY 95/96 were assessed at the same ratio of assessed value to real market value as is calculated for their property class, county wide.)

The actual assessed value of property assessed by the county assessor has been determined to be \$214,817,450.00. Property that is “centrally assessed” – primarily utilities – is estimated to be 8% of this total, based on other similar areas of the City. This results in a total assessed value for the Area of \$232,002,846.

The certified base values for the City’s five active urban renewal areas are as follows:

	BASE AV
DT Waterfront	74,836,564
South Park Blocks	378,055,680
Convention Center	213,818,606
Central Eastside	224,605,349
Airport Way	129,701,177
River District	232,002,846
TOTAL:	1,253,020,222
City of Portland	26,524,462,295
% of Total	4.72%

The assessed value of the City of Portland in FY 97/98 was \$26,524,462,295. With the assessed value of the Area as estimated above, the total assessed value certified as base values for urban renewal is \$1,253,020,222 or 4.72% of the City’s total assessed value and well within the 15% limit.

The total land area of the City's five active urban renewal areas is approximately 4,503 acres, and with the addition of the River District Urban Renewal Plan this total increases to 4,812. The City of Portland contains 92,614 acres. Land area within urban renewal areas is 5.2% of the City's total and well within the 15% limit.

V. REASONS FOR SELECTION OF THE AREA

The area of the River District Urban Renewal Plan was chosen in order to allow correction of blighting conditions within the five neighborhoods constituting the Plan. The River District represents a tremendous opportunity for the City of Portland for dense housing close to the major employment center of downtown. In order to fully realize this opportunity, however, the projects set out in the Plan are necessary.

Bringing a new community of over 8,000 residents in close proximity to the greatest concentration of employment and services in the region can provide the efficiency and economy of access by modes other than the automobile. Predictions are that 45% of the daily trips from the River District will be on transit, bikes or foot, a much higher number than would occur in an area further from the City Center and with less transit service. The implication of these impacts on air quality, energy usage and street congestion are all favorable.

Improvements in the area will provide much improved linkages for pedestrians, bicycles and vehicles within the area and between the River District and other portions of downtown. These linkages are both in street systems and parks.

Terminal One will include housing and commercial activities and serve as the northern terminus of Waterfront Park. The street improvements and railroad crossing improvements necessary for its development will also better tie the area to the remainder of the District.

Housing and commercial development in the Pearl District, the heart of the River District revitalization, will be enhanced by the Central City Streetcar and bus or light rail upgrades to the Transit Mall. The viaduct removal and reconstruction of Lovejoy at grade is also vital to the area. The old Hoyt Street Railyards, with environmental remediation and infrastructure needs, will contain the highest density housing in the District. A water feature amenity could help solve Portland's combined sewerage problem while creating an amenity for the dense housing.

Street improvements through the Industrial Sanctuary will assist the businesses in the area as well as provide better connections to the River District from nearby neighborhoods.

The portion of the District south of Burnside provides an important connection between the River District and downtown Portland. The improvements for parking, transit and retail retention help maintain in the health of the entire downtown.

VI. RELATIONSHIP BETWEEN PROJECTS TO BE UNDERTAKEN AND EXISTING CONDITIONS IN AREA

The projects to be undertaken under the Plan are designed to correct blighted conditions within the District. The projects are directly related to conditions within the District. The major areas of concern are in housing, transportation, transit service, utilities, job creation and public amenities.

With land and infrastructure prices in the Central City, a subsidy is necessary in order to create or preserve housing which can be afforded by persons with very-low, low and moderate incomes. Park construction in the area will also help spur housing development. The extension of Waterfront Park the Tanner Basin Water Feature and the Tanner Creek Park Blocks will all make the area a vital one in which to live and work. The Waterfront Park amenities also continue long standing priorities in the City for linear parkways which unite the downtown.

Parking facilities will be constructed in the District in order to support commercial, residential and visitor use of the area at a level commensurate with the density of development.

Environmental remediation must occur on certain sites within the District as a result of past activities, in order to make them viable for development. Without such remediation, valuable inner-city sites would remain underutilized.

Rehabilitation loans will assist existing businesses and those maintaining and enhancing existing buildings in the area. Development opportunities which can result in significant investment and jobs in the area will occur as appropriate to overall development of the area.

Traditional infrastructure development (streets, water, sewer, storm drainage, pedestrian amenities, bicycle facilities) will occur to spur private development. The grid street characteristic of downtown Portland will be maintained as development occurs in most of the area to maintain pedestrian friendliness. Better connections across the rail lines will occur to better tie the area to Naito Parkway and the Willamette River.

Finally, investments in transit service will occur as a means of allowing dense development while mitigating traffic congestion and air pollution. Improvements will occur to the 20 plus year old Transit Mall within the District through rehabilitation or through the construction of a new light rail system. In addition, the Central City Streetcar will be constructed through the District to provide a convenient, safe and predictable form of transit which will connect housing in the area with downtown jobs, Portland State University and surrounding neighborhoods.

The Plan authorizes a comprehensive set of projects to eliminate blight in the River District and create a lively area of dense housing, jobs, parks and transit. With these improvements, the area will be able to fulfill the vision of the area as described in the 1994 River District Development Plan: a place remarkable within the region, one which makes an extraordinary contribution to the region's commitment to accommodate impending population growth, and a community which is unique because of its image, its diversity and, most important, its embrace of the Willamette River.

VII. ESTIMATED COSTS AND REVENUES

Estimated costs, including capital and operating costs are shown on Exhibit A, Project Revenue and Expenditure Summary. Costs were estimated in 1998 dollars and converted to year of expenditure dollars assuming annual inflation of 3%. Revenues are obtained from urban renewal bond proceeds and the proceeds of short term urban renewal notes.

The capacity for urban renewal bonds and notes is based on projections of urban renewal taxes, which in turn are based on projections of development within the Area. Development projections include anticipated build out of the Hoyt Street Properties development at the highest density alternative described in the development agreement with the property owners. Projections of development of other property within the district correspond to the 20 year build out targets for housing, retail and office development.

In year of expenditure dollars, costs total \$233,935,655. Total revenues of \$256,099,052 are shown from bond and note proceeds.

VIII. PROJECT SCHEDULE

The schedule of each urban renewal activity is shown on Exhibit A. Activities are anticipated to be undertaken starting in FY 1999/00 and ending in FY 17/18.

IX. FINANCIAL ANALYSIS

Exhibit A shows that projected revenues are sufficient to cover projected expenditures and that the Plan is financially feasible.

Exhibit B shows that projected urban renewal taxes are sufficient to support bonded indebtedness to extent necessary to provide project revenues. Additional revenues are provided by short term urban renewal notes, repaid on an annual basis from the ending fund balances.

X. FISCAL IMPACT STATEMENT

The amendments to the Oregon Constitution passed by voters in May, 1997 resulted in a shift in Oregon's property tax system. The tax bases and most continuing levies of taxing districts were reduced and then converted to "permanent rates." These rates were sufficient to raise, in FY 97/98, the amount of revenue that each taxing district was authorized to levy.

In FY 98/99 and subsequent years, the maximum revenues of each taxing district with a permanent rate will be determined by applying the permanent rate to the assessed value within the taxing district. Under this system of taxation, the fiscal impacts of urban renewal consist primarily of tax revenues foregone by taxing districts.

To a lesser extent, impacts in terms of increased tax rates to tax payers will result from any levy other than permanent rates. For example, if a local option levy or exempt bond levy is approved by voters, the tax rate necessary to raise the amount approved may be higher as a result of the existence of the Plan.

It is projected that by the end of Fiscal Year 2021, sufficient urban renewal tax revenues will have been collected to retire all outstanding bonded indebtedness necessary to finance the Plan. Urban renewal tax collections would therefore be projected to cease in 2021. Table 6 shows the projected revenues foregone by the taxing districts that levy taxes within the Area through FY 2021. The permanent rates are based on FY 1997-98 rates. No other rate adjustments were made since many of them require voter approval or will not exist for a significant duration of the plan. Also, bond rates may be different due to changes in debt service requirements.

The foregone revenues are those revenues resulting from taxes on the level of development that would occur *without* urban renewal. It is projected that in the first year of the Plan, 95% of the development would occur without urban renewal. This proportion decreases in steps to 50% by FY 2013/14.

Because of the increased assessed value that is projected to occur within the Area as a result of urban renewal through FY 2018, even with minimal growth in assessed value after 2021 (3% annually), the taxing districts are projected to recoup all foregone

Foregone Revenues to Taxing Districts

Fiscal Year Ending June 30:		00	01	02	03	04	05	06	07	08
Total Assessed Value With Urban Renewal		280,908,438	324,661,227	399,994,007	467,760,534	528,054,657	551,174,192	598,202,707	647,969,290	700,607,658
Total Assessed Value Without Urban Renewal		266,863,016	298,688,329	359,994,606	411,629,270	454,127,005	462,986,321	490,526,220	518,375,432	525,455,744
Base AV	258,000,000									
Incremental AV Without Urban Renewal		8,863,016	40,688,329	101,994,606	153,629,270	196,127,005	204,986,321	232,526,220	260,375,432	267,455,744
Taxing District	Permanent Rate									
Multnomah County	4.3481	38,537	176,917	443,483	667,995	852,780	891,301	1,011,047	1,132,138	1,162,924
City of Portland	4.5819	40,609	186,430	467,329	703,914	898,634	939,227	1,065,412	1,193,014	1,225,455
Metro	0.0968	858	3,939	9,873	14,871	18,985	19,843	22,509	25,204	25,890
Port of Portland	0.0702	622	2,856	7,160	10,785	13,768	14,390	16,323	18,278	18,775
Portland Public Schools	4.7792	42,358	194,458	487,453	734,225	937,330	979,671	1,111,289	1,244,386	1,278,224
Multnomah County Educational Service Dist.	0.4581	4,060	18,639	46,724	70,378	89,846	93,904	106,520	119,278	122,521
Portland Community College	0.2830	2,508	11,515	28,864	43,477	55,504	58,011	65,805	73,686	75,690
Fiscal Year Ending June 30:	09	10	11	12	13	14	15	16	17	18
Total Assessed Value With Urban Renewal	756,257,015	828,960,977	910,780,043	988,233,237	1,070,134,938	1,144,875,789	1,223,639,097	1,270,929,783	1,320,050,872	1,371,071,390
Total Assessed Value Without Urban Renewal	529,379,911	538,824,635	546,468,026	543,528,281	535,067,469	572,437,895	611,819,549	635,464,892	660,025,436	685,535,695
Incremental AV Without Urban Renewal	271,379,911	280,824,635	288,468,026	285,528,281	277,067,469	314,437,895	353,819,549	377,464,892	402,025,436	427,535,695
Taxing District										
Multnomah County	1,179,987	1,221,054	1,254,288	1,241,506	1,204,717	1,367,207	1,538,443	1,641,255	1,748,047	1,858,968
City of Portland	1,243,436	1,286,710	1,321,732	1,308,262	1,269,495	1,440,723	1,621,166	1,729,506	1,842,040	1,958,926
Metro	26,270	27,184	27,924	27,639	26,820	30,438	34,250	36,539	38,916	41,385
Port of Portland	19,051	19,714	20,250	20,044	19,450	22,074	24,838	26,498	28,222	30,013
Portland Public Schools	1,296,979	1,342,117	1,378,646	1,364,597	1,324,161	1,502,762	1,690,974	1,803,980	1,921,360	2,043,279
Multnomah County Educational Service Dist.	124,319	128,646	132,147	130,801	126,925	144,044	162,085	172,917	184,168	195,854
Portland Community College	76,801	79,473	81,636	80,805	78,410	88,986	100,131	106,823	113,773	120,993
Fiscal Year Ending June 30:	19	20	21	Total						
Total Assessed Value With Urban Renewal	1,424,062,728	1,468,784,610	1,514,848,148							
Total Assessed Value Without Urban Renewal	712,031,364	734,392,305	757,424,074							
Incremental AV Without Urban Renewal	454,031,364	476,392,305	499,424,074							
Taxing District										
Multnomah County	1,974,174	2,071,401	2,171,546	26,849,715						
City of Portland	2,080,326	2,182,782	2,288,311	28,293,441						
Metro	43,950	46,115	48,344	597,744						
Port of Portland	31,873	33,443	35,060	433,488						
Portland Public Schools	2,169,907	2,276,774	2,386,848	29,511,777						
Multnomah County Educational Service Dist.	207,992	218,235	228,786	2,828,788						
Portland Community College	128,491	134,819	141,337	1,747,538						

Table 6

revenues within nine years from the cessation of collection of urban renewal taxes, or by FY 2030.

XI. RELOCATION REPORT

A. Existing Residents or Businesses Required to Relocate

Properties identified for acquisition in Section VII.B. of the Plan contain no residences. The following businesses are currently located on these properties:

Four (4) retail businesses
One (1) restaurant
Twenty-Five (25) offices
Two (2) industrial businesses

B. Methods to be used for the temporary or permanent relocation of persons living in, and businesses situated in, the urban renewal area in accordance with ORS 281.045 to 281.105

The Commission has adopted a Relocation Policy which conforms to the requirements of ORS 281.045 to 281.105. The Portland Development Commission Relocation Policy is incorporated herein by reference.

C. An enumeration, by cost range, of the existing housing units in the urban renewal areas of the plan to be destroyed or altered and new units to be added.

No existing housing units are planned to be destroyed or altered. New units to be added to the Area are as follows:

Household Income Category	Housing Targets (% of New Units at Total Buildout)	# of New Housing Units Needed to Meet Target
Extremely Low (0-30% MFI) Low (31-50% MFI)	15% - 25%	800 - 1400
Moderate (51-80% MFI)	20% - 30%	1100 - 1700
Middle (81-150% MFI) Upper (151%+ MFI)	50% - 60%	3100 - 3600
BUILDOUT TOTAL		5555

Date: August 11, 1998		99	00	01	02	03	04	05	06	07	08	09	10	11
REVENUES														
Bond Proceeds			10,116,241	14,861,850	10,283,969	9,149,988		10,645,379		15,540,554		12,498,997	14,458,954	14,878,238
Note Proceeds				358,945	764,583	1,129,480	1,454,140	1,916,531	1,831,861	2,827,192	2,383,272	3,486,259	3,074,405	3,514,969
Total			10,116,241	15,220,795	11,048,552	10,279,468	1,454,140	12,561,910	1,831,861	18,367,746	2,383,272	15,995,256	17,533,359	18,393,209
			10,116,241	25,337,036	36,385,588	46,665,056	48,119,196	60,681,107	62,512,967	80,880,713	83,263,985	99,259,241	116,792,600	135,185,808
Annual Balance			206,353	-105,480	3,432,177	1,189,268	-4,603,485	6,029,135	-5,517,377	4,971,096	-4,511,240	3,068,381	233,384	3,743,969
Cumulative Balance			206,353	100,874	3,533,051	4,722,318	118,834	6,147,969	630,592	5,601,688	1,090,448	4,158,828	4,392,212	8,136,181
	(1998 Estimates)													
FY ending 6/30:		99	00	01	02	03	04	05	06	07	08	09	10	11
Public Improvements														
NW Naito Pkwy Improvements	360,000													
Neighborhood streets	2,000,000				100,000	150,000				100,000	100,000	50,000		500,000
RR crossings at 14th and 19th	7,687,500													
Terminal One Greenway Improvements	3,000,000													
Housing Finance	55,184,000		2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,750,000	2,750,000	2,750,000	2,750,000	3,000,000	3,000,000	3,250,000
Tanner Creek Park and Water Feature														
Land Acquisition	6,000,000			2,000,000	1,500,000					500,000		2,000,000		
Park Development	7,500,000		1,300,000	1,200,000			1,500,000	1,000,000						
Waterfront Park Extension														
Land Acquisition														
Site #1	3,000,000					1,000,000							2,000,000	
Site #2	3,000,000			2,000,000	1,000,000									
Site #3	3,000,000					3,000,000								
Site #4	3,000,000									3,000,000				
Site #5	9,000,000													
Misc. Acquisition	1,000,000									1,000,000				
Park Development	5,270,000											2,000,000	2,000,000	1,270,000
Other Activities														
Parking in Support of New Dev't	22,500,000		1,000,000	1,000,000	1,000,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	4,000,000	3,500,000
Environmental Remediation	10,000,000		50,000	50,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	500,000	500,000
Rehab Loans	10,000,000		100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	500,000
Development Opportunity Fund	10,000,000			400,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000
Redevelopment Site (North Core)	5,000,000								1,500,000	1,500,000	1,000,000	1,000,000		
Transit Projects	1,200,000			200,000	200,000	200,000	200,000	200,000	200,000					
Parking (North Core)	5,000,000		2,500,000	2,500,000										
Major Retail Redevelopment	4,000,000		2,000,000	2,000,000										
Total Project Expenditures			8,950,000	13,450,000	6,500,000	7,550,000	4,900,000	5,150,000	5,650,000	10,050,000	5,050,000	9,250,000	12,100,000	10,020,000
Administration	7.5%		671,250	1,008,750	487,500	566,250	367,500	386,250	423,750	753,750	378,750	693,750	907,500	751,500
Total Expenditures (1998 Dollars)			9,621,250	14,458,750	6,987,500	8,116,250	5,267,500	5,536,250	6,073,750	10,803,750	5,428,750	9,943,750	13,007,500	10,771,500
Total Expenditures (Inflated Dollars)			9,909,888	15,326,275	7,616,375	9,090,200	6,057,625	6,532,775	7,349,238	13,396,650	6,894,513	12,926,875	17,299,975	14,649,240
Inf	103%													

Urban Renewal Tax and Bonded Debt Service Projections

Fiscal Year Ending	00	01	02	03	04	05	06	07	08	
Consolidated Tax Rate/\$1,000 AV	\$ 20.0000	\$ 20.0000	\$ 20.0000	\$ 20.0000	\$ 20.0000	\$ 20.0000	\$ 20.0000	\$ 20.0000	\$ 20.0000	
Incremental Assessed Value	22,908,438	66,661,227	141,994,007	209,760,534	270,054,657	293,174,192	340,202,707	389,969,290	442,607,658	
Urban Renewal Taxes	458,169	1,333,225	2,839,880	4,195,211	5,401,093	5,863,484	6,804,054	7,799,386	8,852,153	
Total Bonded Debt Service	352,438	1,025,557	2,184,523	3,227,085	3,227,085	4,510,372	4,510,372	5,999,528	5,999,528	
Ending Fund Balance	105,731	307,667	655,357	968,126	2,174,008	1,353,112	2,293,682	1,799,858	2,852,626	
Fiscal Year Ending	09	10	11	12	13	14	15	16	17	18
Consolidated Tax Rate/\$1,000 AV	\$ 20.0000	\$ 20.0000	\$ 20.0000	\$ 20.0000	\$ 20.0000	\$ 20.0000	\$ 20.0000	\$ 20.0000	\$ 20.0000	\$ 20.0000
Incremental Assessed Value	498,257,015	570,960,977	652,780,043	730,233,237	812,134,938	886,875,789	965,639,097	1,012,929,783	1,062,050,872	1,113,071,390
Urban Renewal Taxes	9,965,140	11,419,220	13,055,601	14,604,665	16,242,699	17,737,516	19,312,782	20,258,596	21,241,017	22,261,428
Total Bonded Debt Service	7,665,493	8,784,015	10,042,770	11,234,357	12,494,384	12,494,384	14,855,986	14,855,986	13,366,831	17,124,175
Ending Fund Balance	2,299,648	2,635,205	3,012,831	3,370,307	3,748,315	5,243,132	8,101,685	9,047,499	11,519,076	5,137,253

RIVER DISTRICT

URBAN RENEWAL REPORT

Prepared by: Tashman Johnson LLC

Prepared for: The Portland Development Commission

August 10, 1998

RIVER DISTRICT URBAN RENEWAL REPORT

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I. INTRODUCTION

This Urban Renewal Report (the "Report") accompanies the River District Urban Renewal Plan (the "Plan") and contains information and analysis in support of Plan boundaries, policies and projects. An important source of information for this Report was *The River District: An Urban Renewal Area Feasibility Analysis*, a study prepared in March, 1998 under the direction of the Portland Development Commission (PDC). The study examined the feasibility and eligibility of the Urban Renewal Area (the "Area") for urban renewal and it contains base information regarding physical and social conditions of the Area.

The Report also draws upon analyses of infrastructure location, condition and capacity, transportation needs, and the previous planning and urban design studies completed for the River District Steering Committee.

The River District is changing rapidly with the influx of redevelopment activity, particularly in regard to the conversion of existing buildings or construction of new buildings for residential use. As a result, some of the data, such as the mix of land uses, reported in the *Feasibility Analysis* is changing. Where new and relevant information has become available, this Report makes note of the change.

II. PHYSICAL CONDITIONS

A. Land Use and Zoning

The Area as described in this Report consists of 309.67 acres of mixed land uses (including rights-of-way), lying generally north of Portland's downtown core. The Area is bounded generally by the Willamette River to the northeast and the I-405 Freeway to the west, with the orientation of the River at a bias to the street grid.

The top five uses by land area occupy 228.90 acres, or 73.9% of the Area. They are:

Use	Acres	Percent of Area
1. Street/Freeway Rights-of-Way	104.69 acres	33.8%
2. Warehousing	51.26 acres	16.6%
3. Vacant/Open Areas	43.26 acres	13.9%
4. Mixed (Retail/Office/Residential/Service/Storage/Industrial)	14.91 acres	4.8%
5. Parking Lots – public and private	14.78 acres	4.8%
Total	228.90 acres	73.9%

Table 1 shows the Area to be a total of 309.67 acres, 104.69 acres, or 34% of which is dedicated to streets, highway and freeway rights-of-way. The remaining 204.98 acres is formed by 413 individual parcels and is significantly underutilized in light of the Area's Central City location.

At the time of the *Feasibility Analysis*, developed land in tax lots comprised 79% of the net, or 86% of the gross acreage, while vacant land covered 43.26 acres, approximately 21% of the net and 14% of the total Urban Renewal Area. Of the 79% net acreage: 38% was developed with industrial uses; 28% was developed with commercial, office, and parking facilities; 7% was developed with a variety of mixed uses; 3% was developed with residential; 2% was under new or rehab construction; and 1% was developed public space.

TABLE 1: Existing Land Use And Ranking By Land Area

RANK	LAND USE CLASSIFICATION	SQ. FT. OF CLASS.	GROUP IN ACRES
14	Auto – repair, parts, service, etc	122,500	
10	Commercial - retail and service	337,075	
22	Commercial with parking	20,000	
18	Hotel	55,100	
12	Office	192,069	
8	Office with parking area	438,197	
6	Office with parking structure	583,115	
5	Parking lot - public/private	643,601	
23	Parking structure - public/private	15,900	
17	Parking area - taxis	60,000	
		2,467,557	56.65
4	Mixed – retail, office, residential, service, storage, industrial uses	649,288	14.91
7	Industrial	510,036	
9	Open storage - lumber, vehicles, etc.	402,229	
11	Railroad R-O-W with tracks	288,129	
2	Warehouse	2,232,791	
26	Parking/loading	2,500	
		3,435,685	78.87
21	Public – Mounted Police	28,600	
16	Memorial, docks and water	97,320	
25	Landscaping	3,413	
		129,333	2.97
19	Residential - apartments	50,999	
20	Residential - attached housing	50,859	
15	Residential - condos	116,355	
24	Residential - single family	5,660	
		223,873	5.14
13	Under construction - new/rehab	138,996	3.19
3	Vacant / open areas	1,884,335	43.26
TOTAL NET LAND AREA		8,929,067	204.98
1	Streets, Freeway R-O-Ws	4,560,296	104.69
TOTAL GROSS LAND AREA		13,489,363	309.67

Table 2 reports the zoning classifications for the Area. Zoning is reported for the 204.98 acre net land area, exclusive of river area and of dedicated street, highway and freeway rights-of-way. The largest portion of the area (64.64%) is designated Central Employment (EXd), 10.93% of which has a river-related overlay. General Industrial - 1 (IG1) covers 13.97% of the area, followed by Central Residential (RXdg) at 10.85%, Central Commercial (CXd) at 6.70%, and Heavy Industrial (IH) at 3.84%. RX zoning promotes high density residential uses, and residential development is also allowed at relatively high densities in the Central Employment (EXd) and Central Commercial (CXd) districts.

TABLE 2: Zoning Classification Of All Platted Lots, Exclusive Of Dedicated Street, Highway And Freeway Rights-Of-Way

ZONING SYMBOLS	DEFINITION	ACRES	%
CXd	Central Commercial (design review)	13.74	6.70
EXd	Central Employment (design review)	110.09	53.71
EXdg	Central Employment (design review, river related)	22.39	10.93
IG1	General Industrial - 1	28.65	13.97
IH	Heavy Industrial	7.88	3.84
RH	High Density Residential	0.00	0.00
RXdg	Central Residential (design review, river related)	22.23	10.85
	TOTAL NET AREA	204.98	100.00

Principal buildings in existence at the time of the *Feasibility Analysis* were graded on a three-step basis:

- “A” New, near new or well maintained older buildings.
- “B” Buildings needing rehabilitation and improved maintenance, including buildings that, while beautifully renovated, appear to lack structural elements necessary to withstand major earthquake activity.
- “C” Dilapidated buildings which appear to be beyond an ability to be economically rehabilitated.

The condition of principal buildings in the Area was judged to be as follows:

TABLE 3: Condition Of Principal Buildings And Dwelling Units

TYPE OF BUILDING	CONDITION	# OF BUILDINGS	%
Non-Residential Buildings:	A	37	13.91
	B	211	79.32
	C	18	6.77
		266	100.00
Residential Buildings:	A	29	60.42
	B	19	39.58
	C	0	00.00
		48	100.00
- Dwelling Units	A	317	56.31
	B	246	43.69
	C	0	00.00
		563	100.00
TOTAL BUILDINGS:	A	66	21.02
	B	230	73.25
	C	18	5.73
		314	100.00

The *Feasibility Analysis* reported 314 principal buildings within the Urban Renewal Area, 48 (15.29%) of which housed 563 residential dwelling units. As of the end of April, 1998, 759 dwelling units existed or were under construction in the Area and another 131 apartments were in the pre-construction planning stage. A total of 890 residential dwelling units are built, under construction, or in the planning stage within the Area, an increase of 327 units, or 58% more dwelling units since the *Feasibility Analysis* was prepared.

B. Streets and Utilities

In order to support and facilitate development of housing and jobs in the River District, street and utility improvements are necessary. The area, as existing, is lacking major infrastructure improvements which would allow full development. These conditions include:

1. Streets

Streets and freeway rights of way consume 104.69 acres (33.81%) of the area's total 309.67 acre land area. This is a large percentage of streets for a typical American city, but is common in Portland due to the short (200') block structure. The 200' block is characteristic of Portland and, to a large measure, gives rise to the pedestrian friendliness of the City.

NW 14th Avenue, NW 16th Avenue and NW Lovejoy are designated as Major City Traffic Streets in the Central City Transportation Management Plan. NW 14th and 16th Avenues are inadequate and require improvements for cars, bikes and pedestrians in order to operate in this capacity. NW Lovejoy exists as a viaduct bisecting the River District and creating a significant blighting influence, as described in the Plan. Lovejoy will be returned to a grade level street from NW 14th to NW 9th, with a ramp to the Broadway Bridge beginning at 9th. Returning Lovejoy to grade level through the Hoyt Street railyards will not only remove a visual blight, but will allow a "Main Street" of shops to serve residents and visitors to the area.

The following streets serve as Traffic Access Routes as they run within the District: SW Broadway, SW Stark, SW Oak, W Burnside, SW and NW 10th, SW and NW 11th, NW Everett, NW Glisan, and NW Hoyt between 10th and 11th. Portions of these streets are inadequate and require improvements in order to carry the necessary volumes of traffic to avoid serious congestion within the District.

In addition to the streets which will carry the Central City Streetcar as described below, the following streets serve as Transit Streets within the District: NW Everett, NW Glisan, NW Lovejoy, portions of NW 9th and

Naito Parkway. Transit is critical in order to allow construction of the planned residential densities in the River District.

Certain streets within the District have been designated as Bicycle Streets and require various levels of improvements in order to be safe and efficient for bicycle travel. Convenient and safe bicycle routes are essential for this mode of travel to accommodate significant numbers of trips thereby reducing automobile congestion. The designated Bicycle Streets are NW and SW Broadway Avenue, NW 9th north of Couch, NW Naito Parkway, NW Couch, NW Everett, NW Glisan, NW Lovejoy and the NW Johnson crossing of Interstate 405.

Major pedestrian routes have been identified within the District. Convenient and safe pedestrian routes are needed in order to encourage people to walk instead of making trips by personal vehicle, and are lacking at present in major parts of the Area. Two categories of pedestrian streets have been identified in the Central City Transportation Management Plan. NW 10th, NW 11th and SW Morrison are Central City Transit/Pedestrian Streets. In the second category, Central City Walkway, the following streets are designated: SW Alder, SW Washington, SW Park, W Burnside, NW Everett, NW Glisan, NW Lovejoy, NW Northrup, NW 13th, and portions of SW Park, SW Oak.

These improvements for vehicles, pedestrians and bicycles maintain the grid street system with short blocks characteristic of downtown Portland which makes the area so pedestrian friendly.

Currently, the railroad tracks along Naito Parkway serve as a major barrier to connections between the District and the River. The tracks will always constitute a barrier to some degree, but with the single crossing at 17th closed and replaced by crossings at 14th and 19th, better connectivity will occur.

2. Utilities:

Certain sewer and water utility improvements are necessary in order to facilitate private housing and commercial development in the River District plan area.

The existing sanitary sewer system in much of the area is over 100 years old and much of it is in need of replacement. The City Bureau of Environmental Services is currently underway with a six phase reconstruction project to upgrade the older facilities. In some cases pipe sizes are being increased to eliminate localized flooding. As new

development occurs and new streets are constructed, new transmission lines are needed in certain locations.

The sewer system in the River District is a combined storm/sanitary system. Although this obsolete type of system is being eliminated in much of the older Portland area, there is not sufficient space for separated systems in the streets of this District. The Combined Sewer Overflow program in the City of Portland, designed to separate the storm and sanitary systems, will occur upstream from the River District, and will result in storm water being available as a water source for the Tanner Creek daylighting project.

The water delivery system, trunk capacity and supply, is adequate to serve the fire protection and user needs of existing and proposed development. However, peripheral lines from the main trunk system are required in a number of locations in order to serve individual property development.

C. Transit

Along with the North Macadam area, the River District contains significant tracts of redevelopable land in close proximity to downtown and Portland State University. However, without improved transit service, most trips from the Area would likely occur by private automobile and the transportation capacity of the Area for redevelopment would be reduced. The Central City Streetcar is a primary element of the strategy to allow large numbers of housing units close to downtown without significant increases in traffic congestion. In the area south of Burnside, anticipated upgrades to the Transit Mall, either through rehabilitation or through the construction of light rail, will enhance service.

The Streetcar is proposed to travel northbound on NW 10th Avenue, turning westbound on NW Northrup Street heading toward NW 23rd. It will return on NW Lovejoy Street, turning southbound on NW 11th Avenue through the River District. The Streetcar will travel through downtown Portland, and connect to Portland State University and eventually the North Macadam District.

A Streetcar complements other forms of transportation planned for the area by sharing the same streets as cars, bicycles and pedestrians. It does not disrupt existing on-street parking, an essential element for businesses along these streets. The Streetcars do not require special platforms along their routes.

The Streetcar will encourage infill development and facilitate new housing in the River District by connecting the District to Northwest Portland and to the shopping, jobs, entertainment and educational amenities south along the Streetcar line. The certainty provided by transit on a rail corridor allows developers to be confident that transit will be available to projects which are constructed in the area, which enhances the ability to sell or rent the units. A bus line on a street

does not provide the same level of certainty since its routing can be easily changed.

Activities which encourage infill development allow new housing to take advantage of the existing infrastructure in place in and near the River District. This conserves energy, reduces the need for costly infrastructure expansion, protects air quality and keeps Portland a livable city. Short distance automobile trips (less than eight miles in length) make up 2/3 of all auto travel, according to a 1993 Central City Streetcar study. These trips will be reduced in the River District by the existence of the Central City Streetcar and upgrades to the Transit Mall.

D. Parks

The River District is characterized by a lack of park facilities. This was appropriate in the past when the area was almost entirely an industrial area. However, in order to successfully convert the area to residential use in the future, it is essential to include open spaces and parks and create a livable environment.

Two park facilities planned, Waterfront Park and the Tanner Creek Park/Water Feature, are extensions of highly successful open spaces in the City of Portland. To extend these facilities into the River District will provide park land while connecting the area to the rest of downtown.

Waterfront Park throughout downtown Portland provides a recreational resource for the entire City. A public attractor along the River within the River District will provide a strong northern terminus to the Park.

The Tanner Creek Park area will include a water feature possibly incorporating the daylighting of Tanner Creek. It may carry storm water from as far upstream as the Oregon Zoo, as the City carries out the Combined Sewer Overflow program to separate sanitary and storm water facilities in this basin. The stream could become the basis for a water oriented park in the heart of this portion of the District.

Finally, development within the Hoyt Street railyards will include two public spaces ("park squares"), and well as neighborhood parks and, potentially, other park facilities.

E. Parking

Insufficient public parking exists in the portion of the River District north of Burnside. As the portion of the River District north of Burnside converts to residential and commercial uses, creating sufficient parking for residents,

businesses and visitors will become critical in order to achieve high density development.

For the portion of the District south of Burnside, parking in this portion of downtown is currently deficient in order to retain destination retail development.

F. Land and Improvement Values

Lot-by-lot records of Real Market Value (RMV) were provided to the PDC staff by the County Assessor's Office and, in turn, made available to the Consultant. Such value information was for Fiscal Years 1995-96, 1996-97 and 1997-98. The records included only real property values for land, improvements, exemptions and totals for the above years.

Personal property and State assessed utility RMV's are not readily available and were estimated by comparing their percentage share with other lake areas within the greater Portland Area. These, together, generally range from 7.0% to 9.0% of the real property assessed value for the mix of uses in the River District.

A summary of the three year assessed value findings for the entire 309.67 acre Feasibility Analysis Area is set forth in Table 4, below.

Prior to voter approval of Measures 5, 47 and 50 and the enactment of Senate Bill (SB) 1215 et al affecting 1997-98 values, Assessed Value (AV) for taxing purposes was the same as what was then termed True Cash Value (TCV). Starting in FY 1997-98, the term Real Market Value (RMV) is used but is not the dollar value used for taxing purposes. The actual taxable AV for each property is a roll-back or reduction from the RMV. This procedure is determined by the Assessor on an individual lot basis. For this analysis, it can be estimated with reasonable accuracy. See Table 4, below.

TABLE 4: Derivation Of Property Values For Taxing Purposes

	FY 1995-96 \$	FY 1996-97 \$	FY 1997-98 \$
<u>REAL PROPERTY:</u>			
TRUE CASH VALUE	353,107,580	387,806,690	
REAL MARKET VALUE			484,757,270 *
ASSESSED VALUE	353,107,580	387,806,690	387,805,800**
<u>LESS EXEMPT PROPERTY:</u>			
TRUE CASH VALUE	126,631,070	139,841,460	
REAL MARKET VALUE			187,881,060 *
ASSESSED VALUE	126,631,070	139,841,460	150,304,800**
NET TAXABLE AV REAL PROPERTY:	\$ 226,476,510	\$ 247,965,230	\$237,501,000**
<u>TOTAL TAXABLE AV:</u>	\$*	\$*	\$**
REAL PROPERTY	226,476,510	247,965,230	237,501,000**
PERSONAL PROPERTY	10,776,159	11,373,828	10,508,200
STATE ASSESSED	9,756,744	9,947,875	9,218,400
TOTAL ASSESSED VALUE**	\$ 247,009,413	\$ 269,286,933	\$ 257,227,600

1. Exempt Assessed Real Property

Tax exempt real property within the Analysis Area (Table 4) represents 38.76% of the total real property. While this percentage is high, by normal standards, it is not indicative of a long term trend.

PDC and private sector interests have and are acquiring and assembling property in the central portion of the Analysis Area. The publicly owned assembled property is currently tax exempt. Much of such property will be sold and developed privately and will become taxable. This will significantly reduce the percentage of exempt properties. Further, much of the remaining tax exempt property (historic, etc.) will return to the tax roll beginning in the year 2003 and continuing through 2012.

2. 1997-98 Assessed Value Ratio - Improvements to Land (I:L)

In most circumstances property with improvements creates a higher total dollar value than land with no improvements. Under law, the County Assessor is charged with equating assessed value with market value, with RMV being reduced consistent with the provisions of Senate Bill 1215 (SB 1215) and other Measure 50 implementing legislation.

Among others, one useful analysis to provide insight into the quality of existing development (in Market terms), property utilization appropriateness and as a means of comparing development of different properties, is to determine the ratio (I:L) of the value of improvements to the value of land on which the improvements are located. Land value in the ratio is expressed as one (1) and the improvement value is expressed as a greater or lesser number, depending on whether the improvement value is more or less than the value of the land.

As can be observed in Table 5 below, different types of development within the Analysis Area yield very different I:L ratios. Large lot areas containing industrial uses with substantial outdoor storage, and commercial uses where a significant portion of the land is devoted to on-grade parking will yield relatively low I:L ratios. On the other hand, high density residential uses and intensive residential/retail mixed use development with structured parking will yield high I:L ratios. A very substandard vacant building, which covers most of the site will also yield a low I:L ratio. Table 5 shows a random sampling of individual lots within the Analysis Area.

Once land costs are known, most developers, when evaluating their return on investment dollars, will carefully evaluate market forces dictating rents, leases and sale values before determining the amount of money that he/she realistically can spend on improvements . . . site work, buildings, infrastructure, parking, etc. Sound, beneficial new development or redevelopment on the River District's underutilized property could create I:L ratios ranging from a low 3.0:1 to over 20.2:1. Long term, the River District is capable of realizing a 4.5:1 to 6.5:1 overall . . . instead of the net RMV I:L of 1.93:1 that now exists. In 1997 dollars the River District's overall real market value of \$296,876,210 could realistically increase to a range of \$762,971,900 to \$1,365,630,600 in a 15 to 25 year period.

TABLE 5

VALUE OF SELECTED IMPROVEMENTS COMPATED TO VALUE OF LAND (1997-98) EXPRESSED AS A RATIO - (I:L)

AREA ACRES	IMPROVE. \$	LAND \$	I:L RATIO	LAND VALUE \$ PER ACRE	COMMENTS
0.22		105,500	0.00:0	79,545	vacant land
5.55	649,500	1,200,100	0.54:1	216,234	warehouse
0.05	86,000	22,100	3.89:1	442,000	restaurant
3.51	4,226,100	912,700	4.63:1	260,028	office w/parking
0.92	494,500	375,100	1.32:1	407,717	warehouse w/pkng
3.78	7,741,000	1,623,000	4.77:1	429,365	grn.mill,off.,whse
0.92	197,500	380,000	0.52:1	413,043	truck rental
0.92	7,810,000	394,000	19.82:1	428,261	attached hsg - ll un.
0.11	256,000	85,000	3.01:1	772,727	warehouse
0.23	1,780,000	170,000	10.47:1	739,130	office (historic)
0.92	1,082,000	4,800,000	0.23:1	5,217,391	dept.store - full blk.
0.46	8,802,000	1,600,000	5.50:1	3,478,261	ins./retail (hist.)
0.14	4,000	240,000	0.02:1	1,928,571	comm. pkng. lot
4.59	6,650,240	4,202,000	1.58:1	915,468	brewery - 5 blocks
0.23	8,609,000	1,002,000	8.59:1	4,356,522	hotel
0.23	2,019,900	183,600	11.00:1	798,261	office

G. Environmental Conditions

Environmental conditions in the Area are typical of older areas of the City. Sewerage facilities are old and under capacity, contributing to the City's overall combined sewer overflow (CSO) problem as well as possible soil and groundwater contamination. Without multi-modal transportation improvements, increased development would result in excessive auto use and increase air pollution. Substantial portions of the Hoyt Street railyards property contain contaminated soils and possibly groundwater. These "brownfields" will require remediation prior to development.

While the river provides a setting that would anchor a vibrant mixed use district, the Area currently has very poor physical and visual connections with the river. Views of the river as well as access to the riverfront are blocked by older industrial buildings. The interior of the Area currently has no open spaces or urban design features that echo the presence of the river. It is currently an opportunity that has not been taken.

III. SOCIAL CONDITIONS

A. Population, Income and Employment

The River District, and specifically the Urban Renewal Area, is making a transition from a blighted area to a vibrant new downtown neighborhood. A purposeful mix of housing products, transit improvements, employment, retail and public facilities is expected to attract a significant number of new residents to the Area over the next twenty years. The transition will bring with it a more diverse market of households, income and employment, rapidly changing the demographics of the Area. For this reason, population, income and employment estimates presently available for the River District are not useful in evaluating the Urban Renewal Area.

A reasonable means of estimating current population for the Area is to apply a factor of 1.7 persons per dwelling unit to the number of units presently built or in process. At 1.7 persons per unit, the 890 residential dwelling units currently existing or under construction are estimated to house a population of 1,513. There are a total of 4,942 residential units planned for the Urban Renewal Area: 700 units in the Terminal One area, 1,212 in the Pearl District and 3,030 in Tanner Creek Basin. Using the factor of 1.7 persons per unit, the Area population is expected to rise to 8,401 at build out.

IV. CONFORMANCE WITH LAND AREA AND ASSESSED VALUE LIMITS

There are statutory limits on the percentage of assessed value and land area within a municipality that can be certified as base values for urban renewal areas. For Portland, as for any other city over 50,000, the limits are 15% of total assessed value and 15% of land area.

(Prior to FY 1997/98, property was generally assessed at 100% of its real market value. As a result of a Constitutional amendment approved by voters in May, 1997 – Ballot Measure 50 – assessed value is no longer equal to real market value. Properties that have not been improved or whose zoning and land use status has not changed were assessed at no more than their FY 1995/96 assessed value less 10%. New construction and improvements since FY 95/96 were assessed at the same ratio of assessed value to real market value as is calculated for their property class, county wide.)

The actual assessed value of property assessed by the county assessor has been determined to be \$214,817,450.00. Property that is “centrally assessed” – primarily utilities – is estimated to be 8% of this total, based on other similar areas of the City. This results in a total assessed value for the Area of \$232,002,846.

The certified base values for the City’s five active urban renewal areas are as follows:

	BASE AV
DT Waterfront	74,836,564
South Park Blocks	378,055,680
Convention Center	213,818,606
Central Eastside	224,605,349
Airport Way	129,701,177
River District	232,002,846
TOTAL:	1,253,020,222
City of Portland	26,524,462,295
% of Total	4.72%

The assessed value of the City of Portland in FY 97/98 was \$26,524,462,295. With the assessed value of the Area as estimated above, the total assessed value certified as base values for urban renewal is \$1,253,020,222 or 4.72% of the City’s total assessed value and well within the 15% limit.

The total land area of the City's five active urban renewal areas is approximately 4,503 acres, and with the addition of the River District Urban Renewal Plan this total increases to 4,812. The City of Portland contains 92,614 acres. Land area within urban renewal areas is 5.2% of the City's total and well within the 15% limit.

V. REASONS FOR SELECTION OF THE AREA

The area of the River District Urban Renewal Plan was chosen in order to allow correction of blighting conditions within the five neighborhoods constituting the Plan. The River District represents a tremendous opportunity for the City of Portland for dense housing close to the major employment center of downtown. In order to fully realize this opportunity, however, the projects set out in the Plan are necessary.

Bringing a new community of over 8,000 residents in close proximity to the greatest concentration of employment and services in the region can provide the efficiency and economy of access by modes other than the automobile. Predictions are that 45% of the daily trips from the River District will be on transit, bikes or foot, a much higher number than would occur in an area further from the City Center and with less transit service. The implication of these impacts on air quality, energy usage and street congestion are all favorable.

Improvements in the area will provide much improved linkages for pedestrians, bicycles and vehicles within the area and between the River District and other portions of downtown. These linkages are both in street systems and parks.

Terminal One will include housing and commercial activities and serve as the northern terminus of Waterfront Park. The street improvements and railroad crossing improvements necessary for its development will also better tie the area to the remainder of the District.

Housing and commercial development in the Pearl District, the heart of the River District revitalization, will be enhanced by the Central City Streetcar and bus or light rail upgrades to the Transit Mall. The viaduct removal and reconstruction of Lovejoy at grade is also vital to the area. The old Hoyt Street Railyards, with environmental remediation and infrastructure needs, will contain the highest density housing in the District. A water feature amenity could help solve Portland's combined sewerage problem while creating an amenity for the dense housing.

Street improvements through the Industrial Sanctuary will assist the businesses in the area as well as provide better connections to the River District from nearby neighborhoods.

The portion of the District south of Burnside provides an important connection between the River District and downtown Portland. The improvements for parking, transit and retail retention help maintain in the health of the entire downtown.

VI. RELATIONSHIP BETWEEN PROJECTS TO BE UNDERTAKEN AND EXISTING CONDITIONS IN AREA

The projects to be undertaken under the Plan are designed to correct blighted conditions within the District. The projects are directly related to conditions within the District. The major areas of concern are in housing, transportation, transit service, utilities, job creation and public amenities.

With land and infrastructure prices in the Central City, a subsidy is necessary in order to create or preserve housing which can be afforded by persons with very-low, low and moderate incomes. Park construction in the area will also help spur housing development. The extension of Waterfront Park the Tanner Basin Water Feature and the Tanner Creek Park Blocks will all make the area a vital one in which to live and work. The Waterfront Park amenities also continue long standing priorities in the City for linear parkways which unite the downtown.

Parking facilities will be constructed in the District in order to support commercial, residential and visitor use of the area at a level commensurate with the density of development.

Environmental remediation must occur on certain sites within the District as a result of past activities, in order to make them viable for development. Without such remediation, valuable inner-city sites would remain underutilized.

Rehabilitation loans will assist existing businesses and those maintaining and enhancing existing buildings in the area. Development opportunities which can result in significant investment and jobs in the area will occur as appropriate to overall development of the area.

Traditional infrastructure development (streets, water, sewer, storm drainage, pedestrian amenities, bicycle facilities) will occur to spur private development. The grid street characteristic of downtown Portland will be maintained as development occurs in most of the area to maintain pedestrian friendliness. Better connections across the rail lines will occur to better tie the area to Naito Parkway and the Willamette River.

Finally, investments in transit service will occur as a means of allowing dense development while mitigating traffic congestion and air pollution. Improvements will occur to the 20 plus year old Transit Mall within the District through rehabilitation or through the construction of a new light rail system. In addition, the Central City Streetcar will be constructed through the District to provide a convenient, safe and predictable form of transit which will connect housing in the area with downtown jobs, Portland State University and surrounding neighborhoods.

The Plan authorizes a comprehensive set of projects to eliminate blight in the River District and create a lively area of dense housing, jobs, parks and transit. With these improvements, the area will be able to fulfill the vision of the area as described in the 1994 River District Development Plan: a place remarkable within the region, one which makes an extraordinary contribution to the region's commitment to accommodate impending population growth, and a community which is unique because of its image, its diversity and, most important, its embrace of the Willamette River.

VII. ESTIMATED COSTS AND REVENUES

Estimated costs, including capital and operating costs are shown on Exhibit A, Project Revenue and Expenditure Summary. Costs were estimated in 1998 dollars and converted to year of expenditure dollars assuming annual inflation of 3%. Revenues are obtained from urban renewal bond proceeds and the proceeds of short term urban renewal notes.

The capacity for urban renewal bonds and notes is based on projections of urban renewal taxes, which in turn are based on projections of development within the Area. Development projections include anticipated build out of the Hoyt Street Properties development at the highest density alternative described in the development agreement with the property owners. Projections of development of other property within the district correspond to the 20 year build out targets for housing, retail and office development.

In year of expenditure dollars, costs total \$233,935,655. Total revenues of \$256,099,052 are shown from bond and note proceeds.

VIII. PROJECT SCHEDULE

The schedule of each urban renewal activity is shown on Exhibit A. Activities are anticipated to be undertaken starting in FY 1999/00 and ending in FY 17/18.

IX. FINANCIAL ANALYSIS

Exhibit A shows that projected revenues are sufficient to cover projected expenditures and that the Plan is financially feasible.

Exhibit B shows that projected urban renewal taxes are sufficient to support bonded indebtedness to extent necessary to provide project revenues. Additional revenues are provided by short term urban renewal notes, repaid on an annual basis from the ending fund balances.

X. FISCAL IMPACT STATEMENT

The amendments to the Oregon Constitution passed by voters in May, 1997 resulted in a shift in Oregon's property tax system. The tax bases and most continuing levies of taxing districts were reduced and then converted to "permanent rates." These rates were sufficient to raise, in FY 97/98, the amount of revenue that each taxing district was authorized to levy.

In FY 98/99 and subsequent years, the maximum revenues of each taxing district with a permanent rate will be determined by applying the permanent rate to the assessed value within the taxing district. Under this system of taxation, the fiscal impacts of urban renewal consist primarily of tax revenues foregone by taxing districts.

To a lesser extent, impacts in terms of increased tax rates to tax payers will result from any levy other than permanent rates. For example, if a local option levy or exempt bond levy is approved by voters, the tax rate necessary to raise the amount approved may be higher as a result of the existence of the Plan.

It is projected that by the end of Fiscal Year 2021, sufficient urban renewal tax revenues will have been collected to retire all outstanding bonded indebtedness necessary to finance the Plan. Urban renewal tax collections would therefore be projected to cease in 2021. Table 6 shows the projected revenues foregone by the taxing districts that levy taxes within the Area through FY 2021. The permanent rates are based on FY 1997-98 rates. No other rate adjustments were made since many of them require voter approval or will not exist for a significant duration of the plan. Also, bond rates may be different due to changes in debt service requirements.

The foregone revenues are those revenues resulting from taxes on the level of development that would occur *without* urban renewal. It is projected that in the first year of the Plan, 95% of the development would occur without urban renewal. This proportion decreases in steps to 50% by FY 2013/14.

Because of the increased assessed value that is projected to occur within the Area as a result of urban renewal through FY 2018, even with minimal growth in assessed value after 2021 (3% annually), the taxing districts are projected to recoup all foregone

Foregone Revenues to Taxing Districts

Fiscal Year Ending June 30:		00	01	02	03	04	05	06	07	08
Total Assessed Value With Urban Renewal		280,908,438	324,661,227	399,994,007	467,760,534	528,054,657	551,174,192	598,202,707	647,969,290	700,607,658
Total Assessed Value Without Urban Renewal		266,863,016	298,688,329	359,994,606	411,629,270	454,127,005	462,986,321	490,526,220	518,375,432	525,455,744
Base AV	258,000,000									
Incremental AV Without Urban Renewal		8,863,016	40,688,329	101,994,606	153,629,270	196,127,005	204,986,321	232,526,220	260,375,432	267,455,744
Taxing District	Permanent Rate									
Multnomah County	4.3481	38,537	176,917	443,483	667,995	852,780	891,301	1,011,047	1,132,138	1,162,924
City of Portland	4.5819	40,609	186,430	467,329	703,914	898,634	939,227	1,065,412	1,193,014	1,225,455
Metro	0.0968	858	3,939	9,873	14,871	18,985	19,843	22,509	25,204	25,890
Port of Portland	0.0702	622	2,856	7,160	10,785	13,768	14,390	16,323	18,278	18,775
Portland Public Schools	4.7792	42,358	194,458	487,453	734,225	937,330	979,671	1,111,289	1,244,386	1,278,224
Multnomah County Educational Service Dist.	0.4581	4,060	18,639	46,724	70,378	89,846	93,904	106,520	119,278	122,521
Portland Community College	0.2830	2,508	11,515	28,864	43,477	55,504	58,011	65,805	73,686	75,690
Fiscal Year Ending June 30:	09	10	11	12	13	14	15	16	17	18
Total Assessed Value With Urban Renewal	756,257,015	828,960,977	910,780,043	988,233,237	1,070,134,938	1,144,875,789	1,223,639,097	1,270,929,783	1,320,050,872	1,371,071,390
Total Assessed Value Without Urban Renewal	529,379,911	538,824,635	546,468,026	543,528,281	535,067,469	572,437,895	611,819,549	635,464,892	660,025,436	685,535,695
Incremental AV Without Urban Renewal	271,379,911	280,824,635	288,468,026	285,528,281	277,067,469	314,437,895	353,819,549	377,464,892	402,025,436	427,535,695
Taxing District										
Multnomah County	1,179,987	1,221,054	1,254,288	1,241,506	1,204,717	1,367,207	1,538,443	1,641,255	1,748,047	1,858,968
City of Portland	1,243,436	1,286,710	1,321,732	1,308,262	1,269,495	1,440,723	1,621,166	1,729,506	1,842,040	1,958,926
Metro	26,270	27,184	27,924	27,639	26,820	30,438	34,250	36,539	38,916	41,385
Port of Portland	19,051	19,714	20,250	20,044	19,450	22,074	24,838	26,498	28,222	30,013
Portland Public Schools	1,296,979	1,342,117	1,378,646	1,364,597	1,324,161	1,502,762	1,690,974	1,803,980	1,921,360	2,043,279
Multnomah County Educational Service Dist.	124,319	128,646	132,147	130,801	126,925	144,044	162,085	172,917	184,168	195,854
Portland Community College	76,801	79,473	81,636	80,805	78,410	88,986	100,131	106,823	113,773	120,993
Fiscal Year Ending June 30:	19	20	21	Total						
Total Assessed Value With Urban Renewal	1,424,062,728	1,468,784,610	1,514,848,148							
Total Assessed Value Without Urban Renewal	712,031,364	734,392,305	757,424,074							
Incremental AV Without Urban Renewal	454,031,364	476,392,305	499,424,074							
Taxing District										
Multnomah County	1,974,174	2,071,401	2,171,546	26,849,715						
City of Portland	2,080,326	2,182,782	2,288,311	28,293,441						
Metro	43,950	46,115	48,344	597,744						
Port of Portland	31,873	33,443	35,060	433,488						
Portland Public Schools	2,169,907	2,276,774	2,386,848	29,511,777						
Multnomah County Educational Service Dist.	207,992	218,235	228,786	2,828,788						
Portland Community College	128,491	134,819	141,337	1,747,538						

Table 6

revenues within nine years from the cessation of collection of urban renewal taxes, or by FY 2030.

XI. RELOCATION REPORT

A. Existing Residents or Businesses Required to Relocate

Properties identified for acquisition in Section VII.B. of the Plan contain no residences. The following businesses are currently located on these properties:

Four (4) retail businesses
One (1) restaurant
Twenty-Five (25) offices
Two (2) industrial businesses

B. Methods to be used for the temporary or permanent relocation of persons living in, and businesses situated in, the urban renewal area in accordance with ORS 281.045 to 281.105

The Commission has adopted a Relocation Policy which conforms to the requirements of ORS 281.045 to 281.105. The Portland Development Commission Relocation Policy is incorporated herein by reference.

C. An enumeration, by cost range, of the existing housing units in the urban renewal areas of the plan to be destroyed or altered and new units to be added.

No existing housing units are planned to be destroyed or altered. New units to be added to the Area are as follows:

Household Income Category	Housing Targets (% of New Units at Total Buildout)	# of New Housing Units Needed to Meet Target
Extremely Low (0-30% MFI) Low (31-50% MFI)	15% - 25%	800 - 1400
Moderate (51-80% MFI)	20% - 30%	1100 - 1700
Middle (81-150% MFI) Upper (151%+ MFI)	50% - 60%	3100 - 3600
BUILDOUT TOTAL		5555

Date: August 11, 1998		99	00	01	02	03	04	05	06	07	08	09	10	11
REVENUES														
Bond Proceeds			10,116,241	14,861,850	10,283,969	9,149,988		10,645,379		15,540,554		12,498,997	14,458,954	14,878,238
Note Proceeds				358,945	784,583	1,129,480	1,454,140	1,916,531	1,831,861	2,827,192	2,383,272	3,496,259	3,074,405	3,514,969
Total			10,116,241	15,220,795	11,048,552	10,279,468	1,454,140	12,561,910	1,831,861	18,367,746	2,383,272	15,995,256	17,533,359	18,393,209
			10,116,241	25,337,036	36,385,588	46,665,056	48,119,196	60,681,107	62,512,967	80,880,713	83,263,985	99,259,241	116,792,600	135,185,808
Annual Balance			206,353	-105,480	3,432,177	1,189,268	-4,603,485	6,029,135	-5,517,377	4,971,096	-4,511,240	3,068,381	233,384	3,743,969
Cumulative Balance			206,353	100,874	3,533,051	4,722,318	118,834	6,147,969	630,592	5,601,688	1,090,448	4,158,828	4,392,212	8,136,181
	(1998 Estimates)													
FY ending 6/30:		99	00	01	02	03	04	05	06	07	08	09	10	11
Public Improvements														
NW Naito Pkway Improvements	360,000													
Neighborhood streets	2,000,000				100,000	150,000				100,000	100,000	50,000		500,000
RR crossings at 14th and 19th	7,687,500													
Terminal One Greenway Improvements	3,000,000													
Housing Finance	55,184,000		2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,750,000	2,750,000	2,750,000	2,750,000	3,000,000	3,000,000	3,250,000
Tanner Creek Park and Water Feature														
Land Acquisition	6,000,000			2,000,000	1,500,000					500,000		2,000,000		
Park Development	7,500,000		1,300,000	1,200,000			1,500,000	1,000,000						
Waterfront Park Extension														
Land Acquisition														
Site #1	3,000,000					1,000,000							2,000,000	
Site #2	3,000,000			2,000,000	1,000,000									
Site #3	3,000,000					3,000,000								
Site #4	3,000,000													
Site #5	9,000,000									3,000,000				
Misc. Acquisition	1,000,000													
Park Development	5,270,000									1,000,000				
Other Activities												2,000,000	2,000,000	1,270,000
Parking in Support of New Dev't	22,500,000		1,000,000	1,000,000	1,000,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	4,000,000	3,500,000
Environmental Remediation	10,000,000		50,000	50,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	500,000	500,000
Rehab Loans	10,000,000		100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	500,000
Development Opportunity Fund	10,000,000			400,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000
Redevelopment Site (North Core)	5,000,000													
Transit Projects	1,200,000			200,000	200,000	200,000	200,000	200,000	1,500,000	1,500,000	1,000,000	1,000,000		
Parking (North Core)	5,000,000		2,500,000	2,500,000										
Major Retail Redevelopment	4,000,000		2,000,000	2,000,000										
Total Project Expenditures			8,950,000	13,450,000	6,500,000	7,550,000	4,900,000	5,150,000	5,650,000	10,050,000	5,050,000	9,250,000	12,100,000	10,020,000
Administration	7.5%		671,250	1,008,750	487,500	566,250	367,500	386,250	423,750	753,750	378,750	693,750	907,500	751,500
Total Expenditures (1998 Dollars)			9,621,250	14,458,750	6,987,500	8,116,250	5,267,500	5,536,250	6,073,750	10,803,750	5,428,750	9,943,750	13,007,500	10,771,500
Total Expenditures (Inflated Dollars)			9,909,888	15,326,275	7,616,375	9,090,200	6,057,625	6,532,775	7,349,238	13,396,650	6,894,513	12,926,875	17,299,975	14,649,240
Inf	103%													

Urban Renewal Tax and Bonded Debt Service Projections

Fiscal Year Ending	00	01	02	03	04	05	06	07	08	
Consolidated Tax Rate/\$1,000 AV	\$ 20.0000	\$ 20.0000	\$ 20.0000	\$ 20.0000	\$ 20.0000	\$ 20.0000	\$ 20.0000	\$ 20.0000	\$ 20.0000	
Incremental Assessed Value	22,908,438	66,661,227	141,994,007	209,760,534	270,054,657	293,174,192	340,202,707	389,969,290	442,607,658	
Urban Renewal Taxes	458,169	1,333,225	2,839,880	4,195,211	5,401,093	5,863,484	6,804,054	7,799,386	8,852,153	
Total Bonded Debt Service	352,438	1,025,557	2,184,523	3,227,085	3,227,085	4,510,372	4,510,372	5,999,528	5,999,528	
Ending Fund Balance	105,731	307,667	655,357	968,126	2,174,008	1,353,112	2,293,682	1,799,858	2,852,626	
Fiscal Year Ending	09	10	11	12	13	14	15	16	17	18
Consolidated Tax Rate/\$1,000 AV	\$ 20.0000	\$ 20.0000	\$ 20.0000	\$ 20.0000	\$ 20.0000	\$ 20.0000	\$ 20.0000	\$ 20.0000	\$ 20.0000	\$ 20.0000
Incremental Assessed Value	498,257,015	570,960,977	652,780,043	730,233,237	812,134,938	886,875,789	965,639,097	1,012,929,783	1,062,050,872	1,113,071,390
Urban Renewal Taxes	9,965,140	11,419,220	13,055,601	14,604,665	16,242,699	17,737,516	19,312,782	20,258,596	21,241,017	22,261,428
Total Bonded Debt Service	7,665,493	8,784,015	10,042,770	11,234,357	12,494,384	12,494,384	14,855,986	14,855,986	13,368,831	17,124,175
Ending Fund Balance	2,299,648	2,635,205	3,012,831	3,370,307	3,748,315	5,243,132	8,101,685	9,047,499	11,519,076	5,137,253

Estimated Fiscal Impact: New Urban Renewal Districts In River District & Lents

ITEM	Status-Quo, Current Law	Draft AG's Opinion
General Fund Impact: Two New Districts (River Districts & Lents) Expected Annual Average Lost Revenues.....	(\$508,316)	(\$606,641)
Estimated District Revenues		
Average Annual River District.....	\$1,341,729	\$1,272,853
Average Annual Lents.....	\$1,401,692	\$1,336,663
Average Annual Revenues.....	\$2,743,421	\$2,609,516
Revenue Loss-Other Local Governments (County, Port, & METRO)-Annual Average.....	(\$566,933)	(\$678,061)

Note: The formation of new districts also increases FPD&R and GO Debt levy tax rates above what they otherwise would have been.

Estimated Impact of AG's Draft Opinion: Five Existing Urban Renewal Districts & General Fund

ITEM	Status-Quo, Current Law	Draft AG's Opinion
General Fund Current Five Year Financial Forecast, First Year Compression Loss Revenues.....	\$0	(\$1,157,226)
Estimated Existing Districts Revenue Loss-First Year.....	\$0	(\$4,395,359)

Note: Real market value growth will over time tend ameliorate the compression impact. Increases in the consolidated tax rate, such as approval of new GO bond levies would tend to increase revenue losses.

**Estimated Fiscal Impact: New Urban Renewal Districts
In River District & Lents Detail By Year**

Fiscal Year	City of Portland	
	Status-Quo, Current Law	Draft AG's Opinion
FY1999-00	(\$117,053)	(\$117,053)
FY2000-01	(\$261,545)	(\$261,545)
FY2001-02	(\$412,620)	(\$404,744)
FY2002-03	(\$570,608)	(\$672,698)
FY2003-04	(\$749,749)	(\$954,501)
FY2004-05	(\$938,319)	(\$1,229,306)
Total	(\$3,049,895)	(\$3,639,848)
Average	(\$508,316)	(\$606,641)

Fiscal Year	County, PORT & METRO	
	Status-Quo, Current Law	Draft AG's Opinion
FY1999-00	(\$130,551)	(\$130,551)
FY2000-01	(\$291,705)	(\$291,705)
FY2001-02	(\$460,202)	(\$460,202)
FY2002-03	(\$636,408)	(\$750,271)
FY2003-04	(\$836,207)	(\$1,064,570)
FY2004-05	(\$1,046,522)	(\$1,371,064)
Total	(\$3,401,596)	(\$4,068,364)
Average	(\$566,933)	(\$678,061)



CITY OF PORTLAND

OFFICE OF FINANCE AND ADMINISTRATION

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Timothy Grewe, Director
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August 3, 1998

MEMORANDUM

TO: Mayor Vera Katz
Commissioner James Francesconi
Commissioner Charlie Hales
Commissioner Gretchen Miller-Kafoury
Commission Erik Sten
City Auditor Barbara Clark

FROM: Tim Grewe-Director OF&A
Felicia Trader-Director PDC

SUBJECT: Impending Attorney General's Opinion on Urban Renewal

The attached memorandum from Ken Rust explains in some detail a problem that appears to be developing with urban renewal divide-the-taxes collections.

Although this is a complicated issue the basic outlines of the problem are as follows. Courtney Wilton (former Administrative Officer, Tax Supervising and Conservation Commission-TSCC) asked the Attorney General's Office for an opinion concerning urban renewal divide-the-taxes collections. Under Measure 50 implementing legislation, divide-the-taxes collections result from application of a consolidated tax rate of about \$20 per \$1,000 to urban renewal increment assessed values. Measure 50 implementing legislation put these collections outside the Measure 5 \$10 tax rate limit. Thus, for FY1997-98 *within* each urban renewal district the effective tax rate per \$1,000 of real market value exceeded \$10. Wilton asked whether or not divide-the-taxes collections should be treated as "other local government" taxes subject to the Measure 5 \$10 limit.

The Attorney General's final *draft opinion* (attached and released to staff about June 8th) suggests that urban renewal divide-the-taxes collections *are* local government taxes subject to the \$10 limit that should be applied separately to each district. If this turns out to be the case this means that substantial amounts of levy compression may occur on all values within the City's five existing urban renewal districts. Revenues to both local governments (off of frozen base values) and PDC (off of increment values) may be substantially lower than FY1998-99 budgets. The

attached memorandum, using an untested methodology suggested by TSCC, puts the FY1998-99 General Fund revenue loss at \$1.2 million, FPD&R's at \$530,000, and PDC's revenue loss at \$4.4 million. Airport Way does not appear to be as severely impacted due to a mix of special levy and divide-the-taxes collections authority that is more heavily weighted towards the use of a special levy. The draft opinion also poses a significant compression problem for new urban renewal districts. The only good news is that continued growth of district real market values, given Council's decision to fix divide-the-taxes collections at \$25 million per year, should eventually eliminate compression and the accompanying revenue losses over time in existing districts, perhaps, in as little as three years. In new districts compression on local government taxes will steadily worsen over time and increment revenues will be lower than what would otherwise been expected.

These estimates are very preliminary and depend critically on the actual final opinion and Department of Revenue's (DOR) implementation of any new urban renewal calculations. Litigation over this issue is possible and there is also the remote possibility that refunds could even be ordered on FY1997-98 tax bills in urban renewal districts.

3 August 1996

MEMORANDUM

From: Ken Rust, Director-Financial Management

To: Tim Grewe, Director OF&A
Felicia Trader, Director PDC

Copy: D.S. Barden, Economist-Financial Planning

Subject: AG's Draft Opinion on Urban Renewal

As I am sure you are all aware, Courtney Wilton released a draft Attorney General's opinion to the City during the week beginning June 8th. The basic question asked of the Attorney General's Office was whether or not urban renewal divide-the-taxes collections are local government collections that must fit within the Measure 5 \$10 local government tax rate limit. The AG's draft opinion seems to affirm this viewpoint:

"Finally, because urban renewal is not a function of public education, urban renewal 'increment' taxes must be considered part of 'other government' taxes for purposes of complying with the limitations of Article XI, section 11b. If anything, this conclusion is reinforced by the fact that Article XI, section 11(15) dedicates urban renewal taxes only to urban renewal."

This is different from Measure 50 implementing legislation (Senate Bill 1215) which sought to put urban renewal divide-the-taxes calculations outside of Measure 5 \$10 limit calculations. All calculations and modeling that OF&A staff did for Council on the choice of district funding options was based on a more conservative assumption that divide-the-taxes collections fell under the \$10 tax rate limit on a city-wide basis, using all real market values, including the increment. That is why OF&A recommended to Council that four of the five districts be funded using the so-called option number three which set divide-the-taxes collections to fixed permanent amounts totaling \$25 million per year for four of the existing five districts.

FY1998-99 PDC divide-the-taxes revenue estimates are based upon OF&A's collective understanding of Measure 50 and the accompanying implementing legislation. In addition, staff very carefully duplicated DOR and A&T urban renewal calculations for FY1997-98 in order to understand actual urban renewal calculations as implemented by DOR and carried out by Multnomah County A&T personnel. The Attorney General's draft opinion clearly suggests that there is a conflict between Measure 50 implementing legislation

and continuing Measure 5 constitutional provisions. The draft opinion resolves this conflict in favor of Measure 5. The result is likely to be severe compression of all local government taxing authority extended to urban renewal values. This means compression of divide-the-taxes collections off of the increment as well as local government levy authority extended to frozen base values in an urban renewal district. The districts use capacity at \$20 per \$1,000 of AV which translates into tax rates of \$13 to \$14 on RMV.

The Attorney General's draft opinion not does tell the Department of Revenue exactly how property tax mechanics should change in order to bring the assessment and taxation process for urban renewal districts into compliance with Measure 5 constitutional provisions. Staff has done preliminary calculations using a methodology suggested by TSCC. This methodology represents only a theory or an approach that may or may not resemble what DOR might instruct assessors to do next fall (if anything). Basically, this theory is based on the key assumption that local government tax capacity (divide-the-taxes off of the increment plus local government levy authority extended to frozen base values) is constrained to \$10 per \$1,000 on all real market value within a district.

Example Calculation for Downtown Waterfront: FY1998-99

Table 1 below constructs an estimated capacity calculation for Downtown Waterfront for FY1998-99. As shown in Table 1, total estimated real market value is \$803.4 mil-

<i>Estimated Local Government Levy Capacity-Downtown Waterfront</i>			
Table 1 Capacity Estimate		FY1998-99e	
	Frozen Base RMV	\$304,078	
	+ Increment RMV (\$1,000s)	\$499,340	
	=Total RMV (\$1,000s)	\$803,418	
	X \$10.0000	\$10.0000	
	= District Capacity is.....	<u>\$8,034,184</u>	
e = estimated			

lion. District capacity at \$10 per \$1,000 of RMV (\$10 x \$803,418) is just over \$8 million. Taxes extended against district values include local government levy authority extended to frozen base values plus PDC divide-the-taxes that result from application of the consolidated tax rate to increment assessed values. Local government taxes col-

Table 2 Taxes on Frozen Base	Local Government	Tax Rate	AVx\$1,000(*)	Levy
	General Fund.....	\$4.5770	\$235,333	\$1,077,118
	FPD&R Levy.....	\$2.0932	"	\$492,598
	UR Special Levy.....	\$0.3409	\$235,333	\$80,222
	Other Local Gov.(**)...	\$4.5101	"	\$1,061,375
	Library Local Option...	\$0.5947	\$235,333	\$139,952
	Local Government Taxes on Frozen Base.....			\$2,851,265

(*) Frozen base (Measure 50) assessed value

(**) County, PORT, and METRO

lected on the frozen base are estimated to total \$2.85 million for FY1998-99. Application of the consolidated tax rate to increment assessed values is shown in Table 3. For

Table 3
Increment
Taxes

Estimated Increment AV (\$1,000).....	\$386,451
Consolidated Tax Rate.....X	<u>\$19.9508</u>
Divide-The-Taxes, Increment Taxes.....=	\$7,710,000
Urban Renewal Special Levy on Increment.....	\$131,736

Downtown Waterfront, budgeted divide-the-taxes collections (before delinquency and discount) are \$7.71 million for FY1998-99 and \$131,736 for urban renewal special levies.

Total taxes extended to Waterfront district values equal \$10.692 million versus estimated capacity, under the \$10 limit, of \$8.034 million calculated on page 2. Table 4 calculates the compression loss and distributes the loss on a pro-rata share basis to each element of taxing authority including divide-the-taxes with the exception that the first \$139,923 of compression is absorbed by the County's local option Library levy.

Table 4
Compress
Levies

Item	Levy Loss	Revenues(*)
Available Capacity @ \$10 X RMV =..	\$8,034,184	
Total Taxes Extended in District =	\$10,693,001	
Required Levy Compression.....	(\$2,658,818)	(\$2,517,369)
Pro-Rata Share of Compression to:		
General Fund Tax Base Levy.....	(\$266,825)	(\$252,630)
FPD&R Levy.....	(\$122,027)	(\$115,535)
UR Spec. Levy.....	(\$50,905)	(\$48,197)
Other Local Gov.....	(\$262,925)	(\$248,937)
Local Option Library Levy(#).....	(\$139,952)	(\$132,507)
Divide-The-Taxes Compression.....	(\$1,816,183)	(\$1,719,562)
Total Levy/Collections Loss.....	(\$2,658,818)	(\$2,517,369)

(#) Absorbs compression first, up to amount of the levy on district frozen values, as required by Measure 50.

(*) Reflects adjustment for expected delinquency and discounts of 5% on compressed versus uncompressed levy.

Calculations for the Downtown Waterfront (given the methodology employed) show that:

- ◆ Compression eliminates \$2.658 million of district tax levies.
- ◆ Urban renewal district collections are reduced by \$1.82 million which translates into a revenue loss of \$1.72 million.
- ◆ The General Fund's revenue loss is pegged at \$252,535; FPD&R revenues are reduced by \$115,492 in this district.

This is not a worst case. Compression could easily be confined to increment values.

Summary of Fiscal Impacts: All Five Existing Districts: Estimated FY1998-99

Employing the methodology for all five urban renewal districts results in the estimated fiscal impacts shown in the table below. Urban renewal divide-the-taxes revenues are

Table 5
Estimated
Fiscal
Impact
UR Com-
pression
All Districts

Estimated FY1998-99			
Item	Budgeted Revenues	Under AG's Opinion	Revenue Loss
Airport Way.....	\$2,404,872	\$2,220,350	(\$184,522)
Convention Center.....	\$5,434,632	\$4,596,217	(\$838,415)
Central Eastside.....	\$3,171,780	\$2,429,119	(\$742,661)
South Park.....	\$5,358,888	\$4,448,690	(\$910,198)
Downtown Waterfront.	\$7,299,828	\$5,580,266	(\$1,719,562)
Divide-Taxes Subtotal	\$23,670,000	\$19,274,641	(\$4,395,359)
General Fund.....	\$7,253,151	\$6,095,925	(\$1,157,226)
FPD&R Revenues.....	\$3,317,079	\$2,787,845	(\$529,233)
UR Special Levies.....	\$941,096	\$784,169	(\$156,927)
Total-CITY.....	\$35,181,326	\$28,942,580	(\$6,238,745)

reduced an estimated \$4.4 million. The General Fund loses \$1.2 million of revenues, and FPD&R property tax revenues are reduced by \$533,000. Urban renewal special levy revenues are reduced an estimated \$157,895. The total City revenue loss is estimated at about \$6.3 million first year. This revenue loss may tend to decline over time as real market value growth increases district capacities relative to levy authority where the largest element, divide-the-taxes collections, are fixed at \$25 million per year.

Summary of Fiscal Impacts: New Districts for Lents & River District

Measure 50 requires that all new urban renewal districts be funded using only a divide-the-taxes mechanism. There is no other option. This means that all growth off of the frozen base (as determined by the Assessor at the time of the district's formation) goes into the increment and generates urban renewal district tax collections. It follows from this that:

- ◆ Local government fixed tax rates are applied to the frozen base and tax revenues do not grow. Local governments suffer a revenue loss. The trade-off is increased urban renewal collections.
- ◆ Local government levy based tax rates (FPD&R and G.O. Debt) are higher than they otherwise would have been, increasing homeowner tax bills.

The Attorney General's draft opinion poses the same problem for new districts that it poses for existing urban renewal districts. The table below uses consultant forecasts for proposed River District and Lents urban renewal districts to estimate General Fund revenue losses as currently understood and compares these with the methodology used to analyze the AG's draft opinion.

General Fund Tax Revenues with Two New District Urban Renewal Districts: <i>River District & Lents Town Center</i>						
Table 6	Fiscal Year	AV (\$1,000s)-Available		General Fund Tax Revenues		
		No District	District	No Districts	w/ Districts	Dists. & AG
Estimated	1999	\$535,357	\$776,757	\$3,494,509	\$3,377,456	\$3,377,456
Fiscal	2000	\$552,489	\$776,757	\$3,639,001	\$3,377,456	\$3,377,456
Impact of	2001	\$570,168	\$776,757	\$3,790,076	\$3,377,456	\$3,385,332
New	2002	\$588,414	\$776,757	\$3,948,064	\$3,377,456	\$3,275,366
Districts On	2003	\$607,243	\$776,757	\$4,127,205	\$3,377,456	\$3,172,704
General	2004	\$626,675	\$776,757	\$4,315,775	\$3,377,456	\$3,086,469
Fund	Total			\$23,314,631	\$20,264,736	\$19,674,783
Tax	General Fund Revenue Loss.....				(\$3,049,895)	(\$3,639,848)
Revenues	Average Annual General Fund Revenue Loss.....				(\$508,316)	(\$606,641)

Without the new urban renewal districts General Fund tax base property tax revenues total \$23.3 million over six years. Using FY1997-88 calculation methods the six-year revenue loss is \$3.1 million. Under the AG's opinion, compression increases this loss to \$3.7 million over the first six years of the new district's existence, and compression steadily worsens over time reducing General Fund Revenues. The County, PORT, and METRO would experience similar losses, and the County's local option library levy in each new district would be compressed to zero, in a relatively short period of time.

Estimated New Districts' Divide-The-Taxes Revenues

Table 7 estimates divide-the-taxes revenues for the two new urban renewal districts

Table 7	Fiscal Year	Increment AV x \$1,000	Consolidated Tax Rate	Two New Districts(*)	
				Current	AG's Opinion
Estimated	1999	\$26,920	\$19.9508	\$510,225	\$510,225
New	2000	\$64,434	\$20.4902	\$1,254,250	\$1,254,250
District	2001	\$109,458	\$20.4122	\$2,122,572	\$2,122,572
Divide-The	2002	\$160,265	\$20.3560	\$3,099,248	\$3,005,567
Taxes	2003	\$217,835	\$20.1581	\$4,171,598	\$3,918,702
Revenues	2004	\$279,717	\$19.9549	\$5,302,631	\$4,845,780
	Total			\$16,460,524	\$15,657,096
	Divide-The-Taxes Revenue Difference.....				(\$803,428)

(*) Lents and River District

given the consultant's estimates of available increment. From Table 7 it looks like that:

- ◆ under current FY1997-98 rules the new districts would generate about \$16.4 million of divide-the-taxes over the next six years. Under the AG's opinion, compression reduces this by about \$803,430 to \$15.7 million (4.8%).

Summary

Measure 50 implementing legislation put urban renewal divide-the-taxes collections outside of the Measure 5 \$10 local government tax limit. FY1997-98 urban renewal divide-the-taxes collections were extended by local assessors as per DOR instructions. A draft Attorney General's opinion sought by TSCC suggests that there is a conflict between Measure 50 implementing legislation and the Measure 5 provisions which were retained in the constitution as part of the new Measure 50 provisions. The result of the opinion, not yet final, might be the imposition of a Measure 5 \$10 limit test, separately, for each existing urban renewal district. This would cause a large amount of compression of both local government taxes and urban renewal divide-the-taxes collections within urban renewal districts:

- ◆ Staff estimates General Fund revenues for FY1998-99 could be reduced by \$1.2 million.
- ◆ PDC divide-the-taxes revenues could be reduced by \$4.4 million under the draft Attorney General's opinion.

At this point the analysis depends on speculative assumptions about how the AG's opinion might translate into new rules for divide-the-taxes collections. This is a big "if" since the opinion is not final and DOR has not even begun the process of revising instructions for urban renewal calculations. There is a clear potential for litigation that could possibly result in tax refunds if the AG and DOR do not resolve this issue.

The fiscal impact estimates as inferred from the draft AG's opinion probably represent close to a worse case, and at present there are no clear DOR instructions on how calculations will be done next fall. The possibilities run the gamut from the status-quo (no impact) to something like the calculations done in this memorandum to a worse case.

The creation of two new districts (River District and Lents) will reduce General Fund property tax revenues by about \$500,000 per year. Under the AG's draft opinion this revenue loss increases to about \$600,000 per year. The County, METRO, and PORT taken together, would experience similar revenue losses. In addition, GO bond debt and FPD&R levy tax rates will be higher than they otherwise would have been.

RDY MYERS
ORNEY GENERAL

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DEPARTMENT OF JUSTICE
GENERAL COUNSEL DIVISION

June 5, 1998

DRAFT FOR DISCUSSION PURPOSES ONLY, NOT FINAL ADVICE

Courtney Wilton
Administrative Officer
Tax Supervising and Conservation Commission
Multnomah County
421 S.W. Fifth Avenue
Portland, OR 97204-2189

Re: Dividing Urban Renewal Taxes Under Measure 50
DOJ File No. 181-001-GT0246-98

Dear Courtney:

This is in response to your request for advice concerning how urban renewal "divide-the-tax" revenues are to be calculated in the light of the 1990 Measure 5 government category rate limitations, following 1997 Measure 50. You ask: Should the Measure 5 categorization of ad valorem property taxes as "school" and "general government" be made before or after the tax revenues are divided between "frozen base" and "increment" taxes for urban renewal purposes. This question also raises the issue of whether urban renewal "increment" taxes are "general government" taxes for purpose of Measure 5.

Brief Answer

The timing of the categorization of the taxes is not material, so long as urban renewal taxes that are subject to Article XI, section 11b, are included in the calculation of "other government" taxes for purposes of determining compliance with the rate limitations of this provision.

Discussion

1. Background

We begin with Article IX, section 1c, which was adopted by the people as a

legislatively referred measure in 1960. It reads in full:

The Legislative Assembly may provide that the ad valorem property taxes levied by any taxing unit, in which is located all or part of an area included in a redevelopment or urban renewal project, may be divided so that the taxes levied against any increase in the assessed value, as defined by law, of property in such area obtaining after the effective date of the ordinance or resolution approving the redevelopment or urban renewal plan for such area, shall be used to pay any indebtedness incurred¹ for the redevelopment or urban renewal project. The legislature may enact such laws as may be necessary to carry out the purposes of this section.

The legislature has implemented this provision through the enactment of laws now codified in Oregon Revised Statutes chapter 457.

The urban renewal agency obtains the revenue generated by applying to the full value of property in the renewal area a tax rate which was calculated to meet the needs of the taxing units when applied to an artificial "frozen" value of property. *Dennehy v. Department of Revenue*, 305 OR 595, 600, 756 P2d 13 (1988). Thus, though supported by ad valorem property taxes, urban renewal agencies are not themselves taxing units. As explained more fully in the Tax Court's opinion, *Dennehy v. Dept. of Revenue*, 10 OTR 348, 350-51 (1987):

When there is an urban renewal project within a taxing unit's area, the assessor must determine and certify the assessed value of all property in the urban renewal area prior to redevelopment. ORS 457.430. This becomes the certified or "frozen" value from which the taxing units continue to collect property taxes. Taxes derived from any increase in value over the frozen or certified amount are dedicated² to paying for redevelopment of the area. ORS 456.440. The taxes for urban renewal are not levied by the Urban Renewal Agency. Rather, they result from operation of ORS 457.440, which directs the assessor to divide only the certified or frozen value into the total amount of taxes levied by each taxing unit. The rate thus derived is based on a lesser amount of value than is actually subject to tax. When the rate is applied to all taxable property in the taxing unit's boundaries, it will produce total revenues in excess of the amounts levied by the taxing units. This excess amount is the amount dedicated to payment of urban renewal development and expenses.

The division of taxes and allocation of the "increment," or excess over those generated from the "frozen" value, is not a legal requirement. Rather, the division and allocation of taxes results from a decision of the governing body of the municipality that adopts the urban renewal plan and is part of that plan. See ORS 457.420. The municipality that adopted a plan that provides for dividing the taxes must also adopt an ordinance electing one of three methods for collecting taxes sufficient to pay, when due, indebtedness issued or incurred to carry out

the plan. See ORS 457.435.

Article XI, section 11b, of the Oregon Constitution was adopted by the people in 1990 as Measure 5. It limits the rate of ad valorem property taxes that may be imposed by two categories of government, the public school system and all other government. Beginning with fiscal year 1995-96, the public school system may impose taxes on property of up to \$5.00 for each \$1,000 of the property's real market value. Since then other governments may impose taxes up to \$10 per \$1,000 of the property's real market value. Section 11b(1). These limitations apply to taxes, which include any charge imposed by a governmental unit upon property or upon a property owner as a direct consequence of ownership of that property, except incurred charges and assessments for local improvements, which are specially defined in the constitutional amendment. Section 11b(2)(b). The foregoing limitations, however, do not apply to taxes to pay the principal and interest on general obligation bonded indebtedness, authorized by a specific provision of the constitution, which are incurred or to be incurred for capital construction or improvements and which are issued before November 6, 1990 or which are approved by the voters after that date. Article XI, section 11b(3)(b).

To implement, in part, the tax rate limitations of Article XI, section 11b, the legislature enacted ORS 310.150, which requires the assessor to segregate tax levies into three categories corresponding to the purposes for which the revenues will be expended in accordance with Article XI, section 11b: public school system, general government and funding of exempt bonded indebtedness. The categorization is a preliminary step in determining whether the taxes to be imposed would exceed the limitations of Article XI, section 11b, in order that they be reduced to those limits before they are imposed on properties.

In the 1997, the voters approved legislatively referred Measure 50, which repealed the old and adopted a new Article XI, section 11, of the Oregon Constitution and repealed a number of other amendments to the constitution that had been approved by the voters as initiated Measure 47 at the General Election, in 1996. In addition to "rolling back" property values for assessment purposes, to 1995-97 levels, and creating new permanent rate limitations lieu of the old tax base system, Measure 50 amended Article XI, section 11b, as follows:

(11) For purposes of this section and for purposes of implementing the limits in section 11b of this Article in tax years beginning on or after July 1, 1997:

* * * * *

(b) The \$5 (public school system) and \$10 (other government) limits on property taxes per \$1,000 of real market value described in subsection (1) of section 11b of this Article shall be determined on the basis of property taxes imposed in each geographic area taxed by the same local taxing districts.

Thus, the rate limitations of Measure 5 (and the tax compression resulting therefrom) now apply by tax code area, *see* ORS 310.147, not property-by-property.

The new Article XI, section 11, also addresses the division of urban renewal taxes, with this subsection:

(15) If ad valorem property taxes are divided as provided in section 1c, Article IX of this Constitution, in order to fund a redevelopment or urban renewal project, then notwithstanding subsection (1) of this section, the ad valorem property taxes levied against the increase shall be used exclusively to pay any indebtedness incurred for the development or urban renewal project.

Because "subsection (1) of this section," *i.e.*, section 11, prescribes limitations on value for purposes of ad valorem property taxes, and does not dedicate or otherwise limit the use of property tax revenues, the "notwithstanding" proviso has no meaning. It may be that the reference to subsection (1) may have been a drafting error in the legislative process. We are informed that at least some legislative staff members believe that the reference should have been to subsection (11), part of which is quoted above. However, assuming this to be the case, subsection (11) does not itself dedicate ad valorem property taxes to any purpose to which the word "notwithstanding" might introduce an exception. Rather, the dedication of property taxes to public schools and other government is a consequence of the rate limitations, for each of the two government categories, found in Article XI, section 11b, of the constitution. In any case, because subsection (15) refers unambiguously to "subsection (1) of this section," *i.e.*, section 1 of Article XI of the constitution, we may not interpret the quoted phrase any other way.

Irrespective of the reference to "subsection (1) of this subsection," the language that follows does have meaning of its own. It reads: "[T]he ad valorem property taxes levied against the increase shall be used exclusively to pay any indebtedness incurred for the development or urban renewal project." This means that the taxes generated from the property value above the "frozen" value may be used only for urban renewal, not for other government purposes. This dedication of urban renewal taxes only to urban renewal is a new development. Article IX, section 1c, does not dedicate "increment" taxes to urban renewal. Rather, it merely authorizes the legislature to do so by statutory law. However, as noted above, the legislature has not done so. Rather, ORS 457.420 permits the municipality that adopts an urban renewal plan to include a provision in the plan for such a division of the taxes. In short, Measure 50 now compels a division of ad valorem property taxes for the urban renewal agency or agencies and for the taxing districts levying taxes in those urban renewal areas.

2. Application of Law to Question

Before proceeding, some general observations are in order. First, the categorization of taxes for purposes of Article XI, section 11b, and ORS 305.150, is by tax code area. In contrast, the division of taxes for purposes of Article IX, section 1c, and ORS 457.420 has no relevance to either to particular properties from which those taxes are generated, or to tax code areas. Rather, the division is of all taxes generated from all properties within the urban renewal area which is to benefit from those taxes. Second, both the categorization of taxes for purposes of Article XI, section 11b, and the division of taxes for purpose of Article XI, section 1c and Article XI, section 11(15), is based upon the purposes for which the tax revenues are to be expended, not the property source from which they are derived. Third, both the limitations on government tax rates, found in Article XI, section 11b(1) (Measure 5), and the dedication of urban renewal taxes, found Article XI, section 11(15) (Measure 50), must be given effect if the language permits. Because I see no conflict, I conclude that both provisions must be given effect. Finally, because urban renewal is not a function of public education, urban renewal "increment" taxes must be considered part of "other government" taxes for purposes of complying with the limitations of Article XI, section 11b. If anything, this conclusion is reinforced by the fact that Article XI, section 11(15) dedicates urban renewal taxes only to urban renewal.

In discussing the question you have presented, much of the focus has been on the practical issue of timing. Specifically, should the categorization of taxes for purposes of testing compliance with the Measure 5 limitations occur before, or after, the division of taxes between those generated from the "frozen" value and those generated from the "increment" value above the frozen value for urban renewal purposes? Although there may be and probably are practical reasons for performing one calculation before another, the sequence of calculations is not a function of, let alone required by, the respective constitutional provisions.

The timing or sequence of the calculations is immaterial. To the extent that the ad valorem property tax limitations of Article XI, section 11b, apply to taxes for urban renewal³, taxes for urban renewal must be included in the calculation of all "other government" taxes subject to the rate limitations of that measure. Conversely, urban renewal taxes properly should not be part of the calculation of "public school system" taxes for purposes of those same rate limitations. Urban renewal taxes are subject to the "general government" compression of Article XI, section 11b. Thus, it is immaterial that one source of those urban renewal taxes is school district tax rates that are applied to the "increment" value above the "frozen" value. As can be seen in the following language from Article XI, section 11b, the ad valorem property tax rate limitations are based on the governmental purpose for which those tax revenues may be expended.

(1) During and after fiscal year 1991-92, taxes imposed upon any property shall be separated into two categories: One which *dedicates* revenues raised specifically to fund government operations other than the public school system and one which *dedicates* revenues raised to fund government operations other than the public school

Courtney Wilton
Page 6
June 5, 1998

system.

(Emphasis supplied.)

If we can be of further assistance, please advise.

Sincerely,

Robert W. Muir
Attorney-in-Charge
Tax and Finance Section

RWM:rwm/JGG120CC

1. We understand that in this context "indebtedness" historically has been interpreted to include not only forms debt, such as bonds and notes, that are issued to fund capital improvements, but all liabilities, including operating expenses.

2. Despite the court's statement that the increment taxes are "dedicated," ORS 457.420, which addresses the division of taxes, specifically provides that the division of taxes and the amount of the division are options of the urban renewal plan. Hence, the increment taxes are dedicated only to the extent they are divided in accordance with the urban renewal plan.

3. It should be remembered that Article XI, section 11b, applies only to a (property) "tax," which does not include "assessments for local improvements." See Art XI, § 11b(2)(b).

Thomas P. Dennehy
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22 June 1998

Dear Senator Adams:

I have spent several days studying a preliminary "advice letter" from the Attorney General's office relating to the treatment of "divide-the-tax" revenues collected to repay debt incurred for urban renewal. This letter is in response to a request from the Multnomah County Tax Supervising and Conservation Commission concerning how these revenues are to be calculated following the passage of 1997's Ballot Measure 50 in light of the fact that Measure 5 (of 1990) remains in the Constitution.

The letter re-affirms what has already been clearly determined by the Courts -- that for purposes of complying with the limitations of Article XI, Section 11b (i.e., Measure 5), urban renewal taxes are not "public school system" taxes, nor can they be classified as taxes to pay the principal and interest on voter approved general obligation bonds, and therefore -- under the terms of Measure 5 -- must be classified as part of the "other government" taxes limited to \$10 per \$1000 of assessed value (RMV). See *City of Portland By and Through the Portland Urban Renewal Commission v. Smith*, 314 Or 178, 838 P 2d 568, 1992.

One conclusion that can be drawn from the advice letter is that property owners were over taxed by tens of millions of dollars and the conditions are ripe for a class action suit to recover these excess charges. Unless the Department of Revenue revises its instructions to the county tax collectors, the same over-charges will be imposed this fall, and the class action suit will double in value.

The erroneous instructions from the DOR seem to be based on advice from the Legislative Revenue Office, in particular from Jim Scherzinger. Don McIntire and I (who were the co-authors of Measure 5) attempted to alert the

05/24/1998 09:44 1500 PAGE 03
Legislative Assembly and the public, but of course, our voices were drowned out in the enthusiasm over Measure 50. Now it appears the State will pay for its arrogance.

I write to you because it seems pretty clear that the state bureaucrats will not listen to anyone other than the Legislative Assembly or the courts. You are in a position to save the expenses of a prolonged court battle (which I will feel compelled to initiate) by getting your legislative colleagues to order three corrective steps:

1. Refund all taxes collected in 1997-98 for urban renewal projects which exceed the Constitutional limits (Measure 5 limits). It will also be necessary to adjust the distribution of such taxes so the taxing units will be made whole.

2. Avoid the same mistake in 1998-99 (and later years). You must direct the Department of Revenue to correct its instructions to the counties so the class action suit will not double in value.

3. Remind your legislative staff that it is your job to write the statutes, and they must abide by your decisions and stop twisting the meaning of your words (some folks consider that to be lying) when preparing the official rules or when explaining the statutes to county tax officials.

Senator Adams, I have joined with many of my friends in commiserating the break-down of trust between law givers (at all levels) and the *hoi polloi*. At times the citizens' complaints have been less than legitimate; at other times the mistrust is right on the mark. Don and I tried to offer some helpful advice during the drafting of Measure 50 -- we felt that some of the revenue people were not being frank with the legislature and the public. Now we feel our unease was well grounded.

You are in a position to correct the (deliberately?) sloppy work done by the staff in Salem and restore Measure 50 to the "honest rewrite of Measure 47" it was supposed to be. Such action could go a long way towards restoring some of the trust in government the loss of which has so characterized the 1990s.

Thank you for your attention. I look forward to your action on this matter.

Very truly yours,

Tom Dennehy.

Attachments:

cc (with attachments):

Elizabeth Harchenko	DOR
Hardy Meyers	Attorney General
Bob Muir	AG's Office
Jim Scherzinger	LRO
Courtney Wilton	TSCC
John Minnis	
Don McIntire	
Bill Sizemore	
Mark Hemstreet	
Jim Mayer	Oregonian
Bob Young	Willamette Week

Requirement to Consult Affected Municipalities

457.085 Urban renewal plan requirements; accompanying report; contents; approval required.

- (1) An urban renewal agency shall provide for public involvement in all stages in the development of an urban renewal plan.
- (2) An urban renewal plan proposed by an urban renewal agency shall include all of the following:
 - (a) A description of each urban renewal project to be undertaken.
 - (b) An outline for the development, redevelopment, improvements, land acquisition, demolition and removal of structures, clearance, rehabilitation or conservation of the urban renewal areas of the plan.
 - (c) A map and legal description of the urban renewal areas of the plan.
 - (d) An explanation of its relationship to definite local objectives regarding appropriate land uses and improved traffic, public transportation, public utilities, telecommunications utilities, recreational and community facilities and other public improvements.
 - (e) An indication of proposed land uses, maximum densities and building requirements for each urban renewal area.
 - (f) A description of the methods to be used for the temporary or permanent relocation of persons living in, and businesses situated in, the urban renewal area of the plan.
 - (g) An indication of which real property may be acquired and the anticipated disposition of said real property, whether by retention, resale, lease or other legal use, together with an estimated time schedule for such acquisition and disposition.
 - (h) If the plan provides for a division of ad valorem taxes under ORS 457.420 to 457.460, the maximum amount of indebtedness that can be issued or incurred under the plan.
 - (i) A description of what types of possible future amendments to the plan are substantial amendments and require the same notice, hearing and approval procedure required of the original plan under ORS 457.095 as provided in ORS 457.220, including but not limited to amendments:
 - (A) Adding land to the urban renewal area, except for an addition of land that totals not more than one percent of the existing area of the urban renewal area.
 - (B) Increasing the maximum amount of indebtedness that can be issued or incurred under the plan.
 - (j) For a project which includes a public building, an explanation of how the building serves or benefits the urban renewal area.

(3) An urban renewal plan shall be accompanied by a report which shall contain:

- (a) A description of physical, social and economic conditions in the urban renewal areas of the plan and the expected impact, including the fiscal impact, of the plan in light of added services or increased population;
- (b) Reasons for selection of each urban renewal area in the plan;
- (c) The relationship between each project to be undertaken under the plan and the existing conditions in the urban renewal area;
- (d) The estimated total cost of each project and the sources of moneys to pay such costs;
- (e) The anticipated completion date for each project;
- (f) The estimated amount of money required in each urban renewal area under ORS 457.420 to 457.460 and the anticipated year in which indebtedness will be retired or otherwise provided for under ORS 457.420 to 457.460;
- (g) A financial analysis of the plan with sufficient information to determine feasibility;
- (h) A fiscal impact statement that estimates the impact of the tax increment financing, both until and after the indebtedness is repaid, upon all entities levying taxes upon property in the urban renewal area; and
- (i) A relocation report which shall include:
 - (A) An analysis of existing residents or businesses required to relocate permanently or temporarily as a result of agency actions under ORS 457.170;
 - (B) A description of the methods to be used for the temporary or permanent relocation of persons living in, and businesses situated in, the urban renewal area in accordance with ORS 281.045 to 281.105; and
 - (C) An enumeration, by cost range, of the existing housing units in the urban renewal areas of the plan to be destroyed or altered and new units to be added.

(4) An urban renewal plan and accompanying report shall be forwarded to the planning commission of the municipality for recommendations, prior to presenting the plan to the governing body of the municipality for approval under ORS 457.095.

(5) An urban renewal plan and accompanying report shall be forwarded to the governing body of each taxing district affected by the urban renewal plan and the agency shall consult and confer with the taxing districts prior to presenting the plan to the governing body of the municipality for approval under ORS 457.095. Any written recommendations of the governing body of each taxing district shall be accepted, rejected or modified by the governing body of the municipality in adopting the plan.

(6) No urban renewal plan shall be carried out until the plan has been approved by the governing body of each municipality pursuant to ORS 457.095 and 457.105. [1979 c.621 s.2; 1983 c.544 s.1; 1987 c.668 s.1; 1987 c.447 s.130; 1991 c.459 s.332; 1997 c.541 s.444]

Should Portland Use Urban Renewal to Revitalize the River District and Lents?

What is urban renewal?

Urban renewal is a tool the city has used over the last four decades to carry out projects and programs managed by the Portland Development Commission (PDC), to help create jobs, increase the availability of affordable housing and revitalize neighborhoods and business districts.

The idea is this:

- Take an area that is deteriorating, one where property values and tax revenues are low
- Draw a line around it
- Plan utility lines, green spaces and other improvements that will attract significant new private investment and the creation of jobs and affordable housing
- Issue urban renewal bonds to pay for the planned improvements
- Implement the plans and encourage private investors to come in or expand in the area.

The result: The community gains new public and private assets. The increase in tax revenue—called “tax increment”—is used to pay off the public urban renewal bonds. When they are paid off, the revenues go back into the normal property tax collections.

In the four decades since the Portland Development Commission was established, City Council has created 16 urban renewal areas in Portland starting with the South Auditorium Project near Civic Auditorium, where 110 acres of downtown property emerged as an attractive array of new offices, shops, housing and public

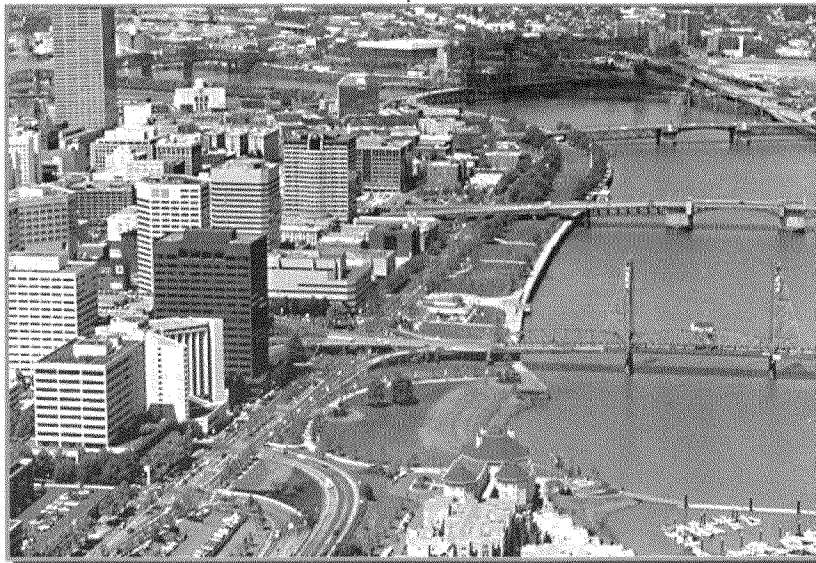
plazas. Since South Auditorium, PDC has worked in an additional 15 urban renewal areas (see list on the next page).

What is being proposed?

Over the past few years, residents, business and property owners, community representatives and others in the River District and in the Lents Town Center have participated in the development of community neighborhood and business plans. These plans form the framework for public and private efforts to meet community objectives for improving neighborhood business and employment opportunities within the Lents Town Center and the River District areas. Work has also been done to determine the feasibility of establishing an urban renewal area in these areas as a means to finance community identified revitalization projects and programs.

The City Council will decide whether to create two new urban renewal areas - one in the Lents Town Center and one in the River District, so that the improvements outlined

in the urban renewal plans for those areas can be funded with tax increment dollars.



← In the mid-70's, PDC played a role in replacing a downtown expressway with a mile long public park. In the 80's, PDC helped plan and develop Portland's first mixed-use waterfront development—RiverPlace. Today, plans focus on extending development of the waterfront south of RiverPlace and developing the Eastbank Riverfront Park stretching from the Rose Garden to OMSI.

South Auditorium, 1960-1988
Ira Keller Fountain/Civic Auditorium
Multifamily housing • Business/job development

Albina Urban Renewal Area, 1964-1974
Unthank Park • Home rehab and new construction

PSU Urban Renewal Area, 1967-1997
Housing preservation and rehabilitation
Expanded campus buildings • Park improvements

Emanuel Urban Renewal Area, 1970-1978
Acquisition and sale of land to Emanuel Hospital
for medical facilities • Street reconstruction and
modification

Woodlawn Neighborhood Development,
1970 to completion
New affordable/housing rehabilitation
Woodlawn Park

Irvington Neighborhood Development,
1970 to completion
Irvington School playground expansion
New "mini" park/Irving Park improvements
Housing rehabilitation

**King Vernon Sabin Neighborhood
Development, 1971 to completion**
Low and moderate income housing
Park improvements • Street trees

Eliot Neighborhood Development,
1972 to completion
Street improvements • Portland School District #1
facilities • Affordable housing

Boise Humbolt Neighborhood Development,
1972 to completion
Multifamily residential development
Pedestrian greenways

NW Front Avenue, 1978 to completion
Jobs (Wacker Siltronic) • Road improvements

St. Johns Urban Renewal Area,
1979 to completion
Land acquisition and sale/public water facilities
Greenway expansion

Downtown Waterfront, 1974 to present
RiverPlace/Marina • Waterfront Park

South Park Blocks, 1985 to present
Housing • Park Improvements

Central Eastside, 1986 to present
Site acquisition for jobs development
Street improvements • Business/job development

Airport Way, 1986 to present
Arterial access and linkages to I-205 and I-84
Columbia Slough Trail • Business/job development

Oregon Convention Center, 1989 to present
Land acquisition • Infrastructure improvements

PDC's Storefront Program offers matching grants to help business owners remodel building facades. Public dollars leverage private dollars to help revitalize neighborhood business districts.

Where, specifically are these areas located?

The Lents Town Center area is generally bounded by SE 82nd and 122nd Avenues on the west and east, and by SE Clatsop and Powell Boulevard on the south and north.

The River District is generally bounded by I-405 on the west, the Willamette River on the north and east, and by West Burnside on the south, and includes a 16 block area south of Burnside, as well as the Port's Terminal One property north of the Fremont Bridge.

Exactly what will happen if the Council gives its okay?

In partnership with the communities, revitalization activities will be undertaken to accomplish the objectives laid out in the urban renewal plans. In the River District, the focus will be on housing, transportation improvements, parks and open space. The goal will be to create approximately 5,000 new housing units. Turning underutilized land into new housing opportunities takes the pressure off of Portland's existing neighborhoods as the city grows. In Lents, the focus will be on public improvements, business district and neighborhood revitalization. After Council approval preliminary planning will begin in each area for projects such as:

How much will it cost?

New urban renewal activities are financed by bonds. The bonds are repaid from the property taxes generated by the increase in value, over time, of properties within the district. The formation of an urban renewal district does not result in new taxes.

Are there additional opportunities for me to have input into urban renewal plan implementation?

Yes, your elected representatives on City Council, who answer to you, decide where and how to focus urban renewal assistance only after public hearings and review. The hearings are scheduled for:

- ❑ Weds., Sept. 2, 1998 at 9:30 a.m.
for Lents **CONCLUDED** Center
- ❑ Weds., Sept. 9, 1998 at 9:30 a.m.
for Lents Town Center
- ❑ Weds., Oct. 14, 1998 at 2:00 p.m.
for the River District

All of the hearings will be held at City Hall Council Chambers, 1221 SW Fourth Avenue, Portland.



PDC then carries out the City Council's decisions and does the day to day work guided by further community involvement, as well as input at the Commission's monthly meetings, which are advertised in community newspapers to encourage your participation.

In addition, every other year, the PDC puts together a Five Year Business Plan which outlines its urban renewal implementation plans for each area as well as its revitalization, jobs and housing plans for other targeted areas of the city. This plan is developed with the input of citizens at meetings, planning sessions and workshops.

RIVER DISTRICT

- ♦ Housing—Hoyt Street Railyards, Tanner Creek, and other mixed-use and affordable projects
- ♦ Park acquisition and development
- ♦ New Streets
- ♦ Central City Streetcar
- ♦ NW Naito Parkway Improvements
- ♦ Waterfront Park Extension
- ♦ Transit Improvements
- ♦ Retail Redevelopment
- ♦ Parking

LENTS

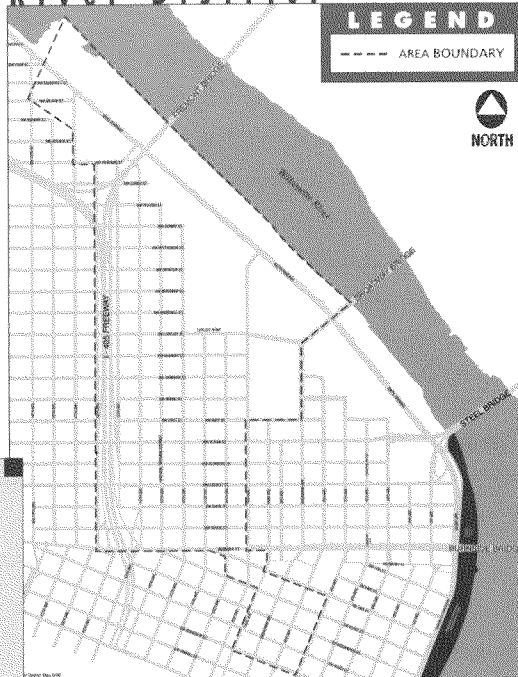
- ♦ Public improvements:
 - sidewalks
 - transit systems
 - parking
 - streets
 - parks
 - sewers
- ♦ Road improvements—Foster, 82nd, and 92nd Avenues
- ♦ Public facilities and spaces
- ♦ Watershed, flood management
- ♦ Economic/Commercial Dev.
 - Storefront program
 - Business development
 - Redevelopment assistance
 - Business recruitment
- ♦ Housing Development
 - Homeowner repair program
 - Home buyer program
 - Rental property repair

A copy of the ordinances, the urban renewal plans and accompanying reports may be obtained by writing to: *Urban Renewal Planning, Portland Development Commission, 1900 SW Fourth Avenue, Suite 100, Portland, OR 97201, or call (503) 823-3224.*

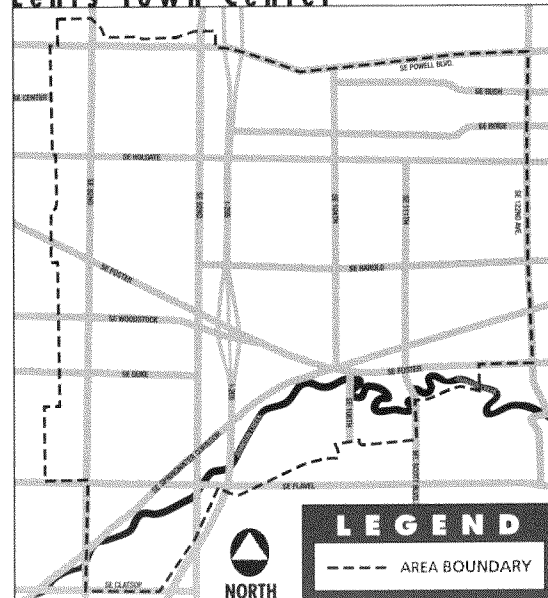
Two of these workshops are coming up— one on September 15 at 4:30 p.m., at OMSI, 1945 SE Water Avenue, and one on September 19 at 10:00 a.m., at Marshall High School, 3905 SE 91st, Avenue.

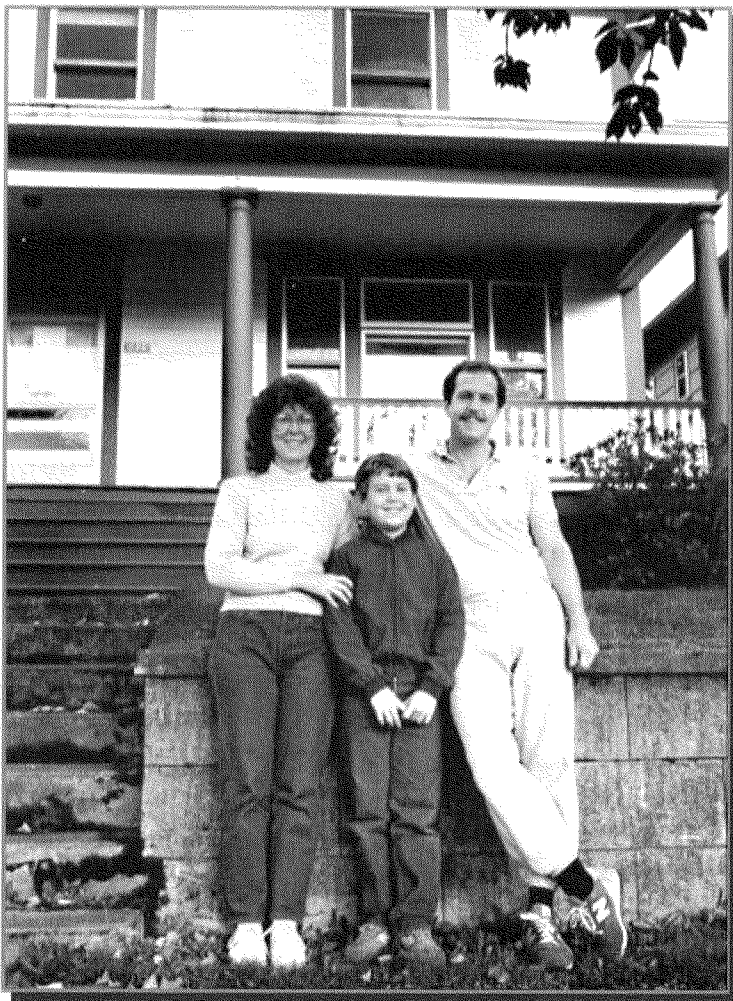
If you would like more information on the workshops, call PDC at 823-3200. There will also be a public hearing on the Five Year Plan at the October 21 Commission meeting. Watch the newspaper for notice of the meetings.

River District



Lents Town Center





What about the future?

Urban renewal has one overriding objective: To improve the quality of life for all Portlanders. What that translates into for most is a decent job, an affordable home and safe, attractive neighborhoods and business districts.

Among PDC's highest priorities now and for the future is the development of housing and job opportunities to help the city meet its 2040 goals. Specific projects that will be funded with tax increment in the next few years include:

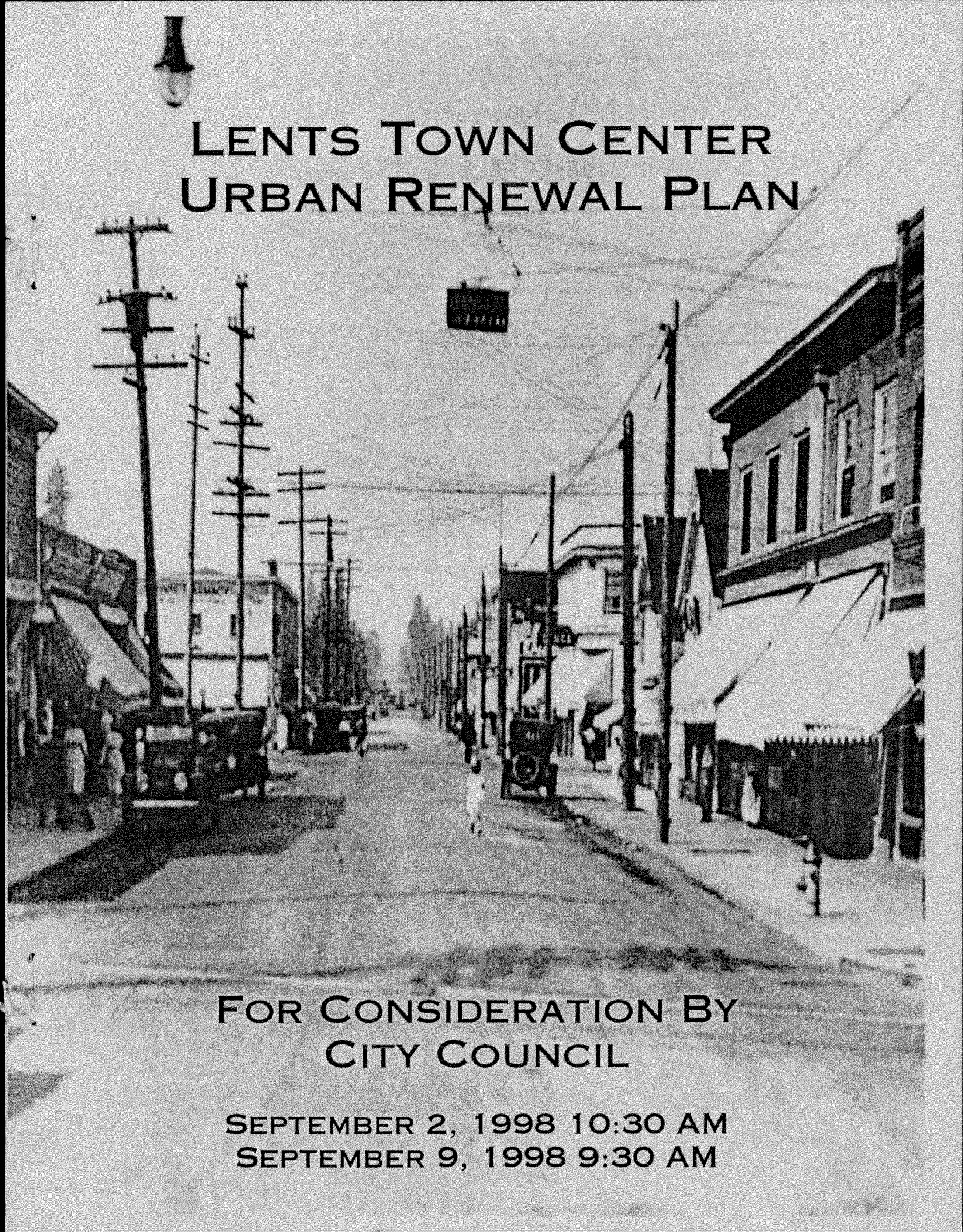
- ❑ **Airport Way:** Airport light rail, trail development, business development
- ❑ **Central Eastside:** MLK Street Improvements, Lower Burnside area redevelopment, Eastbank Park
- ❑ **Downtown:** Multi-family housing preservation and development, creative services incubator, job development
- ❑ **Oregon Convention Center:** Land acquisition and development, Broadway/Weidler infrastructure improvements
- ❑ **South Park Blocks:** New Park Block, Hamilton Replacement Housing II, PSU Urban Plaza

For more than 30 years, PDC has been providing new housing as well as home repair loans for low-income homeowners. Since 1995 alone, the agency has rehabilitated or created more than 3,500 housing units in the city.

PDC
PORTLAND
DEVELOPMENT
COMMISSION

1900 SW 4th Ave.
 Suite 100
 Portland, OR 97201

***What you need to know about
 urban renewal.***

A black and white photograph of a street scene in Lents. The street is lined with buildings, some with awnings. Utility poles with multiple cross-arms and wires are visible on the left side of the street. A streetcar is visible in the distance. The overall scene depicts a typical urban street from the early 20th century.

LENTS TOWN CENTER URBAN RENEWAL PLAN

FOR CONSIDERATION BY
CITY COUNCIL

SEPTEMBER 2, 1998 10:30 AM
SEPTEMBER 9, 1998 9:30 AM

ORDINANCE NO.

Approval of the Lents Town Center Urban Renewal Plan.

The City of Portland ordains:

Section 1. The Council finds:

1. To facilitate meeting objectives of the Outer Southeast Community Plan and implement the full public and community vision of the development of the Lents Town Center and surrounding neighborhoods, a significant investment of public funds will be required.
2. The Lents Town Center Urban Renewal Area (the "Area") as defined in the Lents Town Center Urban Renewal Plan (the "Plan"), substantially in conformance with Exhibit "A", is a blighted area with:
 - a. Residential, commercial and industrial buildings that exhibit a deteriorated physical condition and/or poor quality of construction.
 - b. Inadequate streets to support and accommodate the existing and projected development within the area.
 - c. A significant portion of the area within the Johnson Creek Flood Plain.
 - d. A prevalence of depreciated values, impaired investments and social and economic maladjustments.

The presence and extent of blighting factors is more fully discussed in Section II of the Lents Town Center Urban Renewal Area Report to Accompany the Urban Renewal Plan, substantially in conformance with Exhibit "B" which is hereby accepted (the "Report").

3. The rehabilitation and redevelopment of property within the Area is necessary to protect the public health, safety and welfare of the City of Portland. The benefits to health, safety, and welfare of the activities under the Plan are discussed in Section III of the Report.
4. The Plan conforms to the City of Portland Comprehensive Plan and community economic development plans and provides for a plan and means for accomplishing projects proposed in the Plan. The analysis that determined financial feasibility of projects in the Plan is discussed in Section VIII of the Report. The findings of the Planning Commission contained in Exhibit D, which is hereby accepted, confirm that the Plan is in compliance with state, regional and Portland goals and plans.
5. Section X of the Plan establishes procedures for the relocation of displaced persons in accordance with ORS 281.045 to 281.105.

6. The Plan identifies property acquisition as a strategic component of projects to facilitate the revitalization of commercial and residential properties in the Area, and is necessary to carry out the goals and objectives of the Plan.
7. Carrying out the goals and objectives of the Plan is economically sound and feasible. The analysis that determined financial feasibility of projects to implement goals and objectives in the Plan is discussed in Section VIII of the Report.
8. The City of Portland, acting by and through the Portland Development Commission will assume and complete any activities prescribed it by the Lents Town Center Urban Renewal Plan.
9. That development of the Lents Town Center Urban Renewal Plan was undertaken with the assistance of a broad-based community advisory committee.
10. That there has been substantial public outreach, input and involvement in the development of the Plan.
11. The Portland Development Commission considered the Plan and received public testimony on the Plan on August 19, 1998 and recommended adoption of the Plan by the City Council in PDC Resolution No. 5157, attached hereto as Exhibit "C".
12. The Portland Planning Commission considered the Plan and received public testimony on the Plan during a public hearing on August 25, 1998 and has made findings, attached hereto as Exhibit "D", and provided additional recommendations to the City Council on the Plan that the City Council has considered, and recommends adoption of the Plan by the City Council. Their recommendation is attached hereto as Exhibit "E".
13. The City Council has received and considered public testimony at public hearings before the Council on September 2, 1998 and September 9, 1998; with notice of such hearings distributed to all postal patrons within the City of Portland as required by ORS 457.120.

NOW, THEREFORE, the Council directs:

- a. That the Lents Town Center Urban Renewal Plan, incorporated herein by reference, is approved.
- b. The Portland Development Commission to administer the implementation of the Lents Town Center Urban Renewal Plan.
- c. The Plan shall be financed by division of taxes as provided in ORS 457.420 to 457.450

- d. The City Auditor to publish notice of this Ordinance as required by ORS 457.095.

Passed by the Council:

Mayor Vera Katz
Portland
David Nemo
August 27, 1998

BARBARA CLARK
Auditor of the City of

By
Deputy

EXHIBIT A

Lents Town Center Urban Renewal Plan

LENTS TOWN CENTER

URBAN RENEWAL PLAN

Approved by Portland Development Commission — August 19, 1998

Approved by Portland Planning Commission — August 25, 1998

LENTS TOWN CENTER URBAN RENEWAL PLAN

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LENTS TOWN CENTER URBAN RENEWAL PLAN

I. INTRODUCTION

A century ago, the little town of Lents was a busy crossroads in the region and a popular destination.

Farmers traveled Foster Road, which had been the North Fork of the Oregon Trail, to take crops to market by horse and carriage. Southeast 82nd and 92nd streets were favored routes for goods headed south from the Columbia River Docks.

In 1892 the streetcar line from Portland was extended to Lents, establishing and cementing the destiny of Lents to that of the growing Portland area. Lents Junction became a vital regional center of commerce and culture.

Portland's growth eventually reached Lents. When Lents was annexed to the City of Portland in 1912 it was a thriving, self-sufficient community (population about 2,000), with its own banks, barbers, shops, taverns and churches.

As the automobile began influencing the urban landscape of Portland after World War II, the central Lents business district was slowly losing its identity and purpose as larger chain stores emerged in the area.

In 1983, the construction of the I-205 Freeway literally divided the neighborhood in half, leaving the area with both physical and emotional scars that remain today — and that have been a significant factor contributing to the current depressed economic conditions of Lents.

Another significant physical feature of Lents, Johnson Creek, has similarly impacted the historical development and character of Lents. Flooding has always been a natural phenomenon of Johnson Creek. Over the years unrestricted development in the Johnson Creek flood plain and watershed and alterations to the creek channel — coupled with the flooding tendencies of the Creek — have impacted and influenced residential, commercial and industrial development in the area.

These same factors, and the recent listing of threatened salmon and steelhead under the *Endangered Species Act*, require careful and measured actions by the City of Portland. The challenge will be to protect and enhance this natural resource in conjunction with community economic development objectives, since a significant amount of commercial and industrial property is located in this impacted area.

Once again, in 1998, the Lents community finds itself at the crossroads of Portland's growth.

In 1995 Metro designated the area around the I-205/SE Foster interchange as a Town Center and the Freeway Land Company site (the largest undeveloped industrial property in the Outer Southeast Community Plan area) as a Mixed Use Employment Center in its 2040 Growth Concept Plan, potentially accommodating over 2,000 jobs.

Through a continuum of community-based planning exercises a vision of Lents has emerged that forms the cornerstone for this Urban Renewal Plan and future development of the Lents Town Center Area.

- **JOBS** — a growing source of employment for area residents.
- **WEALTH** — an opportunity for local residents, businesses and property owners to participate in and benefit from economic redevelopment.
- **LIVABILITY** — stable and safe neighborhoods with affordable housing.
- **COMMUNITY** — A healthy environment that supports a more livable community, characterized by:
 - A strong neighborhood residential environment surrounding a revitalized central town center business district that integrates the neighborhood into its purpose and function.
 - A network of connections and supportive transportation systems that help re-connect Lents and create a vibrant town center.

The goals, objectives and projects that follow provide a framework for overcoming the physical and economic conditions of blight existing today in Lents, and realizing this vision.

Note that items marked with “*” are defined in Section XIII — Glossary.

II. PUBLIC INVOLVEMENT

The Commission has solicited, received and considered the input of residents, property owners, business owners, neighborhood associations, business district associations, other interested parties and the general public in the development of this Plan. The Commission will affirmatively seek continuing public involvement in the implementation of the Plan.

Lents Town Center Urban Renewal Area (the “Area”) residents, employees, business owners, property owners and other interested parties will be fully involved in the implementation of the Lents Town Center Urban Renewal Plan (the “Plan”). The objectives of the public involvement program will be to:

- A. Involve the public in implementation and future amendments to the plan, prioritization of projects and long- and short-term financial planning.

- B. Provide ongoing public information to the community in the most appropriate ways, including Plan Advisory Committee meetings, newsletters, other public meetings and the media.
- C. Facilitate access by the community to the Portland Development Commission (the "Commission").

In particular, the Commission will seek advice and recommendations during the life of the Plan from a Plan Advisory Committee (the "Committee")* during the life of the Plan which represents residents, property owners, business owners and other parties with an interest in the revitalization of the Area. The Committee will draw its membership from representatives of groups including, but not limited to:

- Area residents, business owners and property owners
- Lents Target Area Coordinating Committee
- Foster Area Business Association
- 82nd Avenue Business Association
- Lents Neighborhood Association
- Powellhurst-Gilbert Neighborhood Association
- Foster-Powell Neighborhood Association
- Mt. Scott-Arleta Neighborhood Association
- Brentwood-Darlington Neighborhood Association
- Rose Community Development Corporation
- Marshall Caring Community
- Outer Southeast Community Project

The Commission will initially identify the individuals and groups to be represented on the Plan Advisory Committee. Each group may choose its representative to the Committee. The functions of the Plan Advisory Committee may over time be performed by a different but similarly representative group that is formed from within the community. The purpose of the Committee will be to:

- D. Meet as desired by the Committee or the Commission to review progress on implementation of the Plan.
- E. Participate in long- and short-term financial planning and project prioritization.
- F. Review and provide input on proposed substantial or minor amendments to the Plan, as described in Section XII.

The Commission will give substantial weight to Committee recommendations in making decisions related to the implementation or amendment of the Plan.

III. GOALS AND OBJECTIVES

A. Public Involvement

The Plan will be community based. Members of the community will be directly involved in the implementation and ongoing refinement of the Plan.

Objectives:

1. Work with the Plan Advisory Committee* to articulate Plan goals and objectives, identify and prioritize projects and do long- and short-term financial planning.
2. Provide information about the Plan and its projects in a variety of ways to stakeholders* in the area.
3. Encourage and facilitate regular communication among stakeholders, the Commission and the City Council regarding the Plan.

B. Neighborhood Revitalization

Invest public funds and work with residential property owners to maintain and increase livability* of residential neighborhoods within the area.

Objectives:

1. Help rehabilitate existing housing in residential neighborhoods through financial assistance (e.g. loan and grant programs), technical assistance (e.g. explanation of the zoning code or design assistance) and other methods.
2. Invest in local streets, parks and other public facilities as appropriate and desired by the residents
3. Work in partnership with owners or developers of key residential or mixed commercial/residential sites in residential areas to develop or redevelop these sites in conformance with zoning and other community objectives.

4. Coordinate neighborhood revitalization efforts with other efforts in southeast Portland, the city of Portland and the region. Ensure that the Plan is carried out in coordination with neighborhood plans and plans of schools and community based organizations*.

C. Revitalization of Commercial Areas

Invest public funds* and work in partnership with commercial property owners to increase the vitality and economic health of commercial areas within the Area, recognizing that there are several different types of commercial areas that serve different purposes. Help create an environment that supports business owners and operators, increases business profitability and creates jobs. Help create linkages and ensure compatibility between commercial areas and residential neighborhoods for their mutual benefit.

Objectives:

1. Help rehabilitate existing commercial and mixed commercial/residential property through financial assistance (e.g. loan and grant programs), technical assistance (e.g. explanation of zoning code or design assistance) and other methods.
2. Invest in streets, adequate parking and other public facilities (i.e. lighting, benches, and pedestrian shelters).
3. Work with the community to define standards of adequate parking.
4. Work with owners or developers of key commercial or mixed commercial/residential sites to develop or redevelopment these sites in conformance with zoning and other public objectives.
5. Invest in and help reinforce a visual and economic identity for downtown Lents.
6. Assist in promoting and marketing commercial areas.
7. Support the creation of new businesses by area residents.

D. Housing

Help provide new and rehabilitated housing units suitable for households with a range of incomes and housing needs, recognizing the value of the existing affordable housing stock*. Create housing opportunities that allow Lents residents of all ages and income levels to remain in the community. Support housing development that conforms to zoning and other community objectives.

Objectives:

1. Research current and future housing needs in the area.
2. Help develop a range of housing types (e.g. single family detached, single family attached and multi family) and densities* that are affordable to households with a range of incomes and which increase neighborhood livability.
3. Help develop housing to support commercial revitalization.
4. Help rehabilitate existing housing in residential neighborhoods through financial assistance (e.g. loan and grant programs), technical assistance (e.g. explanation of zoning code interpretation or design assistance) and other methods.
5. When providing loans, grants or other assistance for housing development, preserve existing affordable housing and/or ensure no net loss of affordable housing units.
6. Require that at least a portion of the new housing developed with urban renewal assistance be affordable (per federal and local definitions) and targeted to area residents.
7. Help ensure permanent affordability for housing that has received urban renewal assistance.
8. Identify and analyze the development potential of underutilized housing sites and assist in their redevelopment, emphasizing high quality development and environmental sensitivity.

9. Require developers requesting financial assistance under this Plan to review proposed project and design with impacted neighbors, obtain feedback on possible impacts (i.e. design, building management, security and parking) and make reasonable efforts, as determined by the Commission, to mitigate neighbors' concerns.

E. Employment

Help businesses create family-wage jobs* within the Area and help make these jobs available to residents of the Area*.

Objectives:

1. Promote the development and redevelopment of industrial lands by investing public funds in infrastructure* (including streets, transit, sanitary and storm sewer and water), financial assistance (e.g. loans or grants), technical assistance (e.g. explanation of zoning code or design assistance) and other methods.
2. Initiate marketing efforts that promote the availability of commercial and industrial sites within the area.
3. Require employers receiving financial assistance under this Plan to coordinate workforce needs with community workforce development programs and target jobs for area residents.
4. Partner with community workforce development programs to meet the workforce needs of expanding and new employers in the area, and increase the ability of Lents residents to access family wage jobs in the area.
5. Promote commercial and industrial uses that create a large number of jobs per use (e.g. an assembly business rather than a warehouse).
6. Support the creation of new businesses by area residents.

F. Environment

Protect and enhance the natural environment within the Area. Promote development that respects the value of the environment. Help ensure that development minimizes impacts on flooding of Johnson Creek and in turn, is reasonably protected from flood dangers.

Objectives:

1. Participate and promote public participation in developing a watershed management plan for the Johnson Creek watershed that promotes environmentally sound development and conservation of the environment.
2. Invest public funds in flood plain management facilities and other actions called for in an adopted watershed management plan. This objective does not call for the use of eminent domain for acquisition of property unless the project is specifically identified in the Plan. See Section VIII of the Plan for provisions regarding land acquisition.
3. Help ensure that development within the area complies with the adopted watershed management plan.
4. Reduce the light and noise impacts of I-205 by installing landscaping and by other means.

G. Transportation

Improve transportation so that there is a safe and convenient access to homes and businesses within the Area and between the Area and the rest of the region. Improve multi-modal transportation facilities to promote walking, biking and transit as well as travel by motor vehicles.

Objectives:

1. Provide a "pedestrian-friendly" environment throughout the area by adding and/or improving pedestrian crossings, increasing nighttime lighting, and increasing connectivity between areas where people want to go. Help implement standards of the Lents Pedestrian District* within that district.
2. Participate in development of the Lents Transportation Management Plan.

3. Invest in projects designed to manage traffic flow, increase safety and increase access to the Area's commercial and industrial areas.
4. Determine the feasibility of changing the existing Foster road/Woodstock boulevard couplet to two-way traffic on both streets through the downtown Lents business district.
5. Promote "transit-oriented" development where consistent with the transportation element of the city's comprehensive plan.
6. Develop public parking facilities where appropriate to support commercial activities.

H. Parks, Recreation and Open Space

Invest in developing parks, open space and other public facilities to promote revitalization of the Area.

Objectives:

1. Develop and/or improve parks and open space facilities to increase neighborhood livability and the vitality of commercial areas.
2. Enhance opportunities for pedestrian and bicycle recreation by expanding the neighborhood park network. This may include connection of the existing parks with a greenway trail system that will allow residents and visitors to travel to all areas around the neighborhood with minimal auto conflict.
3. Protect the existing urban forest canopy* (trees) and expand the canopy where appropriate.
4. Develop and/or improve high-quality neighborhood parks within walking and biking distance of area neighborhoods. Each park should contain facilities appropriate for that park (e.g. playgrounds, playfields, picnic tables).
5. Develop a community center appropriate to the area.

I. Community Identity

Promote public and private development that creates a strong sense of identity for downtown Lents and individual neighborhoods.

Objectives:

1. Develop voluntary design guidelines for public and private development in downtown Lents that promote consistent design and development.
2. Create visual "gateways" at strategic entry points to the area.
3. Improve the streetscape* along key streets including SE Foster road, SE Woodstock, SE 82nd avenue and SE 92nd avenue.

IV. RELATIONSHIP TO LOCAL PLANS AND OBJECTIVES

A. Portland Comprehensive Plan

Effective on January 1, 1981 and last revised in October of 1996, the City of Portland's Comprehensive Plan is a guide for all land use related development within the City. The Lents Town Center Urban Renewal Plan is especially supportive of the following Comprehensive Goals and Policies.

Goal 2 — Urban Development: Maintain Portland's role as the major regional employment, population and cultural center through public policies that encourage expanded opportunity for housing and jobs, while retaining the character of established residential neighborhoods and business centers.

Policy 2.2 — Urban Diversity: Promote a range of living environments and employment opportunities for Portland residents in order to attract and retain a stable and diversified population.

Policy 2.9 — Residential Neighborhoods: Allow for a range of housing types to accommodate increased population growth while improving and protecting the city's residential neighborhoods.

Policy 2.11 — Commercial Centers: Expand the role of major established commercial centers which are well served by transit. Strengthen these centers with retail, office, service and labor-intensive industrial activities which are compatible with the surrounding area.

Policy 2.12 — Transit Corridors: Provide a mixture of activities along major transit routes and Main Streets to support the use of transit. Encourage development of commercial uses and allow labor-intensive industrial activities which are compatible with the surrounding area. Require development along transit routes to relate to the transit line and pedestrians and to provide on-site pedestrian connections.

Policy 2.15 — Living Closer to Work: Locate greater residential densities near major employment centers, including Metro-designated regional and town centers, to reduce vehicle miles traveled per capita and maintain air quality. Locate affordable housing close to employment centers. Encourage home-based work where the nature of the work is not disruptive to the neighborhood.

Policy 2.28 — Outer Southeast Community Plan: Promote the economic vitality, diverse residential character, environmental quality, and livability of Outer Southeast Portland by including the Outer Southeast Community Plan as a part of this Comprehensive Plan.

Goal 3 — Neighborhoods: Preserve and reinforce the stability and diversity of the City's neighborhoods while allowing for increased density in order to attract and retain long-term residents and businesses and insure the City's residential quality and economic vitality.

Policy 3.1 — Physical Conditions: Provide and coordinate programs to prevent the deterioration of existing structures and public facilities.

Policy 3.2 — Social Conditions: Provide and coordinate programs to promote neighborhood interest, concern and security and to minimize the social impact of land use decisions.

Policy 3.5 — Neighborhood Involvement: Provide for the active involvement of neighborhood residents and businesses in decisions affecting their neighborhood through the promotion of neighborhood and business associations.

**Policy 3.9 — Outer Southeast Community Plan
Neighborhoods and Business Plan:** Use the Neighborhood Plans to guide decisions on land use, transportation and capital expenditures, community development programs where applicable.

- ◆ Outer Southeast Business Plan, March 1996
- ◆ Brentwood-Darlington Neighborhood Plan, January 1992
- ◆ Foster-Powell Neighborhood Plan, March 1996
- ◆ Lents Neighborhood Plan, March 1996
- ◆ Mt. Scott-Arleta Neighborhood Plan, March 1996
- ◆ Powellhurst-Gilbert Neighborhood Plan, March 1996

Objective A. — Foster Lents as a thriving urban employment center where people enjoy living, working, and recreating.

Objective H. — Enhance the image, marketability, and vitality of businesses and business areas in Outer Southeast. Use the Southeast Business Plan to guide decisions on land use, transportation, capital expenditures, and economic revitalization programs.

Goal 4. — Housing: Provide for a diversity in the type, density and location of housing within the city consistent with the adopted City Housing Policy in order to provide an adequate supply of safe, sanitary housing at price and rent levels appropriate to the varied financial capabilities of city residents.

Policy 4.4 — Housing Choice and Neighborhood Stability: Support public and private actions which increase housing choices for Portlanders, with emphasis on housing and public improvement programs which: 1) improve the balance in the city's population by attracting and keeping in the city families with children; 2) maintain neighborhood schools; 3) increase the number of housing alternatives for both renter and owner; 4) improve the physical and environmental conditions of all neighborhoods.

Policy 4.7 — Existing Housing Major Rehabilitation: Provide assistance for rehabilitation of housing beyond housing maintenance code requirements 1) if the assistance is supportive of general community development activity; 2) on a voluntary basis; and 3) if the Existing Housing Maintenance and New Housing Policies are being fulfilled.

Goal 5. — Economic Development: Foster a strong and diverse economy that provides a full range of employment and economic choices for individuals and families in all parts of the city.

Policy 5.1 — Urban Development and Revitalization: Encourage investment in the development, redevelopment, rehabilitation and adaptive reuse of urban land and buildings for employment and housing opportunities.

Policy 5.2 — Business Development: Sustain and support business development activities to retain, expand and recruit businesses.

Policy 5.3 — Community-Based Economic Development: Support community-based economic development initiatives consistent with this Comprehensive Plan and compatible with neighborhood livability.

Policy 5.5 — Infrastructure Development: Promote public and private investments in public infrastructure to foster economic development in Council-designated target areas.

Policy 5.6 — Area Character and Identity Within Designated Commercial Areas: Promote and enhance the special character and identity of Portland's designated commercial areas.

Policy 5.7 — Business Environment within Designated Commercial Areas: Promote a business environment within designated commercial areas that is conducive to the formation, retention and expansion of commercial businesses.

Goal 6. — Transportation: Provide for and protect the public's interest and investment in the public right-of-way and transportation system by encouraging the development of a balanced, affordable and efficient transportation system consistent with the Arterial Streets Classifications and Policies.

Policy 6.6 — Urban Form: Support a regional form composed of mixed-use centers served by a multi-model transportation system. New development should be served by interconnected public streets which provide safe and convenient pedestrian, bicycle and vehicle access. Street and pedestrian connections should be provided to transit routes and within and between new and existing residential, commercial and employment areas and other activity centers.

Policy 6.11 — Pedestrian Transportation: Plan and complete a pedestrian network that increases the opportunities for walking to shopping and services, institutional and recreational destinations, employment, and transit.

Goal 8. — Environment: Maintain and improve the quality of Portland's air, water and land resources and protect neighborhoods and businesses centers from detrimental noise pollution.

Policy 8.11 — Special Areas: Recognize unique land qualities and adopt specific planning objectives for special areas.

Objective D. — Johnson Creek Basin: Protect and preserve the scenic, recreation, fishery, wildlife, flood control, water quality, and other natural resource values of the Johnson Creek basin through application of environmental overlay zones and implementation of the Johnson Creek Basin Protection Plan.

Policy 8.14 — Natural Resources: Conserve significant natural and scenic resource sites and values through a combination of programs which involve zoning and other land use controls, purchase, preservation, intergovernmental coordination, conservation, and mitigation. Balance the conservation of significant natural resources with the need for other urban uses and activities through evaluation of economic, social, environmental, and energy consequences of such actions.

Goal 11. — Public Facilities: Provide a timely, orderly and efficient arrangement of public facilities and services that support existing and planned land use patterns and densities.

Policy 11.1 — Service Responsibility: Within its boundaries of incorporation, the City of Portland will provide, where feasible and as sufficient funds are available from public or private sources, the following facilities and services at levels appropriate for all land use types:

1. streets and other public ways
2. sanitary and stormwater sewers
3. police protection
4. fire protection
5. parks and recreation
6. water supply

Goal 12. — Urban Design: Enhance Portland as a livable city, attractive in its setting and dynamic in its urban character by preserving its history and building a substantial legacy of quality private developments and public improvements for future generations.

Policy 12.2. — Enhancing Variety: Promote the development of areas of special identity and urban character. Portland is a city build from the aggregation of formerly independent settlements. The City's residential, commercial and industrial areas should have attractive identities that enhance the urbanity of the City.

Policy 12.6 — Preserve Neighborhoods: Preserve and support the qualities of individual neighborhoods that help to make them attractive places. Encourage neighborhoods to express their design values in neighborhood and community planning projects. Seek ways to respect and strengthen neighborhood values in new development projects that implement this Comprehensive Plan.

B. Outer Southeast Community Plan

Economic Development Policy: Improve the vitality of outer southeast business districts and employment centers. Ensure that they grow to serve the needs of outer southeast residents, attract customers from throughout the region, and generate family wage jobs for residents.

Policy Actions:

ED2 — Look for opportunities to expand city programs for storefront improvement and business development.

ED4 — Assist in the redevelopment of the Freeway Land Development Corporation site for high-density employment opportunities.

ED7 — Support the development of a Town Center at Lents as designated in Metro's 2040 Plan.

ED10 — Seek funding to support programs providing educational and developmental assistance and investment capital for area businesses.

Transportation Policy: Ensure that streets in outer southeast form a network that provides for efficient travel throughout the community and to other parts of Portland and the region. Reduce congestion and pollution caused by the automobile by creating land use patterns that support transit, bike, and pedestrian travel.

Policy Actions:

TI — Evaluate truck access to industrial areas east of I-205 as a part of the Transportation System Plan process. Areas of concern include the industrial areas on either side of Foster Road.

T2 — Request that PDOT conduct a study and make recommendations to resolve conflicts between truck access to industrial areas on either side of Foster road east of I-205 and recreational use of the Springwater corridor.

T6 — Investigate ways to provide lighting for pedestrians beyond what is currently available in order to encourage walking as an alternative mode of travel.

Housing Policy: Provide a variety of housing choices for outer southeast community residents of all income levels by maintaining the existing sound housing stock and promoting new housing development.

Policy Actions:

H3 — Provide information on rehabilitation loan programs for low-to moderate-income homeowners in designated areas.

H4 — Provide information on rehabilitation loan programs for rental property owners who rent to low-to moderate-income tenants in designated areas.

H5 — Make loans to improve at least 100 housing units for low-to-moderate income households a year.

Open space and Environmental Policy: Provide parks and open spaces to meet projected recreational needs of outer southeast residents. Create a sense of connection with the natural environment. Protect natural resources by reducing the impact of development on them.

Policy Actions:

OS4 — Improve streets and sidewalks between residential neighborhoods and neighborhood parks.

OS5 — Identify areas in need of additional street trees and obtain funding or seek donations of trees.

OS20 — Identify opportunity sites and projects which mitigate water quality and flooding problems while offering community amenities such as recreation and employment areas.

Subarea Policy III — Lents Town Center: Foster the development of a Lents Town Center that attracts employment opportunities, residential density, and recreational activities while reducing adverse environmental impacts.

Objectives:

2) — Focus public resources on the development of the Town Center as a commercial, residential and employment center.

3) — Address flood plain and other environmental issues so that industrial and commercial uses do not have an adverse impact on Johnson Creek and surrounding wetlands.

4) — Ensure a wide range of housing in terms of structure, ownership, rental patterns, and price.

5) — Provide a coordinated pedestrian, bicycle, automobile, and transit infrastructure that will support increased economic and residential development.

Subarea Policy VIII — Mt. Scott/Johnson Creek: Protect the natural character of the area while providing for orderly urban development. Provide for the recreational needs of this newly developing area and locate new housing opportunity near Powell Butte.

C. Lents Neighborhood Plan

Policy 2. — Economic Development: Preserve and enhance the commercial viability of existing businesses within Lents area.

Policy 3. — Trails, Parks, Open Space and the Environment: Promote recreational opportunities in and around Lents while preserving and protecting the environment.

Policy 5. — Urban Design: Use urban design concepts and amenities to preserve and enhance neighborhood livability and to maintain a sense of place.

Policy 6. — Housing: Encourage a sense of community pride in Lents by maintaining, restoring and rehabilitating existing homes and taking advantage of opportunities to build a variety of new housing.

Policy 7. — Neighborhood Livability: Restore Lents identity as a friendly, safe, attractive neighborhood for everyone in our historic community.

Policy 8. — Transportation: Improve access to and through Lents using a variety of modes while reducing noise, pollution and safety hazards.

V. URBAN RENEWAL AREA

A. Description

The Lents Town Center Urban Renewal Area is located entirely within the City of Portland and Multnomah County in the State of Oregon; and geographically in the Southeast corner of the city limits. The Area contains several distinctive sub-areas.

1. **North/South Commercial Corridor of SE 82nd Ave.** — A 2.6 mile stretch of this main city arterial forms the Western edge of the Area. Along SE 82nd Avenue can be found a variety of land uses ranging from housing to super stores and a shopping mall.

2. **East/West Mixed-Use Corridor of SE Foster Road** — this main city arterial runs 2.3 miles through the center of the Area. Along its path is a changing assortment of uses, greatly influenced over the years by the volume, speed and transportation uses. Though still scattered along the whole stretch of Foster, housing has given way to commercial uses, creating in many places a hard edge to the residential neighborhood.

In the eastern section of the Area, a more industrial character is present with larger sites serving the needs of auto recycling, rock crushing, cement block, paper recycling and auto body and repair businesses. This street also provides the only access to the Freeway Land site, a potentially large employment center.

Through the center of the Area, Foster travels one way through the downtown Lents business. Redesigned to service the I-205 Freeway interchange in the early 1980's, Foster Road's purpose and character changed — at the expense of the business district.

3. **Traditional Neighborhoods** — straddling the major arterials are more traditional urban neighborhoods. With exceptions, the houses are generally older and show signs of age, as do many residential streets. Housing is very affordable (relative to the Portland region) and thus attractive to working class families.

4. **Downtown Lents Business District** — divided by the freeway, harassed by Foster Road, and challenged by the growth of nearby shopping centers, the downtown Lents business district is all but extinct. With an abundance of underutilized property and potential, the business district holds the key and promise to the future of Lents Town Center.

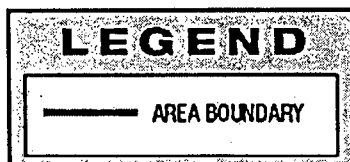
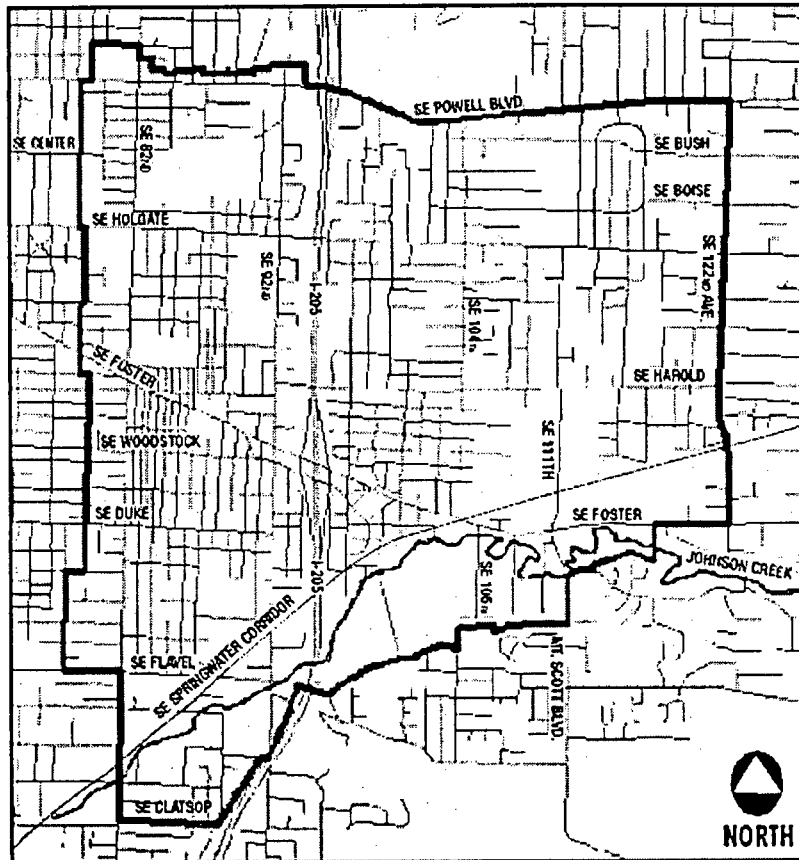
5. **Freeway Land Employment Center** — at approximately 100 acres, this single-owner site and adjacent properties just east of the I-205 and SE Foster Road interchange is a mix of undeveloped and underutilized property zoned general employment and industrial. While a significant portion of the site is within the Johnson Creek flood plain subject to development restrictions, there still exists the opportunity to create a sizable business park or light manufacturing complex with the potential of creating 2,000 – 3,000 jobs for Area residents.

6. **Johnson Creek** — meandering through Lents on a path approximately paralleling the Southern boundary of the Area, Johnson Creek is an important community asset in spite of its inherent flooding liability. Development of a long-term management plan for the watershed and flood plain is a critical first step in assuring that future development near Johnson Creek minimizes impacts on flooding and permits this natural resource to be a community and economic attractor.

B. Map

LENTS TOWN CENTER

Urban Renewal Area



PDC
PORTLAND
DEVELOPMENT
COMMISSION

C. Legal Description

The legal description of the Area is included as Exhibit "A".

VI. PROPOSED LAND USES

The City of Portland's Comprehensive Plan and implementing ordinances govern Land use within the Area. Any adopted change in the Comprehensive Plan or implementing ordinance shall automatically amend this Section, as applicable, without the necessity of any further formal action. This Section and Exhibit "B" (Comprehensive Plan Map) shall thereafter incorporate the relevant amendments, additions or deletions. To the extent this Section VI and Exhibits A and B conflict with the Comprehensive Plan or Zoning Code, the Comprehensive Plan and Zoning Code shall govern.

Comprehensive Plan Designations

EX	Central Employment
EG	General Employment
IG	General Industrial
CG	General Commercial
CM	Mixed Commercial
CS	Storefront Commercial
CN	Neighborhood Commercial
R1	Residential 1,000
R2	Residential 2,000
R5	Residential 5,000
R7	Residential 7,000
R10	Residential 10,000
OS	Open Space
IR	Institutional Residential

VII. URBAN RENEWAL PROJECTS

In order to achieve the objectives of this Plan, the following projects will be undertaken by the Commission in accordance with applicable federal, state, county and city laws, policies and procedures. Such projects may be modified, expanded or eliminated as needed to meet the objectives of the Plan, subject to Section XII, Amendments to the Plan.

A. Public Improvements.

Public improvements include the construction, reconstruction, repair or replacement of sidewalks, streets, transit systems, parking, parks, pedestrian amenities, water, sanitary sewer and storm sewer facilities and other public infrastructure deemed appropriate for the achievement of the goals and objectives of this Plan.

1. Foster Road Street Improvements

SE Foster Road is the main East-west Street of the Area, cutting through the heart of the Lents Town Center and serving a variety of transit, commercial and neighborhood purposes. Portions of SE Foster Road are classified by the City of Portland as a *Major City Traffic Street, Major City Transit Street, City Bikeway, City Walkway and Major Truck Street*.

It is a primary objective of this Plan that SE Foster Road play a significant and supportive role in revitalization of Area commercial and neighborhood districts.

Improvements to SE Foster Road will more closely link the functions of SE Foster Road to the immediately adjacent commercial and neighborhood districts of the Area, as well as meet public objectives of the *Transportation Element* of the *City of Portland Comprehensive Plan*. These projects are also intended to support and stimulate the revitalization and redevelopment of currently vacant, underutilized or blighted commercial property in the Area by improving the utility and character of SE Foster road in ways that the community envisions will encourage and support redevelopment of the downtown Lents business district.

a) **Intersection Improvements:** signals, pedestrian accommodations and curb extensions per 1995 *Foster / Woodstock transportation study*.

b) **Pedestrian Improvements:** traffic calming, signal improvements, crossing improvements.

c) **Bicycle improvements:** lane stripping, signage.

2. 82nd Avenue Improvements

SE 82nd Avenue is the main north-south traffic corridor in the Area and serves a variety of transit, commercial and neighborhood purposes. Portions of 82nd Avenue are classified by the City of Portland as a *Major City Traffic Street, Major City Transit Street, City Walkway and Major Truck Street*.

Improvements to this street at major intersections are intended to promote safer and more efficient circulation of vehicles and pedestrians, and encourage redevelopment of underutilized commercial property. Sidewalk and other pedestrian accommodating improvements between intersections will facilitate access of neighborhood residents to and between commercial areas.

- a) **Intersection Improvements:** signals, pedestrian accommodations and curb extensions.
- b) **Pedestrian Improvements:** traffic calming, signal improvements, crossing improvement, sidewalks.

3. 92ND Avenue Improvements

SE 92nd Avenue between SE Powell and SE Holgate is a heavily traveled, mainly residential street impacted by cut-through commercial and freeway traffic. The street lacks sidewalks, curbs, gutters and improved intersections. These conditions contribute to the blighted appearance of this stretch of the neighborhood, as well as higher speed traffic flow presenting conflicts and difficulties for pedestrian and bicycle traffic.

Portions of 92nd Avenue are classified by the City of Portland as *Neighborhood Collector Street, Minor City Transit Street, City Walkway and City Bikeway*.

- a) **Street Improvements:** road surface, storm water control, lights, trees, curbs and curb extensions.
- b) **Pedestrian Improvements:** traffic calming, signal improvements, crossing improvements, sidewalks.
- c) **Bicycle Improvements:** lane stripping, signage

4. Area-Wide Street Improvements — Annual Program

In order to stimulate and support desired commercial and neighborhood revitalization, funds will be available on an annual basis to respond to needs of emerging redevelopment projects and neighborhood improvement projects to address traffic calming, pedestrian and bicycle accommodation and rebuild unimproved streets.

- a) **Street Improvements:** road surface, storm water control, lights, trees, curbs and curb extensions.

- b) **Pedestrian Improvements:** traffic calming, signal improvements, crossing improvement, sidewalks.

5. Parking Facilities

Redevelopment of the downtown Lents business district is a high priority of the community. The availability of adequate parking to support desired commercial activity is seen as a key ingredient in the commercial development strategy of this area. To stimulate and support the desired character and potential redevelopment of the business district, funds will be used to develop strategic parking lots or structures as defined by planning activities.

6. Public Facilities / Spaces

The development of public facilities and spaces is a key element in development of a revitalized and healthy Lents Town Center that is attractive to future private investment and supportive of a stable neighborhood and residential character. Facilities are planned which serve to integrate resident and public uses with commercial and economic development activities while maximizing utility of existing and planned public infrastructure.

- a) **Community / Public Service Center:** to be further defined and sited as a result of a community planning process. This facility is envisioned to serve as a community-gathering place. Associated with such a facility will be other public or community uses (e.g. fire, police, fraternal organizations, youth services, school programs, library, and public offices) that create an active and multi-purpose focus for the town center.

- b) **Workforce Training Center:** to be further defined and sited as a result of a community planning process. This facility will serve as the focal point for coordinating and providing training of the area workforce to meet the needs of employers attracted to the area as a result of other activities of this plan.

c) **Public Square / Plaza:** to be further defined and sited as a result of a community planning process. The community-desired character of the downtown Lents business district — the heart of the Lents Town Center — includes providing for a dedicated public open space which will serve as a gathering and/or market place for commercial and neighborhood activities (e.g. festivals, farmer's market, concerts). Such a place is intended to support and enhance the emerging development of the downtown Lents business district, and encourage the integration of commercial activities with the surrounding residential neighborhood.

d) **Area Gateway Projects:** to be further defined and sited as a result of a community planning process. Attractive signage and/or other distinctive features will be constructed at strategic locations to identify the area and different neighborhoods.

7. Watershed / Floodwater Management Projects

The impact of Johnson Creek on past and future development of the Area can not be understated. As a major water feature and natural resource, the Creek has significant potential to attract development to the Area. With a history and destiny of seasonal flooding in the Area, however, future development in the watershed will need to be carefully managed to minimize impacts on flooding of Johnson Creek. Conversely, floodwater management projects can serve to reduce the impacts of flooding on the surrounding area and existing development. Specific projects and programs will be further defined and sited as a result of a community planning process.

a) **Floodwater Management Projects:** to be further defined and sited as a result of a community planning process. Projects will serve to minimize the damage to public and private property in the area, and downstream, through the storage and or controlled release of floodwater during flooding events.

b) **Watershed Storm Water Diversion Program:** to encourage the control and on-site management of storm water in existing and new development within the area.

B. Rehabilitation, Development and Redevelopment Assistance

The Commission will undertake loans and grant programs to assist property owners in rehabilitating or redeveloping property within the Area to achieve the objectives of the Plan. This may include residential, commercial or industrial loans or grants, financial assistance to improve older buildings to meet current code standards (including seismic standards), assistance to remediate environmental conditions, or other programs to eliminate blight in the area.

The Commission, with funds available to it, is authorized to establish financial assistance programs and provide below-market rate interest and market rate interest loans and provide such other forms of financial assistance to property owners, owners of buildings which are in need of rehabilitation or persons desiring to acquire or lease property from the Commission, as it may deem appropriate in order to achieve the objectives of the Plan.

1. Economic / Commercial Development

The Commission will support a variety of programs designed to maximize the development potential of underutilized property, employment potential of existing businesses, and improve the vitality and economic health of commercial and industrial areas to attract private development and employment activities.

a) **Development Opportunity Strategies Program:** provide technical and/or financial assistance to property and business owners and developers in determining the feasibility of redevelopment projects which further the revitalization of commercial areas with the urban renewal area.

b) **Storefront Improvement / Commercial Expansion Program:** provide financial assistance to property owners or tenants to improve the appearance of commercial storefront properties and/or rehabilitate long-term vacant commercial space.

c) **Business Development Program:** provide technical and/or financial assistance to area businesses seeking to improve operations, increase profitability and/or create new jobs in support of the revitalization and employment goals of this plan.

d) **Redevelopment Assistance Program:** provide technical and/or financial assistance to developers of commercial/industrial property in the area that furthers the goals and objectives of this plan.

e) **Business Recruitment / Area Marketing Program:** in conjunction with other redevelopment and business development projects of this plan, the Commission will promote opportunities within the area to prospective employers and businesses customers.

2. **Housing Development**

The Commission will support a variety of projects and programs, which will provide new and rehabilitated housing for residents and workers in the Area. Neighborhood revitalization and residential stabilization will have an important influence on the retention, attraction and expansion of commercial and employment opportunities in the Area.

a) **Homeowner Repair Program:** provide financial assistance to homeowners for the purpose of making repairs and improvements to their house and property.

b) **Homebuyer Program:** provide financial assistance to area residents and employees in purchasing a house in the area.

c) **Rental Property Repair:** provide financial assistance to owners of rental property in the area for the purpose of making repairs and improvements to the residential unit and property.

d) **Housing Development Program:** provide technical and/or financial assistance to developers of housing in the area that furthers the goals and objectives of this plan.

e) **Housing Replacement:** facilitate the construction of up to 78 housing units by the year 2017 or prior to the completion of this Plan, whichever occurs first, as replacement for housing opportunity lost through rezoning of approximately 77,200 square feet of property from residential to commercial in the downtown Lents business district. This replacement shall be accomplished within the Plan Area in one of the following ways:

1. Building 39 housing units on land without zoning requiring the construction of housing (e.g., commercial, commercial storefront [CS] or central employment [EX] zones. Units replaced by this method shall be calculated at 1 unit / 2,000 SF of site area.
2. Increase the housing potential within the Plan Area by 78 housing units by:
 - a) securing approval for comprehensive plan map amendments and zone changes of non-residential zoning to residential zoning, or
 - b) through increases to the allowed densities on residentially zoned land.
 - c) Units replaced by this method shall be calculated at 1 unit / 1,000 SF of site area.
3. A combination of methods #1 or #2 above where proportionate housing replacement is obtained and densities are calculated:
 - a) For method #1: 1 housing unit per 2,000 SF of site area.
 - b) For method #2: 1 housing unit per 1,000 SF of site area.

C. Land Acquisition, Improvement and Disposition for Redevelopment

The Commission may acquire, improve and dispose of property for redevelopment in conformance with the Comprehensive Plan, Zoning Ordinance and specific Plan objectives. The detailed provisions pertaining to these activities are described in Sections VIII and IX of this Plan.

1. Redevelopment Opportunity Site Acquisition Program

The Commission will acquire real property that presents an opportunity for implementing major private redevelopment projects that further the goals and objectives of this Plan.

D. Planning

The Commission may undertake planning projects related to achieving the goals and objectives of this Plan.

1. De-Coupling SE Foster/SE Woodstock

A planning project will be undertaken to determine the feasibility and related issues of changing the existing Foster Road/Woodstock Boulevard couplet to two-way traffic on both streets through the downtown Lents business district. The purpose of this project will be to determine the benefit of any subsequent improvement projects to the commercial redevelopment of the downtown Lents business district.

E. Administration

The Commission will undertake administration of all aspects of the Plan.

VIII. PROPERTY ACQUISITION AND DISPOSITION

Land acquisition by the Commission is authorized to achieve the objectives of the Plan as described in this section. All property acquisition funded with urban renewal shall be undertaken directly by the Commission.

A. Property Acquisition from Willing Sellers

For projects included in the Plan the Commission is authorized to acquire property from owners that wish to convey title by voluntary sale, donation, or other means. Prior to acquiring such property, the Commission shall adopt a Resolution identifying the property and finding that the acquisition thereof is necessary to achieve the objectives of the Plan.

B. Property Acquisition by Eminent Domain for Public Improvements

The Commission will not acquire property by eminent domain for public improvement projects funded by this Plan.

C. Property Acquisition by Eminent Domain for Disposition and Redevelopment

The Commission will not acquire property by eminent domain for disposition and redevelopment projects funded by this Plan.

D. Procedures for Property Acquisition by Eminent Domain

Any amendment to this Plan to authorize acquisition of property by eminent domain shall follow appropriate condemnation procedures as recommended by the Advisory Committee. The Committee will develop such procedures by July 1, 1999.

IX. PROPERTY DISPOSITION POLICIES AND PROCEDURES

A. Property Disposition

The Commission is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property which has been acquired, in accordance with the provisions of this Urban Renewal Plan.

All real property acquired by the Commission in the Area shall be disposed of for development for the uses permitted in the Plan at its fair re-use value for the specific use to be permitted on the real property. All persons and entities obtaining property from the Commission shall use the property for the purposes designated in this Plan, and shall commence and complete development of the property within a period of time which the Commission fixes as reasonable, and shall comply with other conditions which the Commission deems necessary to carry out the purposes of this Plan.

To provide adequate safeguards to insure that provisions of this Plan will be carried out to prevent the recurrence of blight, all real property disposed of by the Commission, as well as all real property owned or leased by participants receiving financial assistance from the Commission, shall be subject to this Plan. Leases, deeds, contracts, agreements, and declarations of restrictions by the Commission may contain restrictions, covenants, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes, or any other provisions necessary to carry out this Plan.

B. Redeveloper's Obligations

Any Redeveloper, and the Redeveloper's successors and assigns, within the Area, in addition to other controls and obligations stipulated and required of the Redeveloper by provisions of this Urban Renewal Plan, shall also be obligated by such additional requirements as may be determined by the Commission, including, but not limited to:

1. The redeveloper shall obtain necessary approvals of proposed developments from all federal, state and/or local agencies that may have jurisdiction on properties and facilities to be developed within the area.
2. The Redeveloper and the Redeveloper's successors or assigns shall develop property in accordance with land use provisions and building requirements specified in this Plan.

3. The Redeveloper shall submit all plans and specifications for construction of improvements on the land to the Commission for plan and design review and distribution to appropriate reviewing bodies as stipulated in this Plan and existing City codes and ordinances. Such plans and specifications shall comply with this Plan and the requirements of existing City codes and ordinances.
4. The Redeveloper shall accept all conditions and agreements as may be required by the Commission in return for receiving financial assistance from the Commission.
5. The Redeveloper shall commence and complete the development of such property for the uses provided in this Plan within a reasonable period of time as determined by the Commission.
6. The Redeveloper shall not effect or execute any agreement, lease, conveyance, or other instrument whereby the real property or part thereof is restricted upon the basis of age, race, color, religion, sex, sexual orientation or national origin in the sale, lease or occupancy thereof.
7. The Redeveloper shall maintain developed and/or undeveloped property under Redeveloper's ownership within the Area in a clean, neat, and safe condition, in accordance with the approved plans for development.

X. RELOCATION POLICIES AND PROCEDURES

If in the implementation of this Plan persons or businesses should be displaced by the action of the Commission, the Commission will undertake appropriate relocation assistance in accordance with the Commission's adopted Relocation Regulations and all other applicable laws or regulations at the time of such action. (Currently: ORS 281.045-281.105)

In addition to any other law or regulation, the following procedures shall apply to any relocation resulting from this Plan.

- A. The Commission will consult with each displacee to determine individual relocation needs.
- B. If desired, the Commission will provide assistance in locating a suitable replacement property.

C. Households displaced from dwellings will not be required to move until appropriate dwellings at costs or rents within their financial means are available to them.

D. Displaced businesses will be informed in writing of all relocation costs and allowances the business is entitled to receive.

E. Displaced businesses will be provided with current and continuing information on the availability, purchase prices, and rental costs of suitable commercial properties or locations.

F. After receiving written notice to move, the Commission will provide displaced businesses a minimum of 90 days to move. The business may request additional time and assistance to locate a suitable replacement site, which, if reasonable, the Commission shall grant.

G. Households and businesses will be eligible for financial relocation benefits in accordance with all applicable laws or regulations at the time of such action. (Currently: ORS 281.060)

H. Any disputes arising from Commission provided relocation assistance or payments shall be resolved through the PDC Relocation Hearing Rules of Procedure.

XI. TAX INCREMENT FINANCING

The Commission is authorized to finance the projects contained in the Plan using all legal sources of funding and specifically including funds raised under Article IX, Section 1(c) of the Oregon Constitution as authorized in Chapter 457 of Oregon Revised Statutes.

A. General Description of the Proposed Financing Methods

The Plan will be financed using a combination of revenue sources. These include:

1. Tax increment revenues, described in more detail below;
2. Advances, loans, grants and any other form of financial assistance from the federal, state or local governments or other public body;
3. Loans, grants, dedications or other contributions from private developers and property owners; and

4. Any other source, public or private.

Revenues obtained by the Commission will be used to pay or repay costs, expenses, advancements and indebtedness incurred in planning or undertaking project activities or otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan.

B. Tax Increment Financing

The Plan may be financed, in whole or in part, by funds allocated to the Commission as provided in Section 1(c), Article IX of the Oregon Constitution and ORS 457.420 through ORS 457.450.

C. Maximum Indebtedness

1. The maximum indebtedness that may be issued or incurred under the plan is SEVENTY FIVE MILLION DOLLARS (\$75,000,000).
2. Any indebtedness permitted by law and incurred by the Commission or the City of Portland in connection with the preparation of this Plan or prior planning efforts related to this Plan may be repaid from tax increment revenues from the Area when and if such funds are available.
3. No additional indebtedness would be incurred under the Plan when either (1) the maximum indebtedness amount is reached, (2) the urban renewal area no longer has indebtedness or any plan to incur indebtedness within the next year, or (3) on October 1, 2015, whichever comes first.

XII. AMENDMENTS TO PLAN

This Plan may be reviewed and evaluated periodically, and may be amended as needed, in conformance with statutory requirements. All amendments to this Plan shall be made pursuant to the following procedures.

A. Substantial Amendments

Substantial Amendments shall require the notice, hearing and approval procedures required by statute. Substantial amendments consist of:

1. Adding land to the urban renewal area, except for an addition of land that totals not more than one percent (1%) of the existing area of the urban renewal area.

2. Increasing the maximum amount of indebtedness (excluding bonded indebtedness issued to refinance or refund existing bonded indebtedness) to be issued under the plan.

3. Any amendment defined by statute to be a substantial amendment.

B. Minor Amendments Approved by City Council.

Amendments to the Plan defined in this section shall require approval by the Commission by Resolution, following review by the Advisory Committee, and approval by the City Council by Ordinance. Such amendments are defined as:

1. Acquisition of property by eminent domain.

C. Other Minor Amendments.

Minor amendments other than those defined in Section XII (B)

Such amendments are defined as:

1. Amendments to clarify language, add graphic exhibits, make minor modifications in the scope of location of improvements authorized by this Plan, or other such modifications which do not change the basic planning or engineering principles of the Plan may be approved by the Portland Development Commission in resolution form, following review by the Advisory Committee.

XIII. GLOSSARY

1. **Affordable Housing** — housing that costs a household less than 30% of its income.
2. **Area** — Lents Town Center Urban Renewal Area.
3. **Community-Based Organizations** — organizations, usually private, non-profits, that are directed by community members and which usually provide services related to housing and social services.
4. **Downtown Lents** — the area immediately surrounding the intersection of SE 92 and Foster Rd.
Family Wage Jobs — as defined by Metro, a family wage job is a permanent job with an annual income greater than or equal to the average annual covered wage in the region. In 1996 a family wage was estimated to be \$14.59 per hour, \$2,530 per month.
5. **Housing Density** — the number of housing units per acre.
 - Low-density housing is usually less than 8 units per acre and is usually single family detached.
 - Medium density is usually over 8 but less than 25 units per acre and includes townhouses, condominiums and apartments.
 - High density is usually over 25 units per acre and consists of condominiums or apartments.
6. **Housing Type** — housing type refers to whether housing is:
 - Single family detached
 - Single family attached: Condominiums or town houses individually owned by structurally attached or part of a single structure.
 - Duplex or Triplex: 2 or 3 units in a single structure under single ownership.
 - Multi family: 4 or more rental units in a single structure.
7. **Implementation** — carrying out the Plan or a project in the Plan. Includes public involvement, planning, financing, design and construction of a project or beginning of a program.
8. **Infrastructure** — services and facilities needed to support development. Usually includes streets, transit, sanitary sewer, storm sewer, and water.
9. **Lents Pedestrian District** — an area designated under the City's Comprehensive Plan in which pedestrian facilities (sidewalks, street furniture, lighting, etc.) are given special priority.

10. **Lents Transportation Management Plan** — a plan to analyze transportation needs in the Area and to recommend specific transportation improvement projects.
11. **Livability** — a subjective measure of factors residents use to judge the character and quality of their neighborhood/city, such as: crime, safety, schools, churches, appearance, transportation systems, affordable housing, community activities, and availability and proximity to jobs, commerce, and parks.
12. **Plan Advisory Committee** — the Committee charged with overseeing the preparation of the Plan and advising the Commission and the City Council on Plan adoption and implementation.
13. **The "Plan"** — Lents Town Center Urban Renewal Plan.
14. **Public Funds** — in the context of this Plan, public funds generally mean the tax increment revenues generated by growth in the Area and other funds dedicated to or available to the Commission to carry out the Plan.
15. **Stakeholders** — people with a stake in the improvement of the urban renewal area, including neighborhood and business district associations, property owners, residents and others.
16. **Streetscape** — the design and appearance of a street and adjacent property that support desired functional objectives of the street (i.e. transportation elements, looks, residential/commercial character). Typical physical elements include the use of trees, lights, signs, sidewalks (and sidewalk activities), storefronts, parking, pedestrian crossings and traffic signals.
17. **Transit Oriented Development (TOD)** — a mix of residential, retail and office uses and a supporting network of roads, bikeways and walkways focused on a major transit stop and designed to support a high level of transit use.
18. **Watershed Management Plan** — a plan to guide public and private actions in the Johnson Creek watershed (the area that drains to Johnson Creek) so that the environmental quality of the watershed is improved and maintained.
19. **Workforce Development** — training and educational programs that increase the ability of community members to get jobs, especially family wage jobs.

— EXHIBIT A —

Lents Town Center Urban Renewal Area
Legal Description of Area Boundary

The approximate boundaries of the Area are graphically shown on the Urban Renewal Area Map (Section V(B) of the *Lents Town Center Urban Renewal Plan*).

(Where Tax Lot numbers are referenced identifying a boundary property, the Book and Page numbers of the Multnomah County Book of Deeds are herein shown as "Bk/Pg" and appropriate numbers. Multnomah County Survey "CS" numbers are also shown when known.)

- 1 Commencing in the N.E. 1/4 of the S.E. 1/4 of Section 8, Township 1
2 South, Range 2 East of the Willamette Meridian, City of Portland,
3 County of Multnomah, State of Oregon, on the north right-of-way line of
4 S.E. Powell Boulevard at a point on a northerly prolongation of the west
5 right-of-way line of S.E. 79th Avenue, Assessor Map 1S 2E 8DA for the
6 TRUE POINT OF BEGINNING of the Lents Town Center Urban
7 Renewal Area Boundary Line;
- 8 1. Thence easterly on said north right-of-way line of said S.E. Powell
9 Boulevard to a point on the west right-of-way line of that portion of S.E.
10 79th Avenue lying north of S.E. Powell Boulevard, Assessor Map 1S 2E
11 8AD and said Assessor Map 1S 2E 8DA;
- 12 2. Thence north on said west right-of-way line of S.E. 79th Avenue to a
13 point on a westerly prolongation of the north property line of Tax Lot
14 12900 (Bk/Pg-2428/0346), Section 08, (see CS 50236), said Assessor Map
15 1S 2E 8AD;
- 16 3. Thence east along said westerly prolongation and north property line of
17 said Tax Lot 12900 and its eastern prolongation to a point on the east
18 right-of-way line of S.E. 82nd Avenue, said Assessor Map 1S 2E 8AD;
- 19 4. Thence south along said east right-of-way line of S.E. 82nd Avenue to a
20 point on the north right-of-way line of S.E. Franklin Street, Assessor Map
21 1S 2E 9BC and said Assessor Map 1S 2E 8AD;
- 22 5. Thence east along said north right-of-way line of S.E. Franklin Street to a

23 point on a northerly prolongation of the east property line of Tax Lot
 24 12600 (Bk/Pg-2697/0212), Section 09, said Assessor Map 1S 2E 9BC;

25 6. Thence south along said northerly prolongation and east property line of
 26 said Tax Lot 12600 to the southeast corner of said Tax Lot 12600, said
 27 Assessor Map 1S 2E 9BC;

28 7. Thence east 219.44 feet, more or less, from said southeast corner of said
 29 Tax Lot 12600 along the north property lines of Tax Lots 12300 (Bk/Pg-
 30 96/003030), Section 09, (see CS 39688), 12200 (Bk/Pg-96/188089), Section
 31 09, (see CS 46325) and 12100 (Bk/Pg-94/168808), Section 09, (see CS
 32 25147), to the northeast corner of said Tax Lot 12100, said Assessor Map
 33 1S 2E 9BC;

34 8. Thence south along the east property line of said Tax Lot 12100 to the
 35 northwest corner of Tax Lot 12000 (Bk/Pg-2193/0652), Section 09, then
 36 east 133.7 feet, more or less, to the west right-of-way line of S.E. 84th
 37 Avenue, then north on said west right-of-way line of S.E. 84th Avenue to
 38 a point on a west prolongation of the north property line of Tax Lot 10200
 39 (Bk/Pg-2141/1060), Section 09, (see CS 37793), said Assessor Map 1S 2E
 40 9BC;

41 9. Thence east along said west prolongation and the north property line of
 42 said Tax Lot 10200 and Tax Lot 10100 (Bk/Pg- 1956/1414), Sec 9, (see CS
 43 37793) to the northeast corner of said Tax Lot 10100, said Assessor Map
 44 1S 2E 9BC;

45 10. Thence north along a northerly prolongation of the east property line of
 46 said Tax Lot 10100 to the northwest corner of Tax Lot 9800 (Bk/Pg-
 47 96/139717, Section 09, said Assessor Map 1S 2E 9BC;

48 11. Thence east along the north property line of said Tax Lot 9800 to the
 49 west right-of-way line of S.E. 85th Avenue, said Assessor Map 1S 2E
 50 9BC;

51 12. Thence north along said west right-of-way line of S.E. 85th Avenue to a
 52 point on a westerly prolongation of the north property line of Tax Lot
 53 2900 (Bk/Pg-97/181319), Lot 17, Block 5, Johnston Acres (see CS 6336),
 54 said Assessor Map 1S 2E 9BC;

55 13. Thence east on said westerly prolongation and the north property line of
 56 said Tax Lot 2900 to the northeast corner of said Tax Lot 2900 and south
 57 along the east property line of said Tax Lot 2900 to its southeast corner,
 58 said Assessor Map 1S 2E 9BC;

59 14. Thence east on the north property lines of Tax Lots 2500 (Bk/Pg-
 60 97/181319) - Lot 13, 2400 (Bk/Pg-2134/1426) - west 6 feet of Lot 11, Lot

- 61 12 and 2300 (Bk/Pg-1714/2107), east 54 feet of Lot 11, Block 5, Johnston
62 Acres, and an easterly prolongation of said north property lines to a point
63 on the east right-of-way line of S.E. 87th Avenue, said Assessor Map 1S
64 2E 9BC, and Assessor Map 1S 2E 9BD;
- 65 15. Thence east along the north property lines of Tax Lots 7400 (Bk/Pg-
66 94/071792) Lot 16 Block 6 Johnston Acres, 7300 (Bk/Pg-94/058454) and
67 7200 (Bk/Pg-94/058454) Lots 15 and 14 Block 6 Johnston Acres (see CS
68 18012/13647) to a point on the west property line of Tax Lot 6800 (Bk/Pg-
69 97/084094) west 60 feet of Lot 10 and all of Lot 13 both of Block 6
70 Johnston Acres, said Assessor Map 1S 2E 9BD;
- 71 16. Thence clockwise around the north 95 feet of said Tax Lot 6800 to the
72 northwest corner of Tax Lot 7000 (Bk/Pg-95/077232), north 35 feet of Lots
73 11 and 12, Block 6, Johnston Acres, said Assessor Map 1S 2E 9BD;
- 74 17. Thence east on the north property line of said Tax Lot 7000 to a point on
75 the west right-of-way line of S.E. 89th Avenue, said Assessor Map 1S 2E
76 9BD;
- 77 18. Thence north on said west right-of-way line of S.E. 89th Avenue to a
78 point which is a westerly prolongation of the north property line of Tax
79 Lot 4300 (Bk/Pg-2426/0618), south 144.43 feet of Lot 72, Plympton Acres
80 and Plats 2 and 3, said Assessor Map 1S 2E 9BD;
- 81 19. Thence east on said westerly prolongation and north property line of said
82 Tax Lot 4300 and Tax Lot 4200 (Bk/Pg-2166/1353), (see CS 50139),
83 excluding the east 60 feet-the south 144.43 feet of Lot 71, Plympton
84 Acres and Plats 2 and 3 and Tax Lot 4100 (Bk/Pg-2166/1353), the east 60
85 feet of the south 144.43 feet of Lot 71, Plympton Acres and Plats 2 and 3,
86 to a point on the west right-of-way line of S.E. 90th Place, said Assessor
87 Map 1S 2E 9BD;
- 88 20. Thence north along said west right-of-way line of S.E. 90th Place to a
89 point which is a westerly prolongation of the north property line of Tax
90 Lot 1400 (Bk/Pg-2129/0645), (see CS 49420), west 60 feet of south 90 feet
91 of north 180 feet of Lot 57 and south 90 feet of north 180 feet of Lot 58,
92 Plympton Acres and Plats 2 and 3, said Assessor Map 1S 2E 9BD;
- 93 21. Thence east on said westerly prolongation and north property line of said
94 Tax Lot 1400 and an easterly prolongation of said north property line to
95 the southwest corner of Tax Lot 700 (Bk/Pg-2236/0137), south 74 feet of
96 north 90 feet of Lots 55 and 56, Plympton Acres and Plats 2 and 3, said
97 Assessor Map 1S 2E 9BD;
- 98 22. Thence north from said southwest corner of said Tax Lot 700 to the
99 northwest corner of said Tax Lot 700, said Assessor Map 1S 2E 9BD;

Exhibit -A-

- 100 23. Thence east from said northwest corner of said Tax Lot 700 to its
101 northeast corner, said corner being on the west right-of-way of S.E. 92nd
102 Avenue, said Assessor Map 1S 2E 9BD and Assessor Map 1S 2E 9AC;
- 103 24. Thence east across said S.E. 92nd Avenue to the northeast corner of Tax
104 Lot 1200 (Bk/Pg-98/014431), north 72 feet of south 106 feet of Lot 53,
105 Plympton Acres and Plats 2 and 3, along the north property line of said
106 Tax Lot 1200 to a point on the west right-of-way line of U.S. Highway I-
107 205, said Assessor Map 1S 2E 9AC;
- 108 25. Thence south along said west right-of-way line of U.S. Highway I-205 to
109 and including a 100 foot radial line, to a point on the north right-of-way
110 line of S.E. Powell Boulevard, said Assessor Map 1S 2E 9AC;
- 111 26. Thence easterly along said north right-of-way line of S.E. Powell
112 Boulevard (underpass), said Assessor Map 1S 2E 9AC, to a point on the
113 east right-of-way line of S.E. 122nd Avenue, Assessor Maps 1S 2E 9DB,
114 9DA, 10CB, 10CA, 10DB and 10DA;
- 115 27. Thence south along said east right-of-way line of S.E. 122nd Avenue, said
116 Assessor Map 1S 2E 10DA, to a point on the south right-of-way line of
117 S.E. Foster Road, Assessor Maps 10DD, 15AA, 15AD, 15DA and 15DD;
- 118 28. Thence west along said south right-of-way line of S.E. Foster Road, said
119 Assessor Map 1S 2E 15DD, to the northeast corner of Tax Lot 100
120 (Bk/Pg-1894/1153), Section 15, which is common with the western
121 boundary line of Foster Village Subdivision, Assessor Map 1S 2E 22AB;
- 122 29. Thence south along the east property lines of said Tax Lot 100, and Tax
123 Lots 101 (Bk/Pg-1894/1153), Section 22 and Tax Lot 1300 (Bk/Pg-
124 2601/0386), Section 22, to the southeast corner of said Tax Lot 1300, said
125 corner being common with the boundary of the Northern Lights
126 Subdivision, said Assessor Map 1S 2E 22 AB;
- 127 30. Thence westerly along the southerly property line of said Tax Lot 1300 to
128 its southwest corner, which corner is on the easterly property line of Tax
129 Lot 1200 (Bk/Pg-2601/0386), Section 22, and southerly on said easterly
130 property line of Tax Lot 1200 and its southerly prolongation to a point on
131 the southerly right-of-way line of S.E. Brookside Drive, said Assessor
132 Map 1S 2E 22AB;
- 133 31. Thence westerly along said southerly right-of-way line of S.E. Brookside
134 Drive to a point on the east right-of-way line of S.E. 112th Avenue, said
135 Assessor Map 1S 2E 22AB;

- 136 32. Thence south along said east right-of-way line of S.E. 112th Avenue, said
137 Assessor Map 1S 2E 22AB, to a point on an easterly prolongation of the
138 south property line of Tax Lot 141 (Bk/Pg-96/100903), Tract "B" of
139 Terrace Trails, Assessor Map 1S 2E 22BD;
- 140 33. Thence westerly on said easterly prolongation and south property line of
141 said Tax Lot 141 (Tract "B") to its southwest corner, said Assessor Map
142 1S 2E 22BD, said corner point being on a southerly prolongation of the
143 east boundary line of Tax Lot 300 (Bk/Pg-unknown), Block "D", Greb
144 Villa, Assessor Map 1S 2E 22BC;
- 145 34. Thence north along said southerly prolongation and east property line of
146 said Tax Lot 300 to a point on the southeast corner of said Tax Lot 300,
147 said Assessor Map 1S 2E 22BC;
- 148 35. Thence westerly along the south property line of said Tax Lot 300 to the
149 southwest corner of said Tax Lot 300, said Assessor Map 1S 2E 22BC;
- 150 36. Thence south along the east property lines of Tax Lot 100 (Bk/Pg-
151 2642/0648), (see CS 42560/47616), Section 22, and Tax Lot 200 (Bk/Pg-
152 0561/0284), (see CS 23216), Section 22, to a point on the northerly right-
153 of-way line of S.E. Knapp Street, said Assessor Map 1S 2E 22BC;
- 154 37. Thence southwesterly across the right-of-way of said S.E. Knapp Street to
155 the southerly right-of-way line of said street at the northeast corner of
156 Tax Lot 4300 (Bk/Pg-2337/1671), see (CS 40767), which is the northeast
157 corner of Lot 7, Block 2, Wardell Heights Subdivision, said Assessor Map
158 1S 2E 22BC;
- 159 38. Thence westerly along said southerly right-of-way line of S.E. Knapp
160 Street, said Assessor Map 1S 2E 22BC, and its southwesterly
161 prolongation to a point on the westerly right-of-way line of Mt. Scott
162 Boulevard (relocated), Assessor Map 1S 2E 21DB;
- 163 39. Thence northwesterly along said westerly right-of-way line of Mt. Scott
164 Boulevard and westerly on the southerly right-of-way line of Mt. Scott
165 Boulevard (relocated to underpass U.S. Highway I-205) to a point on the
166 westerly right-of-way line of U.S. Highway I-205, said Assessor Map 1S
167 2E 21DB;
- 168 40. Thence southwesterly along the westerly right-of-way line of said U.S.
169 Highway I-205, to a point on the east right-of-way line of S.E. 92nd
170 Avenue, said Assessor Map 1S 2E 21DB;

- 171 41. Thence south on a southerly prolongation of said east right-of-way line to
172 a point on an east prolongation of the south right-of-way line of S.E.
173 Crystal Springs Boulevard, said Assessor Map 1S 2E 21DB and Assessor
174 Map 1S 2E 21CD;
- 175 42. Thence west on said east prolongation and the south right-of-way line of
176 said S.E. Crystal Springs Boulevard to a point on the westerly right-of-
177 way line of U.S. Highway I-205, said Assessor Map 1S 2E 21CD;
- 178 43. Thence southerly on said westerly right-of-way line of U.S. Highway I-
179 205 to a point on the north right-of-way line of S.E. Clatsop Street
180 (County Line Road), said Assessor Map 1S 2E 21CD;
- 181 44. Thence west along said north right-of-way line of S.E. Clatsop Street,
182 said Assessor Map 1S 2E 21CD, to a point on the west right-of-way line of
183 S.E. 82nd Avenue, Assessor Map 1S 2E 21CC;
- 184 45. Thence north along said west right-of-way line of S.E. 82nd Avenue, said
185 Assessor Map 1S 2E 21CC, to a point on the south right-of-way line of
186 S.E. Flavel Street, Assessor Map 1S 2E 21CB;
- 187 46. Thence west along said south right-of-way line of S.E. Flavel Street, said
188 Assessor Map 1S 2E 21CB, to a point on a south prolongation of the west
189 right-of-way line of S.E. 78th Avenue, Assessor Map 1S 2E 20AD;
- 190 47. Thence north along said south prolongation and the west right-of-way
191 line of S.E. 78th Avenue, said Assessor Map 1S 2E 20AD, to a point on a
192 west prolongation of the north right-of-way line of S.E. Cooper Street,
193 Assessor Map 1S 2E 20AA;
- 194 48. Thence east along said west prolongation and the north right-of-way line
195 of S.E. Cooper Street to a point on the west right-of-way line of S.E. 80th
196 Avenue, said Assessor Map 1S 2E 20AA;
- 197 49. Thence north along said west right-of-way line of S.E. 80th Avenue, said
198 Assessor Map 1S 2E 20AA, to a point on the south right-of-way line of
199 S.E. Harold Street, Assessor Maps 1S 2E 17DD and 1S 2E 17DA;
- 200 50. Thence west along said south right-of-way line of S.E. Harold Street to a
201 point on a south prolongation of the west right-of-way line of S.E. 79th
202 Avenue, said Assessor Map 1S 2E 17DA;
- 203 51. Thence north along said south prolongation and the west right-of-way
204 line of S.E. 79th Avenue, said Assessor Map 1S 2E 17DA, to a point on
205 the south right-of-way line of S.E. Raymond Street, Assessor Map 1S 2E
206 17AD;

- 207 52. Thence northeasterly across the S.E. Raymond Street right-of-way to the
208 corner of the north right-of-way of said S.E. Raymond Street and the west
209 right-of-way line of S.E. 79th Avenue, said Assessor Map 1S 2E 17AD
210 and Assessor Map 1S 2E 17AA;
- 211 53. Thence north along said west right-of-way line of S.E. 79th Avenue to a
212 point on the south right-of-way line of S.E. Holgate Boulevard, said
213 Assessor Map 1S 2E 17AA;
- 214 54. Thence west along said south right-of-way line of S.E. Holgate Boulevard
215 to a point on a south prolongation of the west right-of-way line of S.E.
216 79th Avenue, said Assessor Map 1S 2E 17AA and Assessor Map 1S 2E
217 8DD;
- 218 55. Thence north along said south prolongation and the west right-of-way
219 line of S.E. 79th Avenue, said Assessor Map 1S 2E 8DD, to a point on the
220 north right-of-way line of S.E. Powell Boulevard, Assessor Map 1S 2E
221 8DA, which is the TRUE POINT OF BEGINNING.
- 222 Said Lents Town Center Urban Renewal Area Boundary Line delineates
223 an area containing 2,472 acres, more or less, and lies entirely within the
224 City of Portland, County of Multnomah, State of Oregon.

— EXHIBIT B —

Comprehensive Plan Maps

The following Comprehensive Plan Maps illustrate the land use zoning designations of all property within the Lents Town Center Urban Renewal Area at the time of initial adoption of the Plan:

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Page 18	3641
Page 19	3642
Page 20	3738
Page 21	3739
Page 22	3740
Page 23	3741
Page 24	3747
Page 25	3839

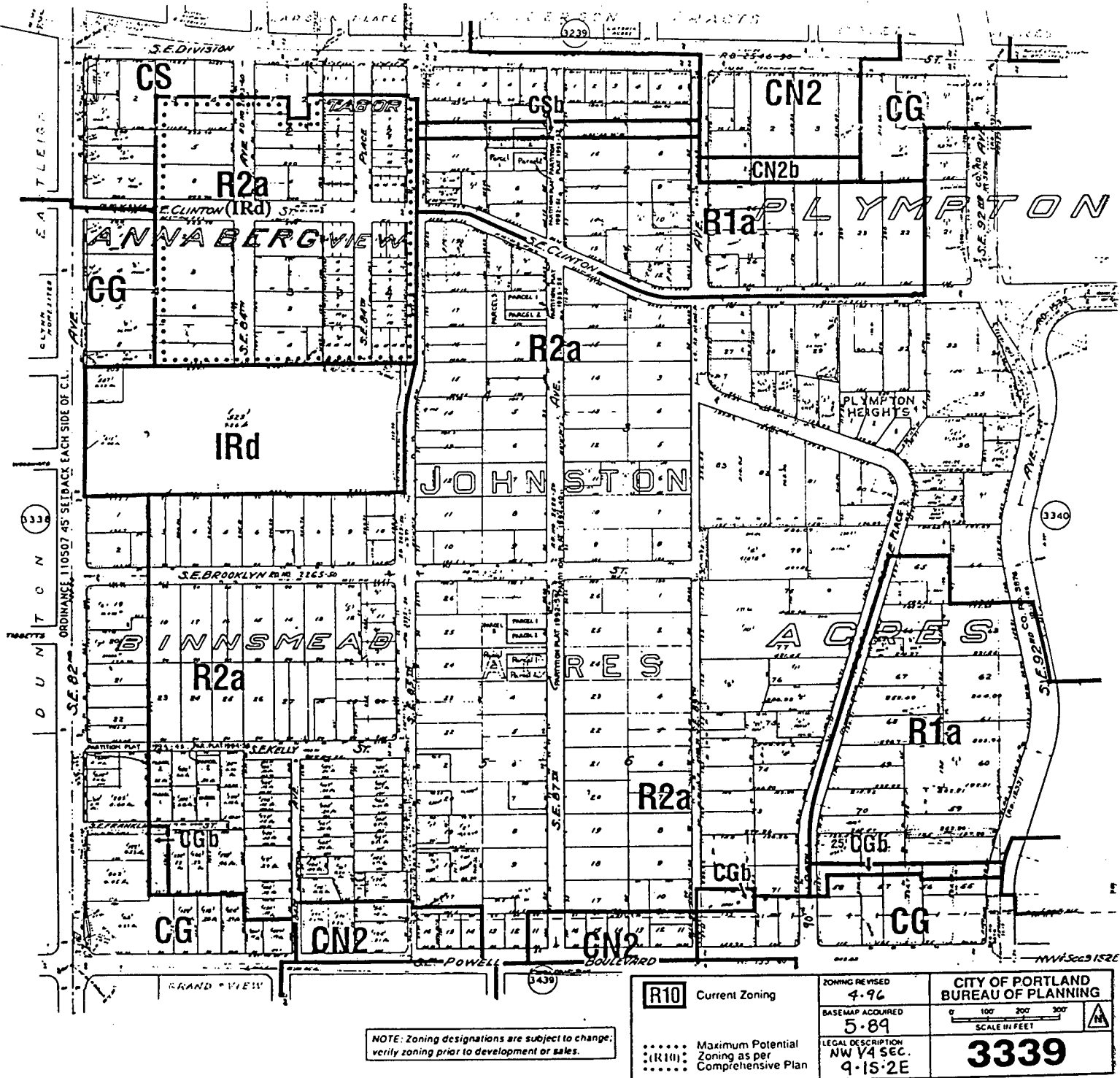


Exhibit -B-

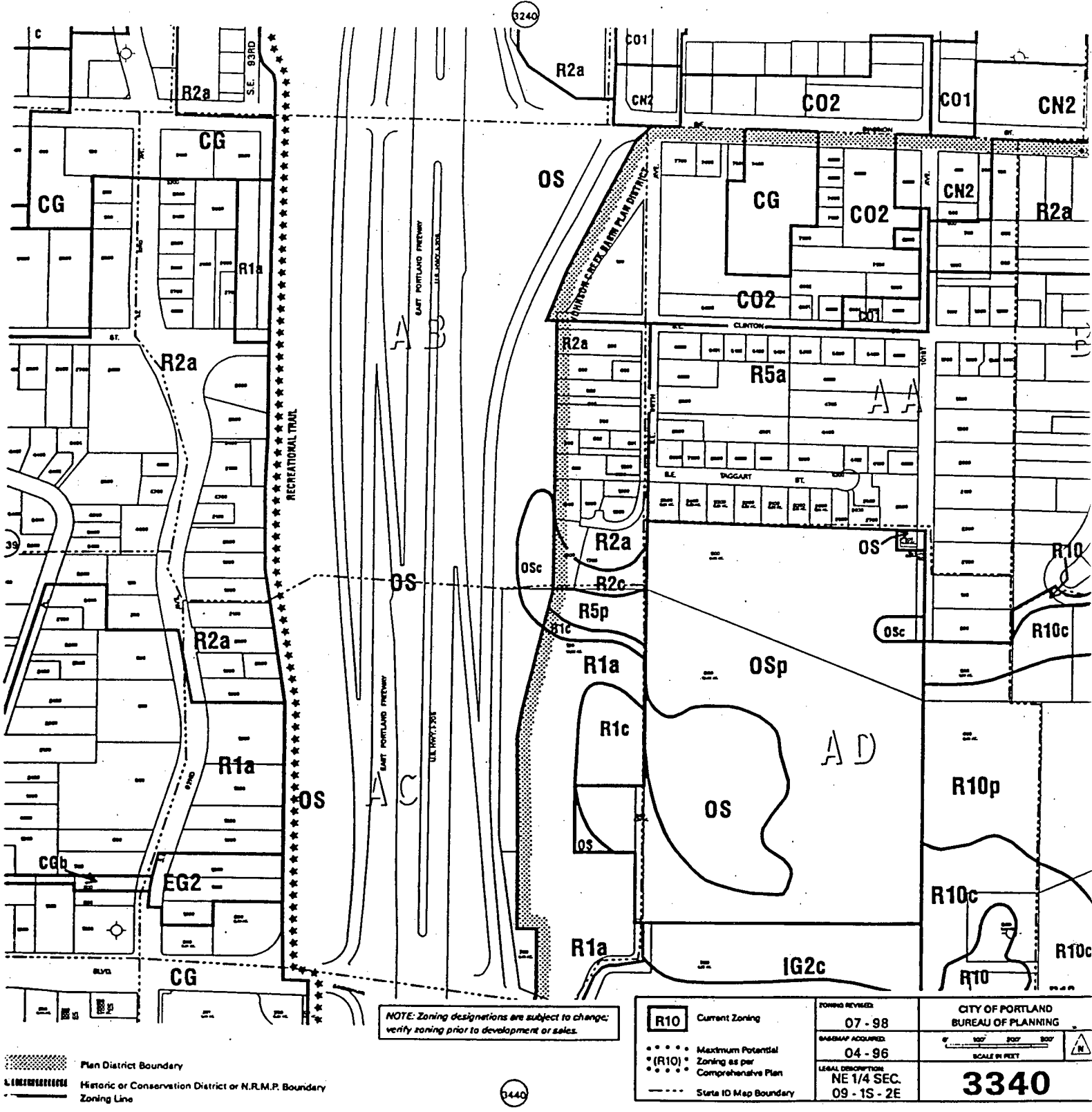


Exhibit -B-

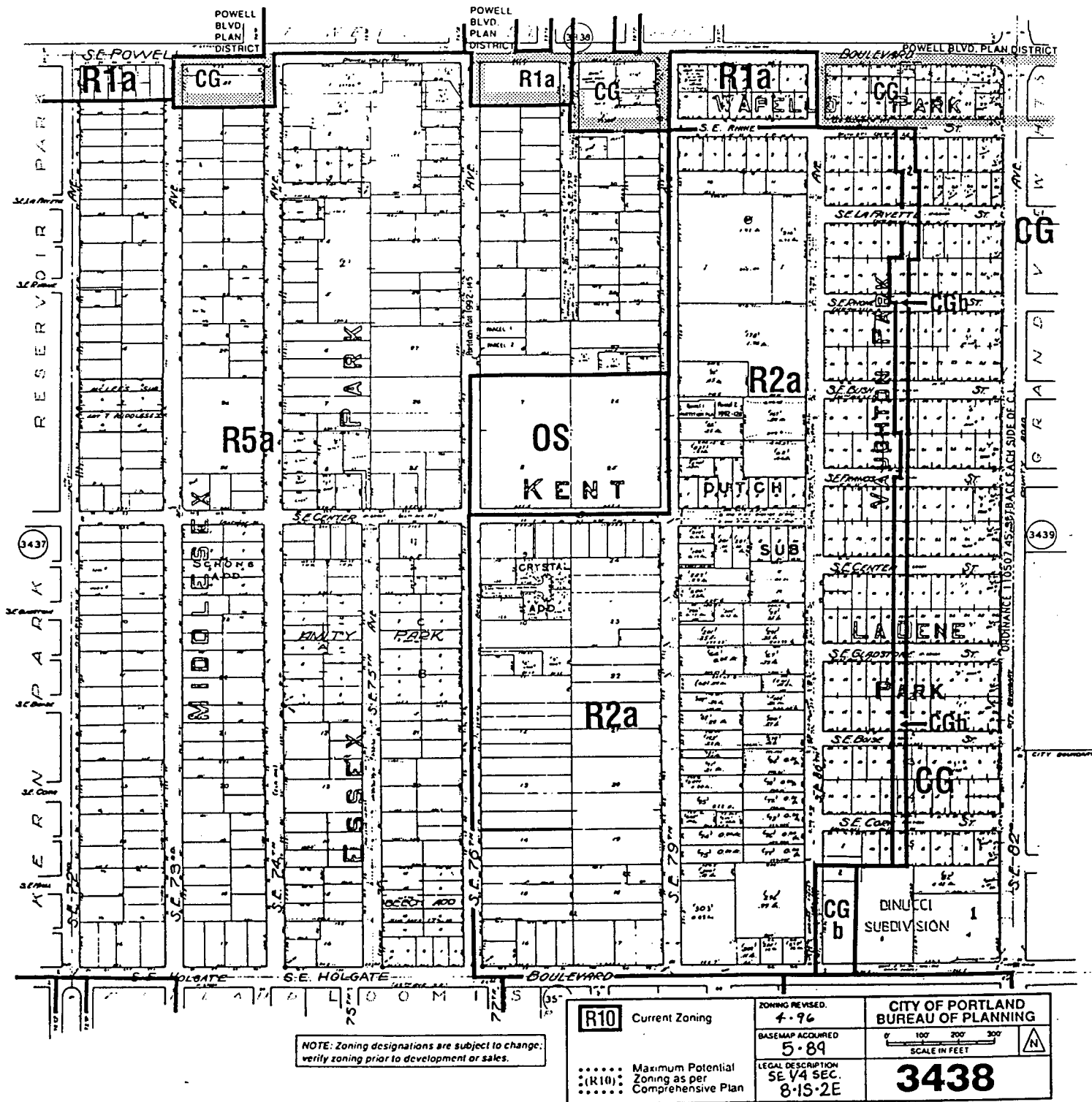


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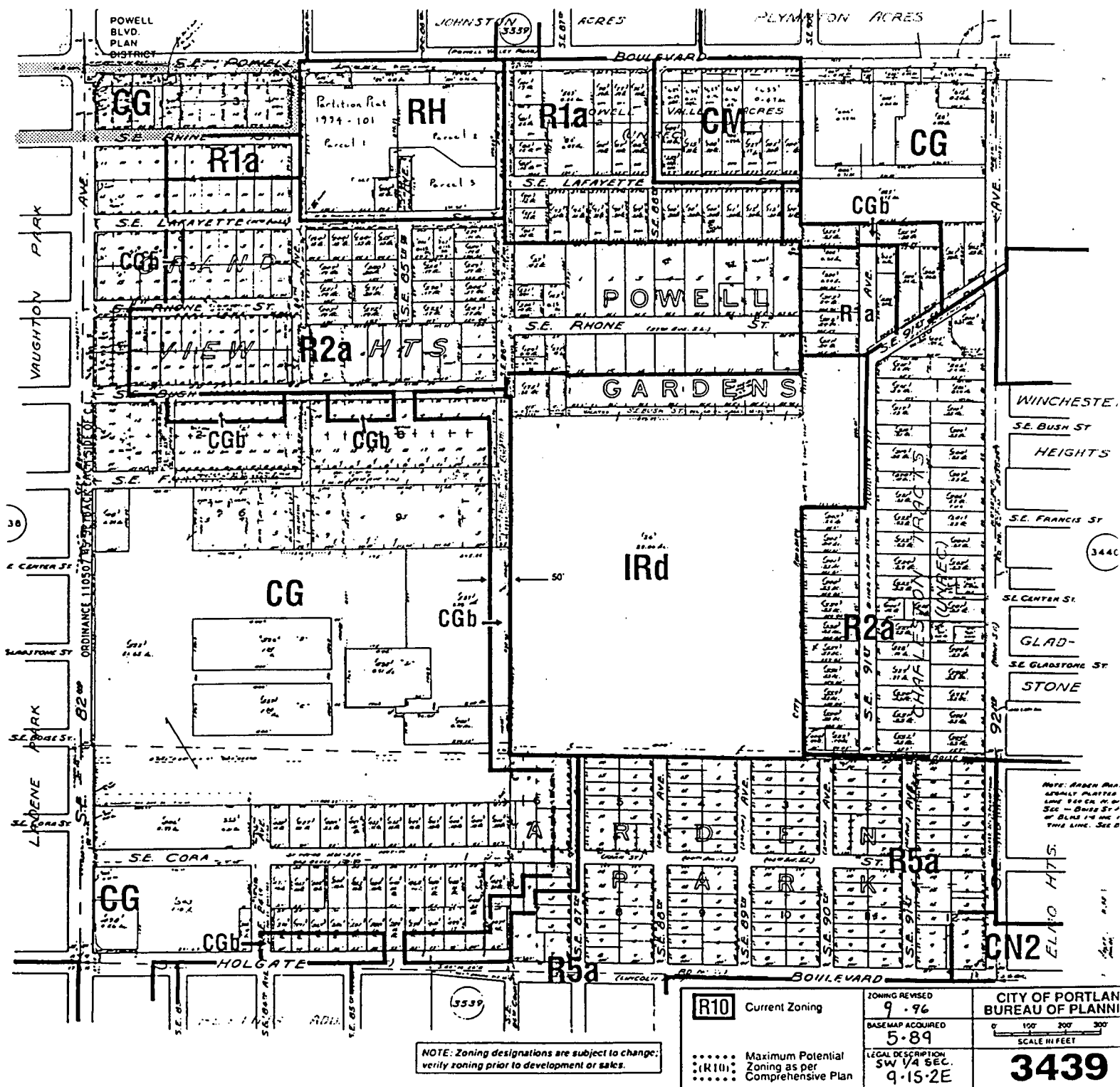


Exhibit -B-

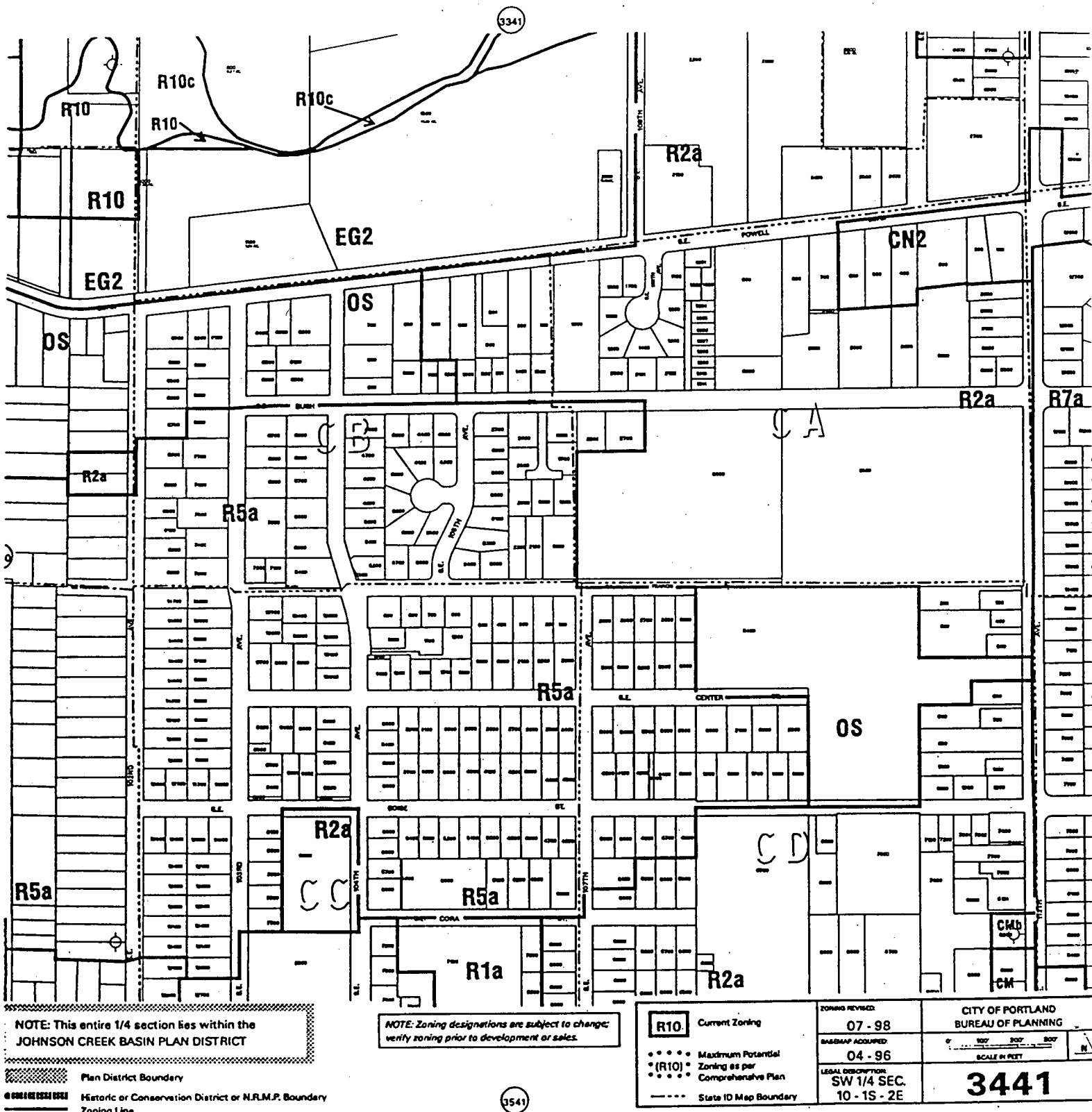


Exhibit -B-



Exhibit -B-

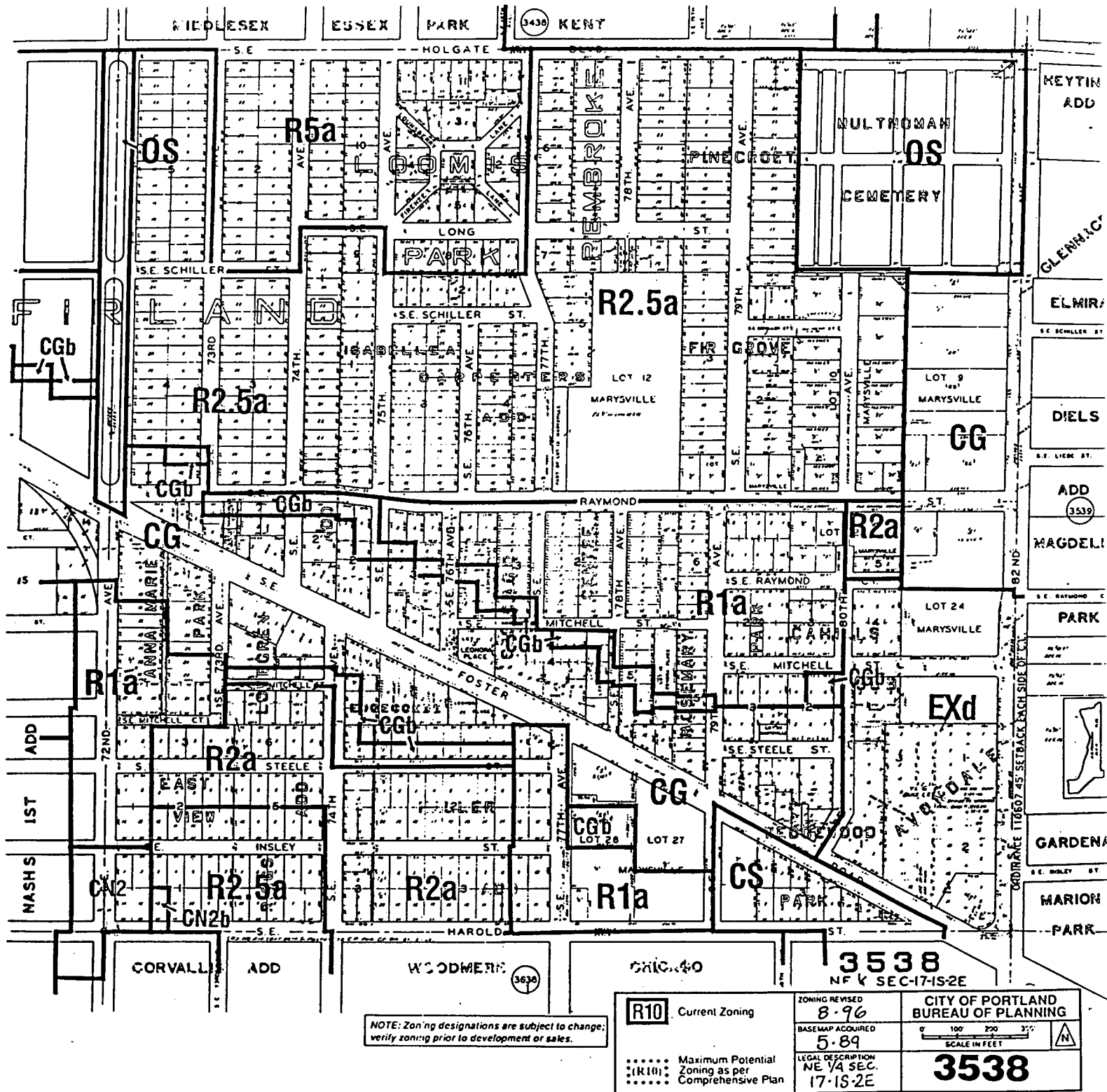


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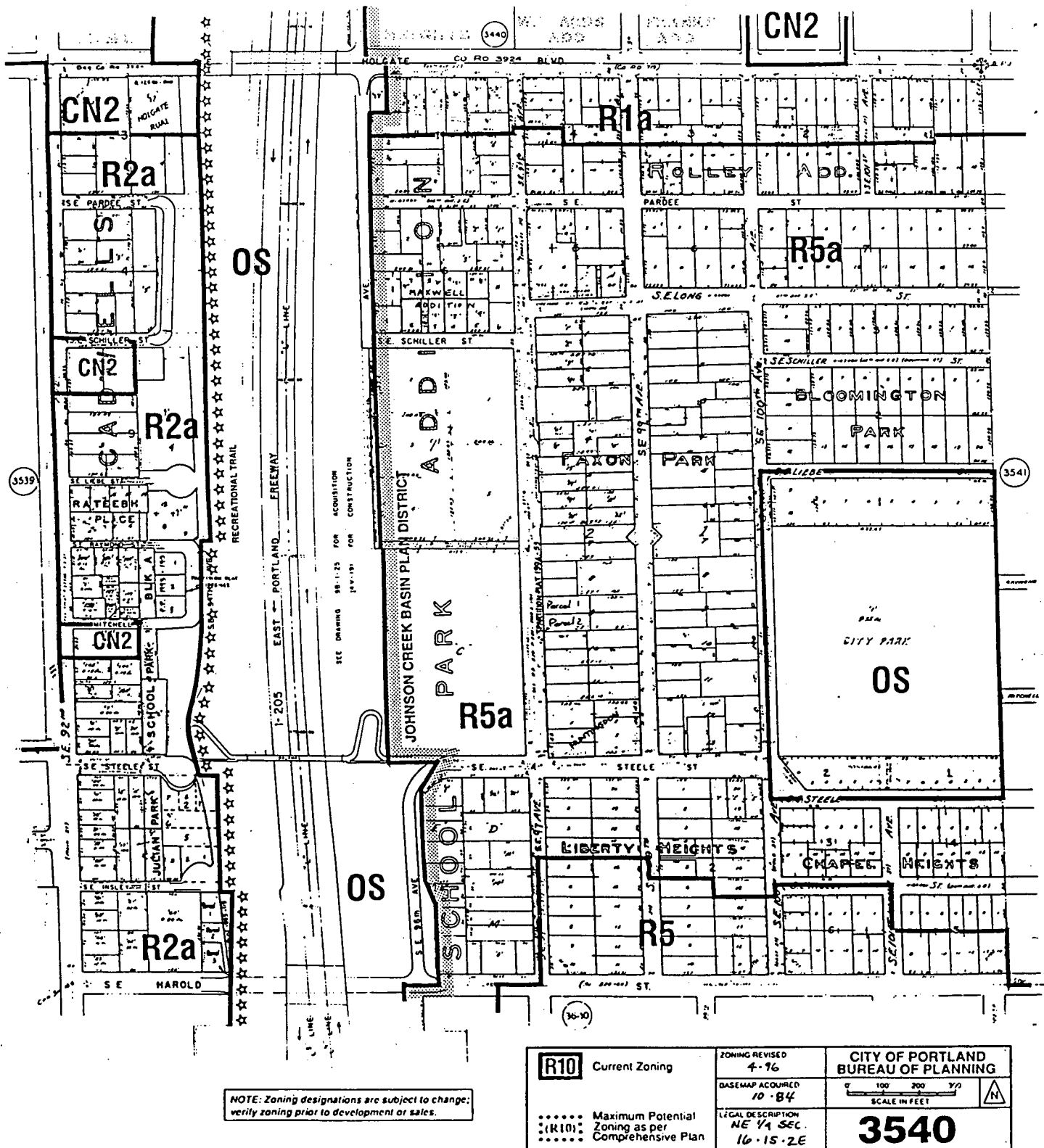
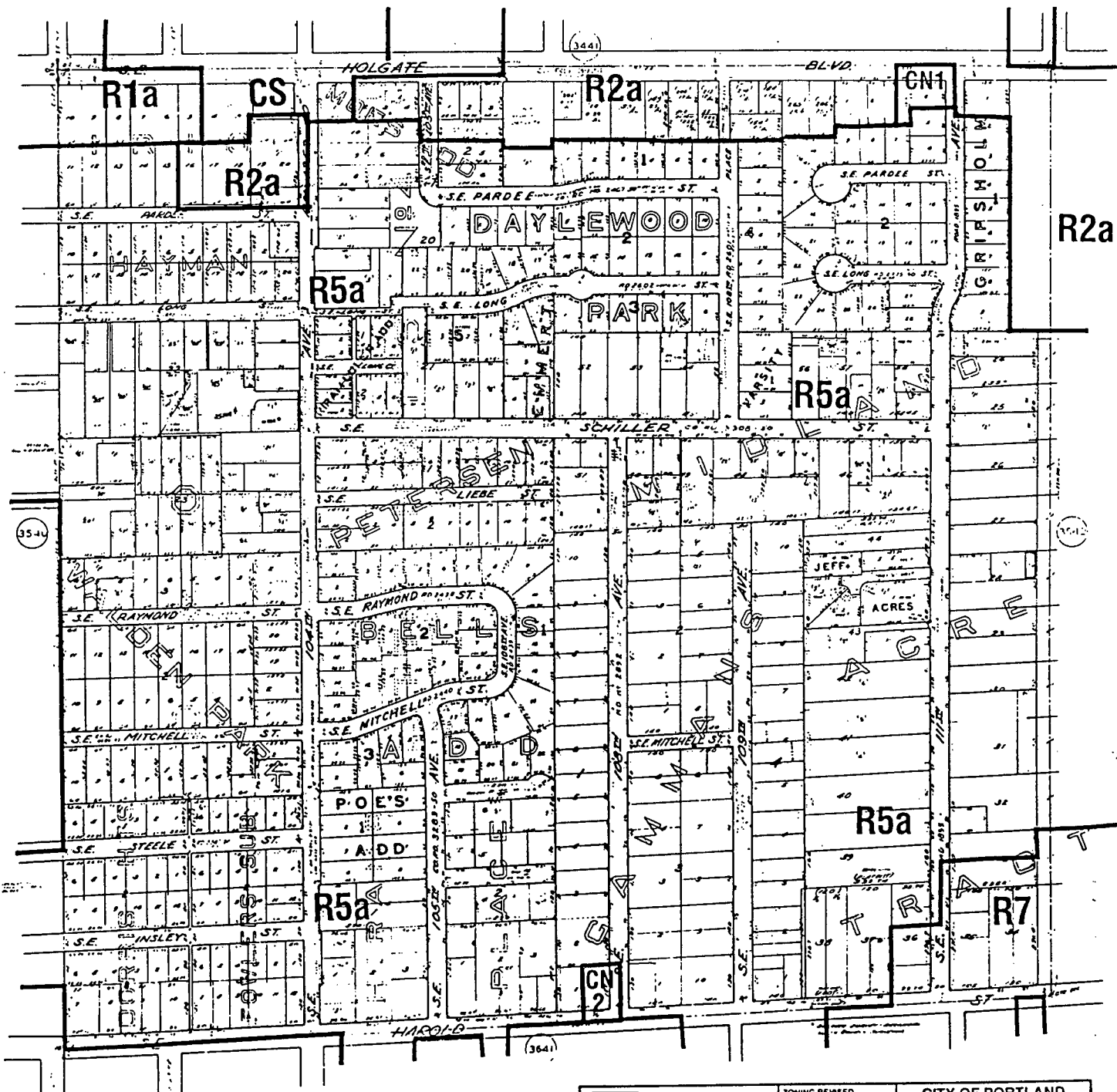


Exhibit -B-

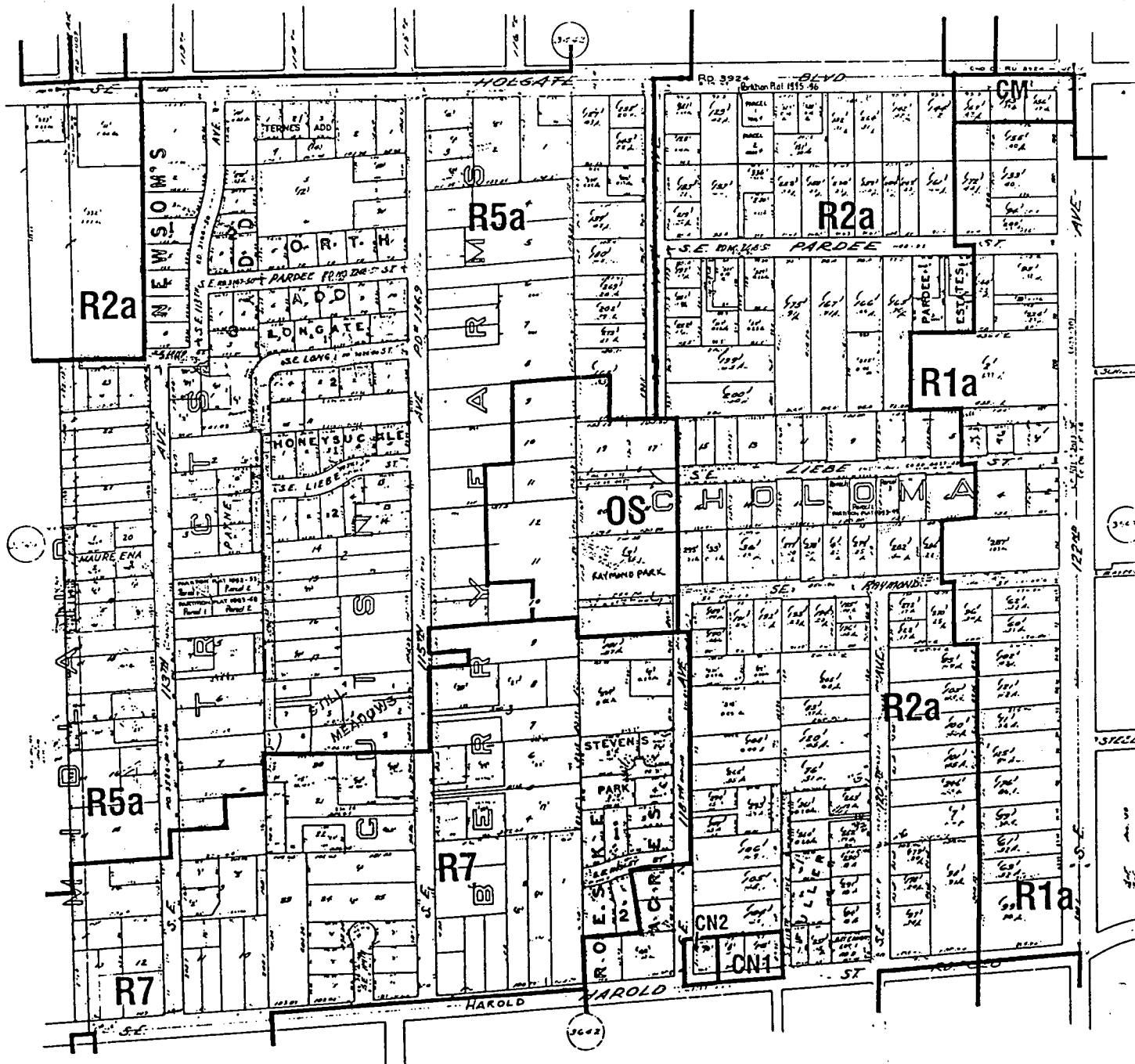


NOTE: Zoning designations are subject to change; verify zoning prior to development or sales.

THIS ENTIRE 1/4 SECTION LIES WITHIN JOHNSON CREEK BASIN PLAN DISTRICT

R10 Current Zoning Maximum Potential Zoning as per Comprehensive Plan	ZONING REVISED 4-96 BASEMAP ACQUIRED 7-84 LEGAL DESCRIPTION NW 1/4 SEC. 15-15-2E	CITY OF PORTLAND BUREAU OF PLANNING SCALE IN FEET 3541
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Exhibit -B-



THIS ENTIRE 1/4 SECTION LIES WITHIN
JOHNSON CREEK BASIN PLAN DISTRICT

NOTE: Zoning designations are subject to change;
verify zoning prior to development or sales.



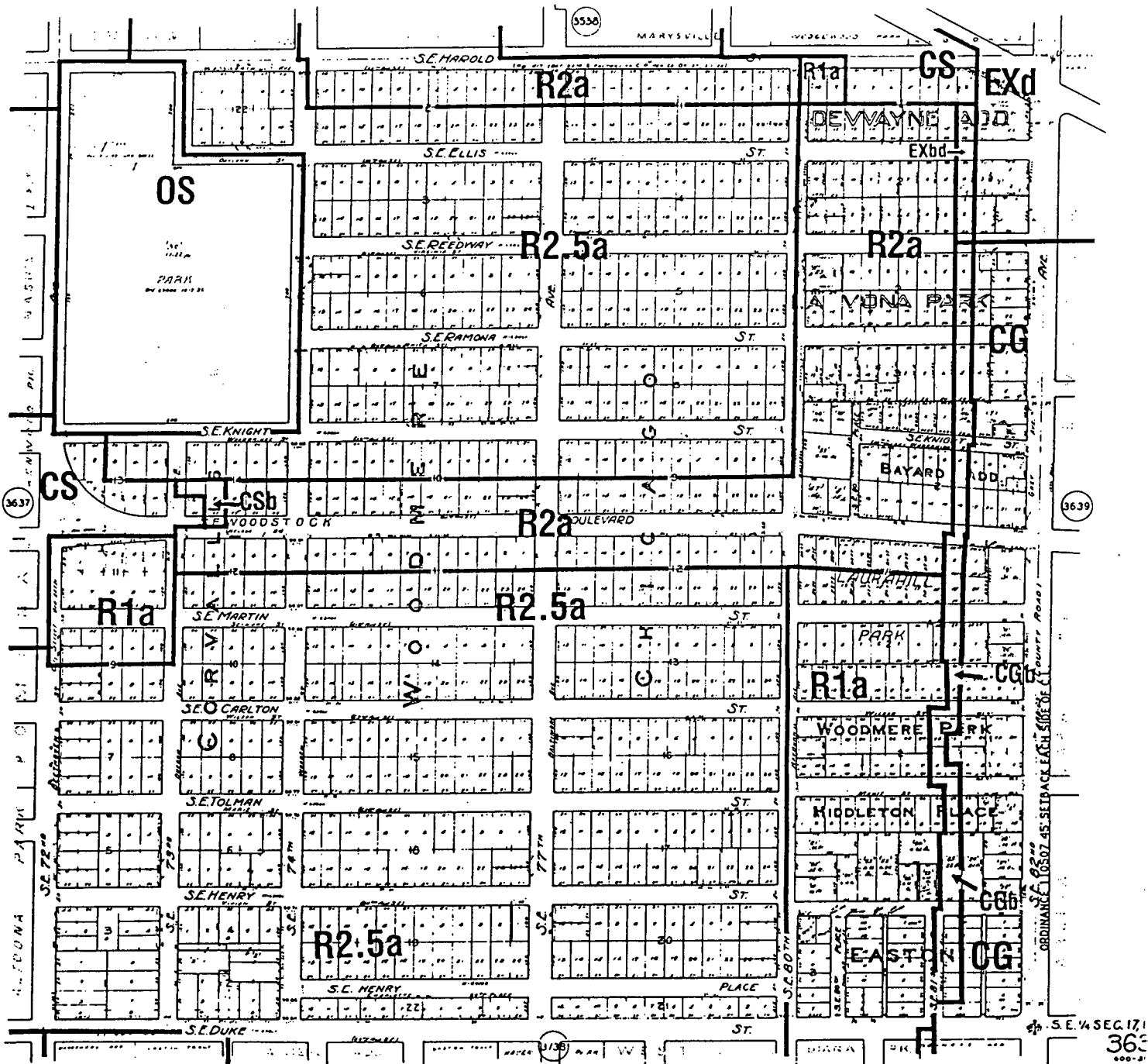
R10 Current Zoning Maximum Potential : (R10) : Zoning as per Comprehensive Plan	ZONING REVISED 4-96	CITY OF PORTLAND BUREAU OF PLANNING	
	BASEMAP ACQUIRED 10-84		
	LEGAL DESCRIPTION N6 1/4 SEC. 15-1S-2E		
		3542	

Exhibit -B-



NOTE: Zoning designations are subject to change; verify zoning prior to development or sales.

R10 Current Zoning	ZONING REVISED 4-96	CITY OF PORTLAND BUREAU OF PLANNING
..... Maximum Potential Zoning as per Comprehensive Plan	BASEMAP ACQUIRED 5-89	0 100 200 300 SCALE IN FEET
	LEGAL DESCRIPTION SE 1/4 SEC. 17 17-15-2E	3638

Exhibit -B-

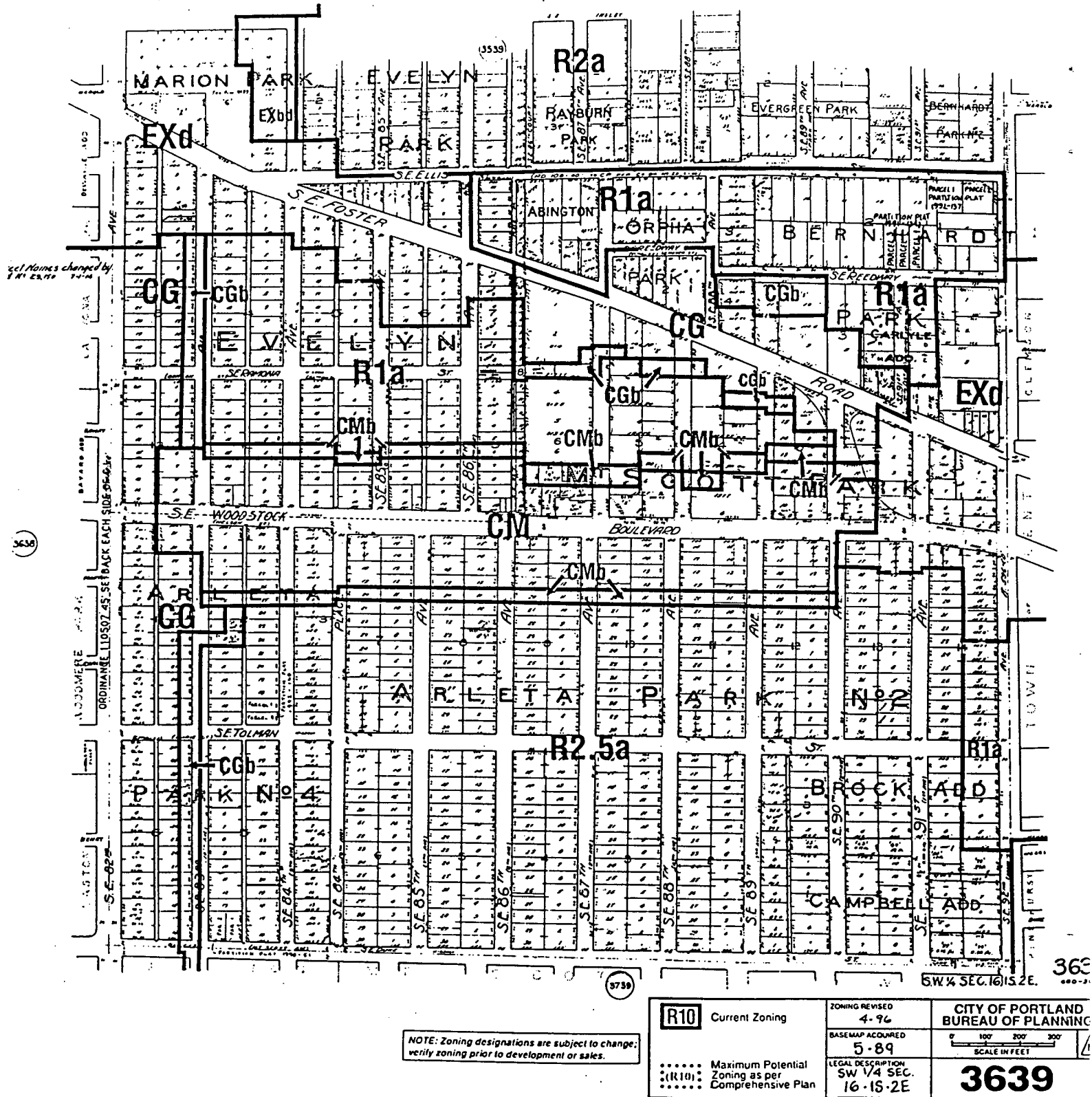


Exhibit -B-

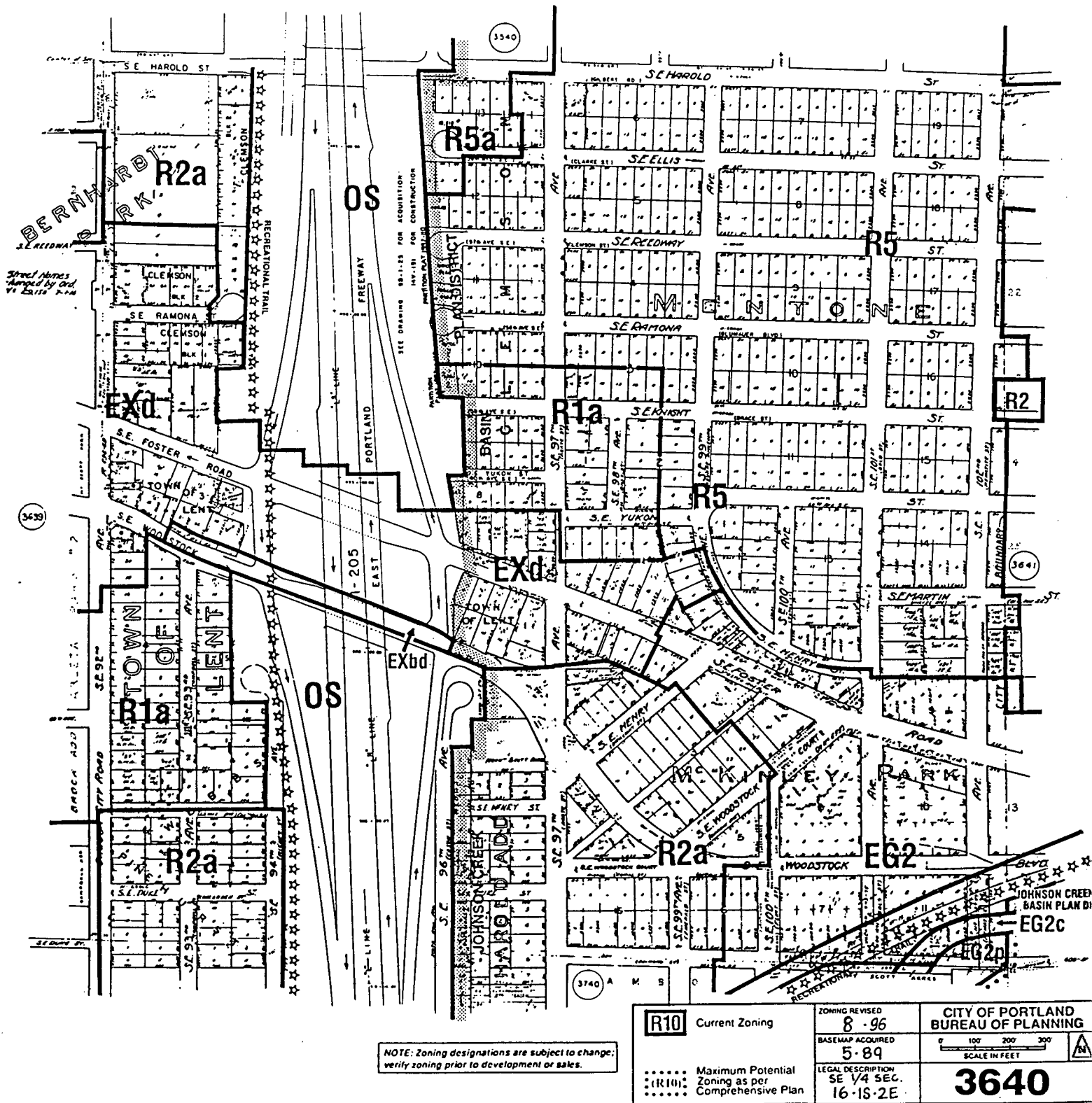


Exhibit B-



Exhibit -B-

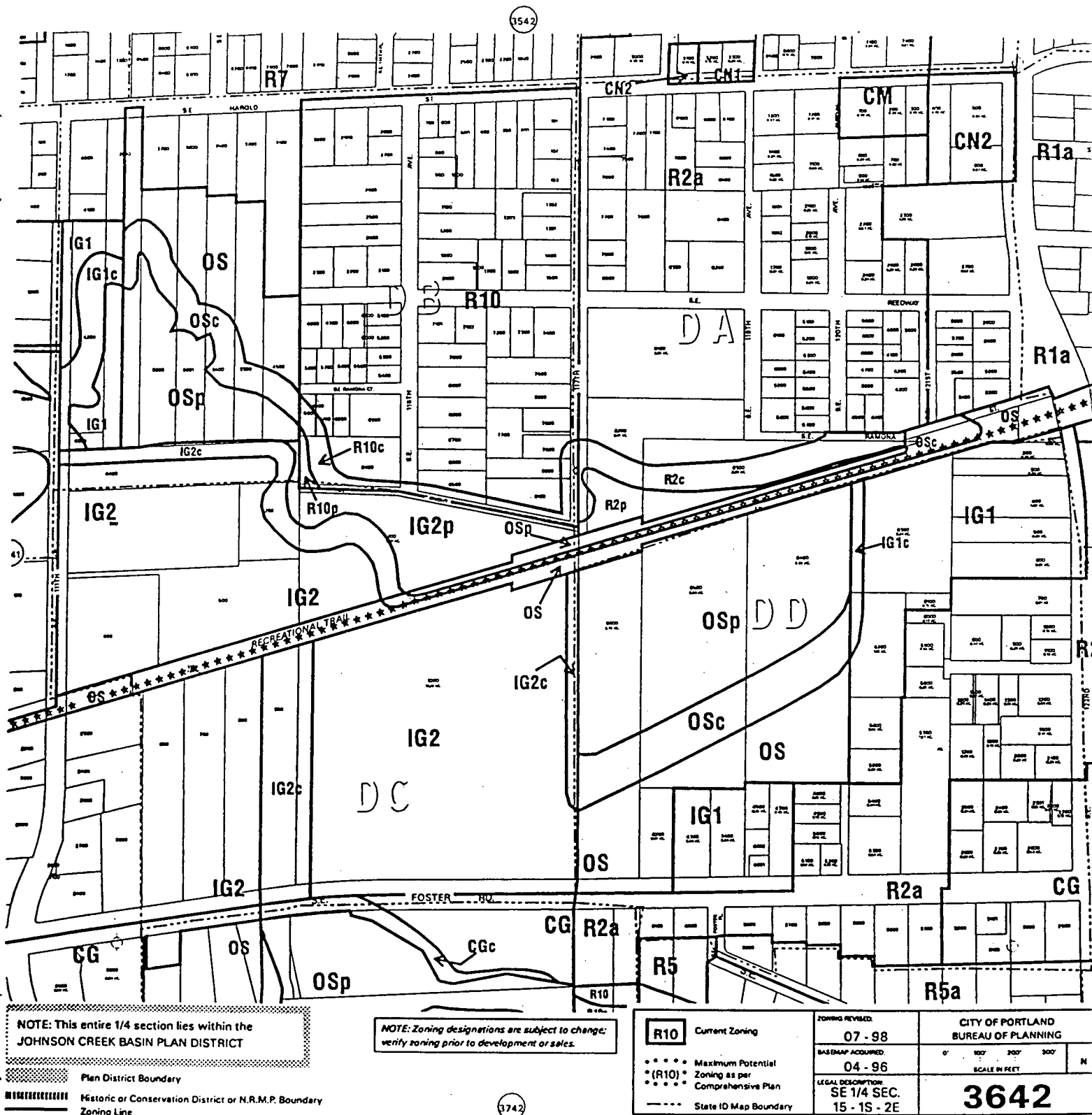
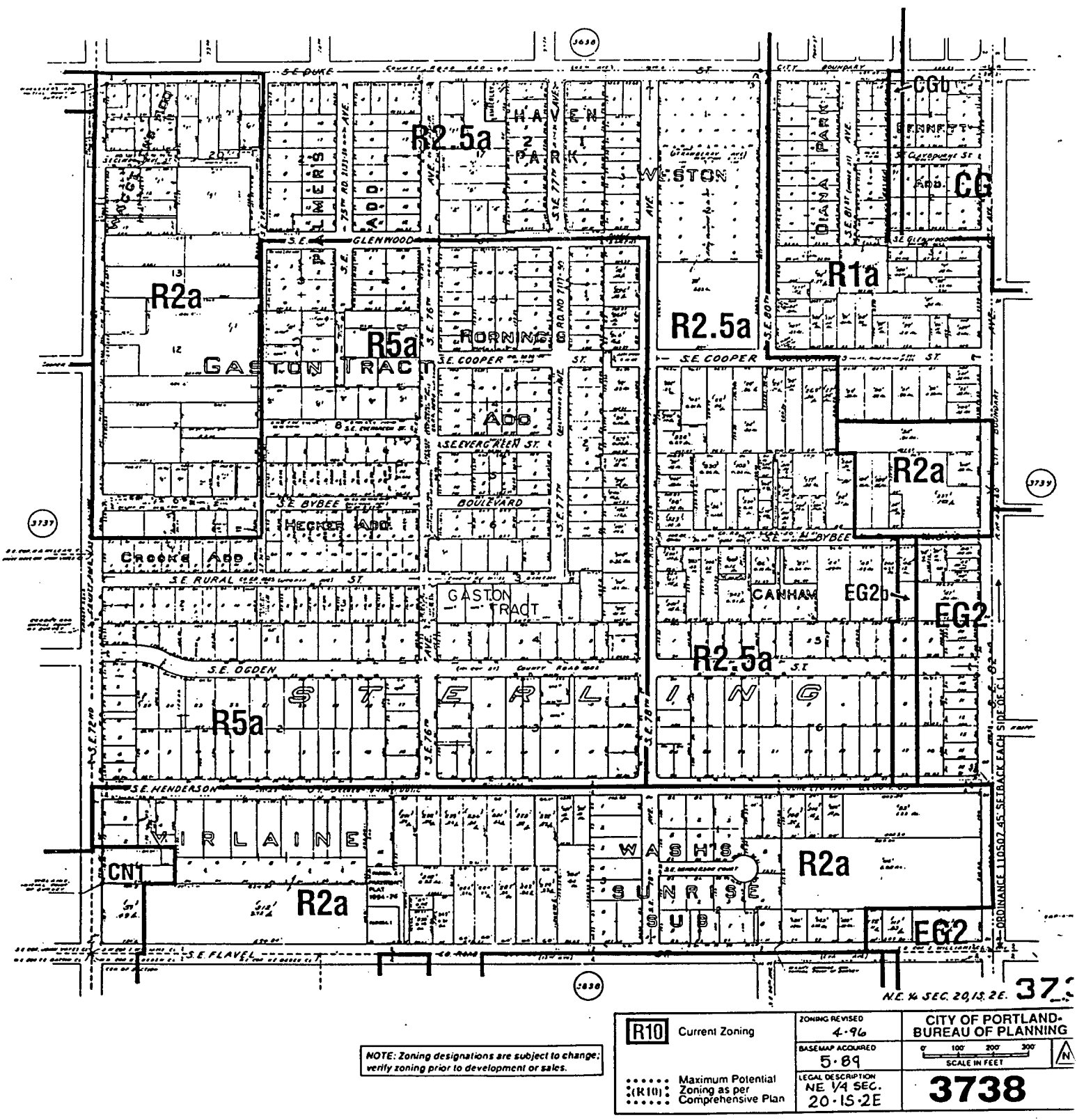
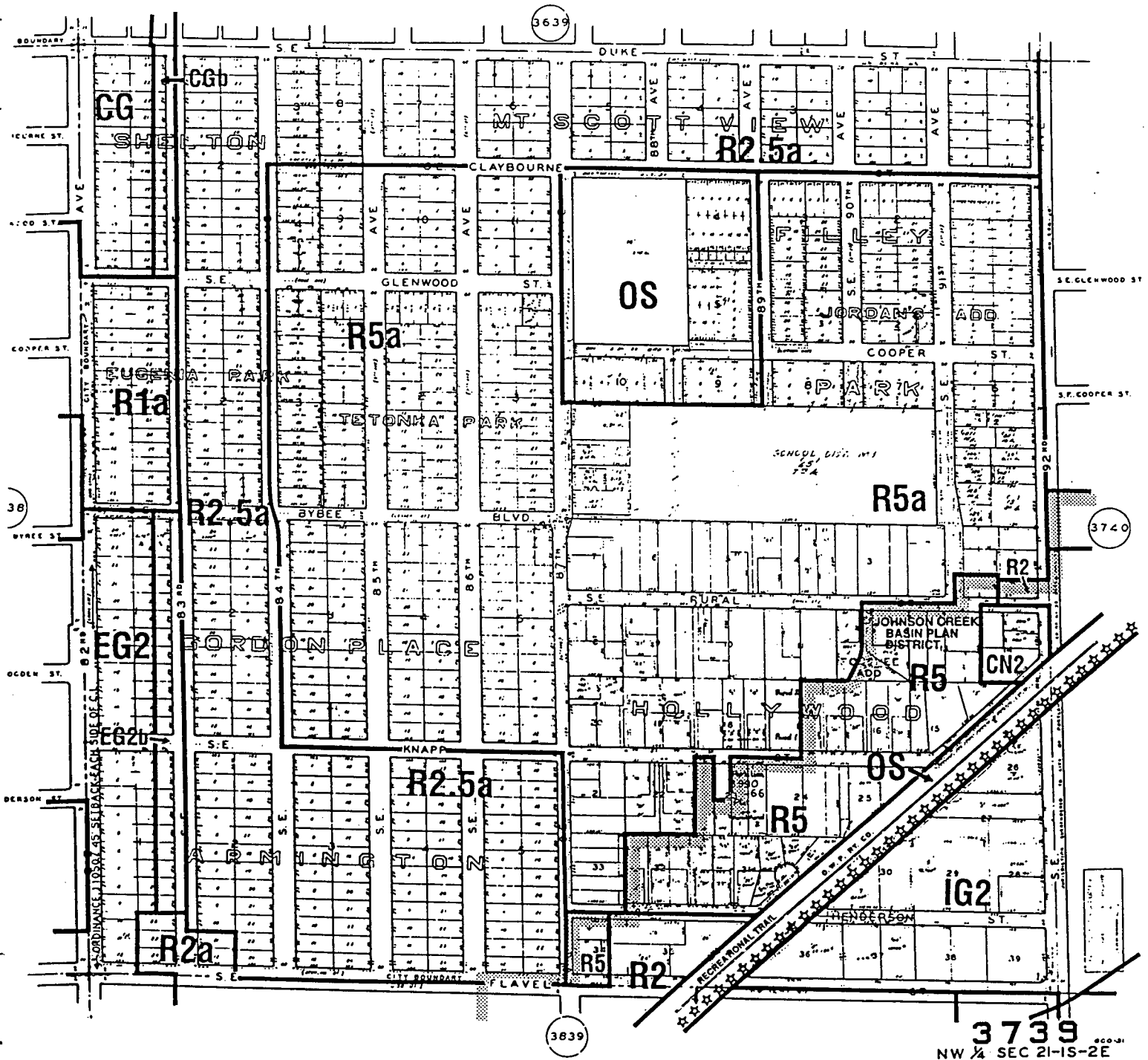


Exhibit -B-



[R10] Current Zoning Maximum Potential (R10) Zoning as per Comprehensive Plan	ZONING REVISED	4-96	CITY OF PORTLAND BUREAU OF PLANNING SCALE IN FEET 0 100 200 300 N 3738
	BASEMAP ACQUIRED	5-89	
	LEGAL DESCRIPTION	NE 1/4 SEC. 20-15-2E	

Exhibit -B-



NOTE: Zoning designations are subject to change; verify zoning prior to development or sales.

<div><div>R10</div><div>Current Zoning</div></div>	<div>ZONING REVISED</div> <div>4-96</div> <div>BASE MAP ACQUIRED</div> <div>5-89</div> <div>LEGAL DESCRIPTION</div> <div>NW 1/4 SEC.</div> <div>21-1S-2E</div>	<div>CITY OF PORTLAND</div> <div>BUREAU OF PLANNING</div> <div>0100200300</div> <div>SCALE IN FEET</div> <div>3739</div>
<div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> <div>.....</div> 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Exhibit -B-

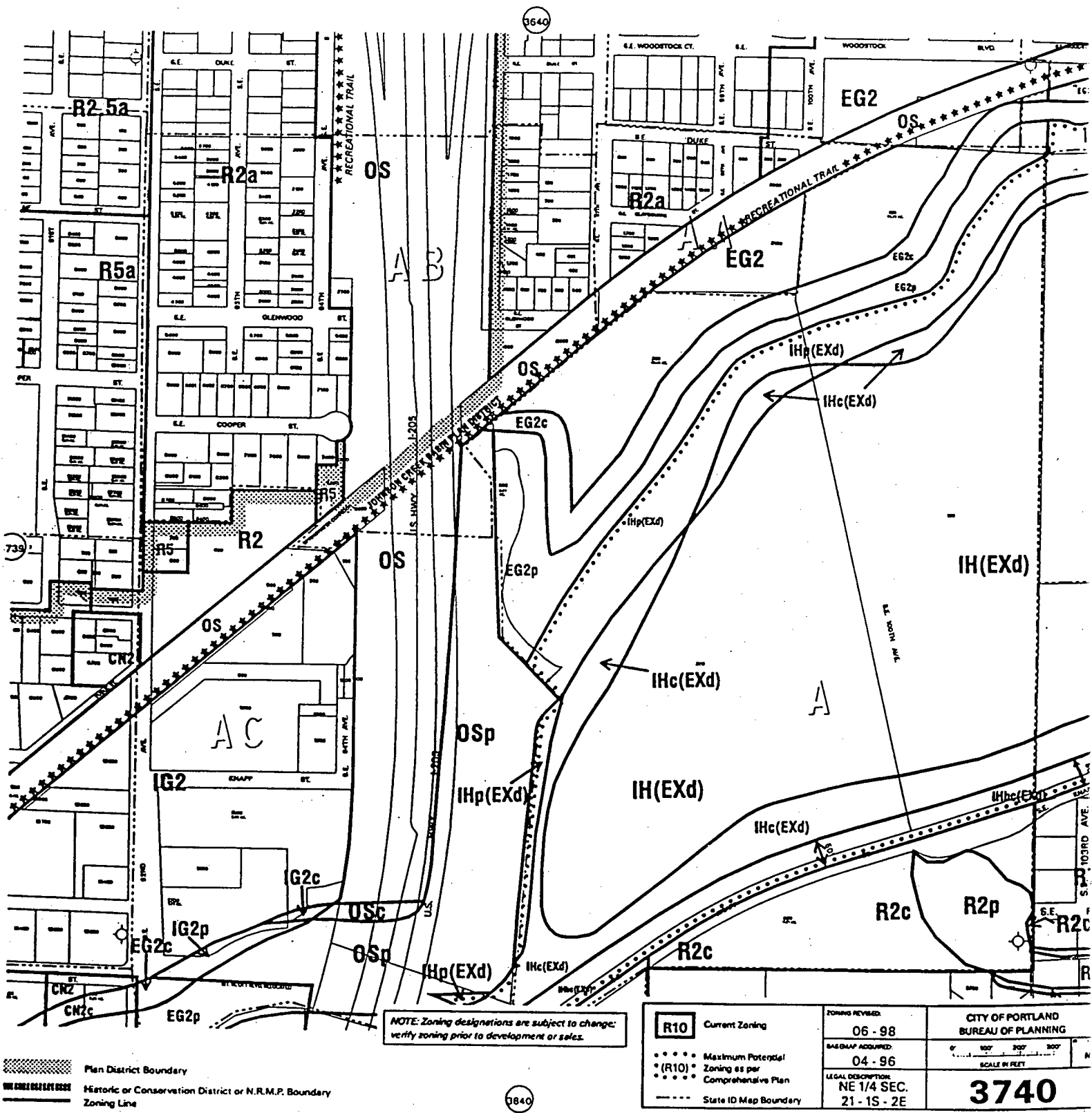


Exhibit -B-

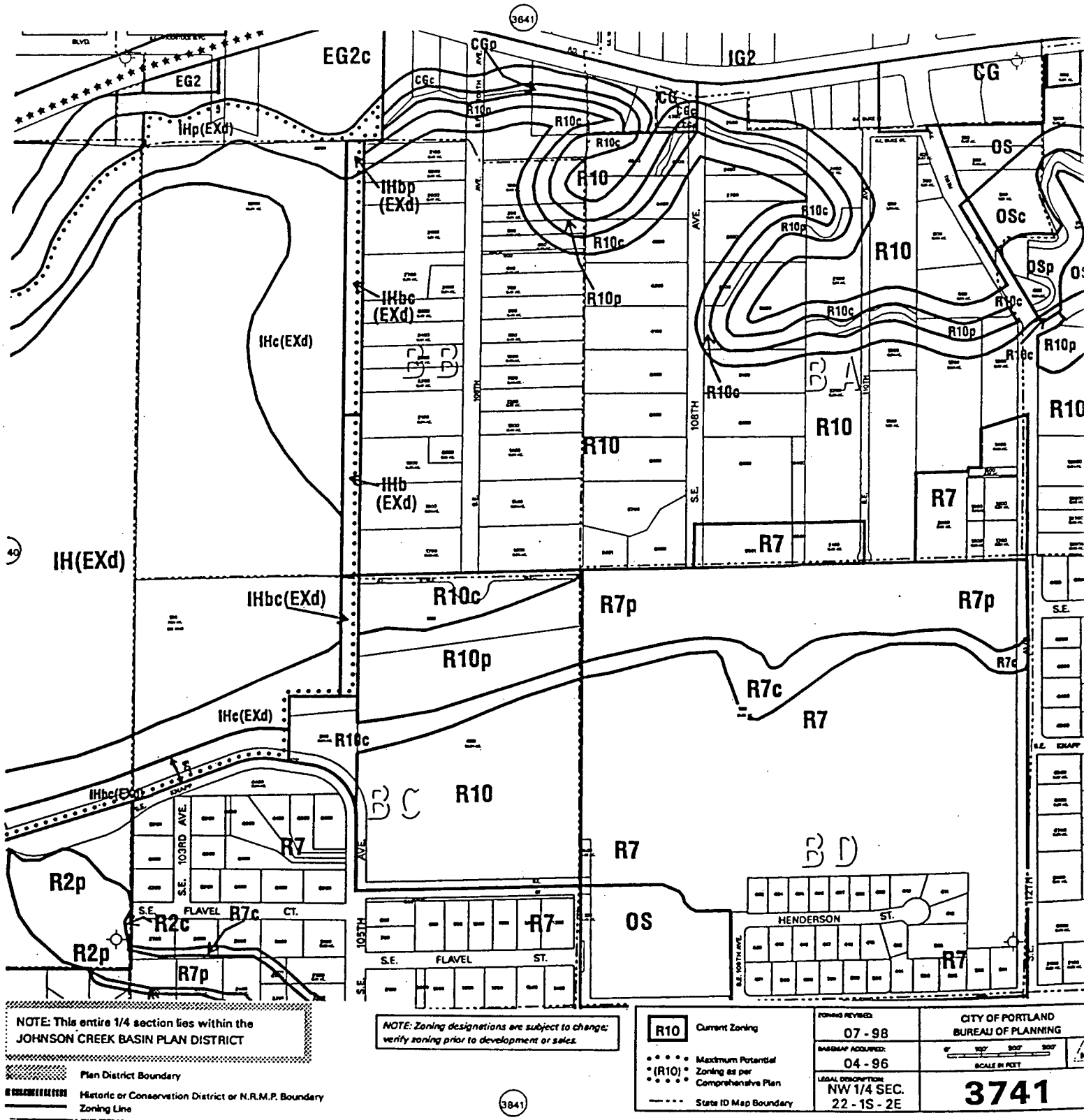


Exhibit -B-

EXHIBIT B

Report to Accompany the Urban Renewal Plan

LENTS TOWN CENTER URBAN RENEWAL AREA

REPORT

TO ACCOMPANY THE URBAN RENEWAL PLAN



September 2, 1998

SECTION I INTRODUCTION

The Portland Development Commission (hereinafter "PDC"), as the City of Portland's urban renewal agency, has prepared the Lents Town Center Urban Renewal Plan (hereinafter "the Plan") complying with the provisions of the Oregon Revised Statutes (ORS), Chapter 457. ORS 457.085(3) requires that an urban renewal report accompany the plan. This document includes:

- (a) A description of physical, social, and economic conditions in the urban renewal area in the plan and the expected impact, including the fiscal impact, of the plan in light of added services or increased population;
- (b) Reasons for selection of each urban renewal area in the plan;
- (c) The relationship between each project to be undertaken under the plan and the existing conditions in the urban renewal area;
- (d) The estimated total cost of each project and the sources of moneys to pay such costs;
- (e) The anticipated completion date for each project;
- (f) The estimated amount of money required in the urban renewal area under ORS 457.420 to 457.460 and the anticipated year in which indebtedness will be retired or otherwise provided for under ORS 457.420 to 457.460;
- (g) A financial analysis of the plan with sufficient information to determine feasibility;
- (h) A fiscal impact statement that estimates the impact of the tax increment financing, both until and after the indebtedness is repaid, upon all entities levying taxes upon property in the urban renewal area; and
- (i) A relocation report

The sections of this plan will be devoted to these nine components. The final section of the plan will provide information to satisfy ORS 457.420 (2)(a), which sets limits upon the amount of land area and assessed value that may be included within urban renewal areas.

The Plan pertains to the Lents Town Center Urban Renewal Area (hereinafter "the Area"). A map of the Area is included at Exhibit 1 (located at the back of the report). A written legal description is set forth in the Plan, Section V(C). The Area includes approximately 2,472 acres.

SECTION II A DESCRIPTION OF PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS IN THE URBAN RENEWAL AREA IN THE PLAN AND THE EXPECTED IMPACT, INCLUDING THE FISCAL IMPACT, OF THE PLAN IN LIGHT OF ADDED SERVICES OR INCREASED POPULATION

A PHYSICAL CONDITIONS

The Lents Town Center Urban Renewal Area is located in the Outer Southeast community of Portland. The Area is centered around Portland's Lents neighborhood. The boundary has coverage in portions of 4 adjacent neighborhoods including Brentwood-Darlington, Foster-Powell, Mount Scott-Arleta, and Powellhurst-Gilbert.

1 Land Use

The proportion of land uses within the Lents Town Center Urban Renewal Area will be unlike any other urban renewal area in the city. The majority of land is single-family residential (52.2%). That majority is strengthened with the addition of multi-family residential land uses (5.0%). Commercial and industrial uses combine to occupy just over twenty percent of the area (20.4%). The remaining land area is classified as either vacant or publicly controlled (22.4%).

The 8.1% of the land area listed as vacant does not truly represent the total amount of vacant land in the area. Much of the publicly owned land is vacant and there are also vacant parcels within all of the other land uses. The percentage of vacant land disregarding land use is estimated at 17.0%. This percentage does not include streets or rights-of-way.

TABLE 1: Lents Town Center Land Uses

	Parcels	Sq. Feet	Sq. Acres	% of Area
All	7580	107,689,758	2,472	
Developable Land Uses*				
Commercial	454	9,859,313	226	10.88%
Industrial	96	8,593,239	197	9.48%
Multi-Family Residential	315	4,489,391	103	4.95%
Single-Family Residential	5809	47,340,454	1,087	52.25%
Publicly Owned	224	12,955,990	297	14.30%
Vacant	656	7,368,498	169	8.13%
Developable Total	7554	90,606,886	2,080	100.00%

* Developable land does not include streets and rights-of-way

2 Zoning

There are twenty-one different zoning designations within the Area. In summary, residential zones combine to cover just less than 64% of the Area. Open space zones apply to approximately 12% of the Area. Industrial, commercial, and employment zones combine to cover 24% of the Area.

TABLE 2: Lents Town Center Zoning

Zone	Description	Sq Ft	Sq Acres	Percent
All		116,645,363.7	2,677.81	100.00%
CG	General Commercial	8,573,492.8	196.82	7.35%
CM	Mixed Commercial/Residential	1,233,147.2	28.31	1.06%
CN1	Neighborhood Commercial 1	38,987.7	0.90	0.03%
CN2	Neighborhood Commercial 2	993,704.0	22.81	0.85%
CS	Storefront Commercial	467,466.6	10.73	0.40%
EG1	General Employment 1	96,846.8	2.22	0.08%
EG2	General Employment 2	3,810,892.9	87.49	3.27%
EX	Central Employment	2,852,390.0	65.48	2.45%
IG1	General Industrial 1	1,064,052.0	24.43	0.91%
IG2	General Industrial 2	5,215,023.4	119.72	4.47%
IH	Heavy Industrial	3,673,428.9	84.33	3.15%
OS	Open Space	14,217,844.4	326.40	12.19%
R1	Residential 1000	7,436,625.2	170.72	6.38%
R2	Residential 2000	19,794,861.9	454.43	16.97%
R2.5	Residential 2500	6,591,304.2	151.32	5.65%
R3	Residential 3000	87,928.6	2.02	0.08%
R5	Residential 5000	27,432,880.1	629.77	23.52%
R7	Residential 7000	8,021,239.0	184.14	6.88%
R10	Residential 10000	3,740,104.5	85.86	3.21%
RH	High Density Residential	265,449.0	6.09	0.23%
IR	Institutional Residential	1,037,694.3	23.82	0.89%

3 Building Condition

Results from a building condition survey report that a majority of built structures within the area could benefit from rehabilitation or improved maintenance. Structures were visually surveyed and ranked on a three-step scale:

- “A” New, near new, or well maintained older buildings
- “B” Buildings needing rehabilitation and improved maintenance.
- “C” Dilapidated buildings which appear to be beyond an ability to be economically rehabilitated

TABLE 3: Condition of Structures

	# of Parcels	Parcels Evaluated	Condition	Number of Structures	Percent
Commercial	454	291	A	84	41.58%
			B	109	53.96%
			C	9	4.46%
			Total	202	
Industrial	96	75	A	19	46.34%
			B	20	48.78%
			C	2	4.88%
			Total	41	
Residential	6124	5956	A	551	9.25%
			B	5213	87.53%
			C	192	3.22%
			Total	5956	

4 Age of Buildings

The year 1947 is the average year built of all buildings in the Area with recorded construction dates. This average is weighted heavily by single family residential structures. The average year for both multi-family residential and industrial structures is the late 1960's. The average year for commercial structures is 1953.

Table 4: Average Year Built

	Parcels	Buildings*	Average
All	7554	6390	1947
Developable Land Use			
Commercial	454	285	1953
Industrial	96	63	1968
Multi-Family Residential	315	274	1967
Single-Family Residential	5809	5704	1946
Publicly Owned	224	36	1943
Vacant	656	27	1949

* Only includes buildings with a recorded year of construction

5 *Streets and Utilities Condition*

With the predominance of I-205, classified as a regional trafficway, streets represent a significant portion of the overall acreage of the Area. Streets and rights-of way combine to occupy 392 of the total 2,472 square acres. Amidst a web of primarily residential neighborhood streets, SE 122nd and SE Foster (including the SE Woodstock couplet), are classified as major traffic streets.

SE Woodstock (continuing west from the couplet), SE 82nd, SE 92nd, SE 110/111th, SE 114/115th, SE Harold, SE Holgate, and SE Powell are classified as neighborhood collector streets. Many of these streets, and several minor traffic streets located in the northeastern corner of the area, have been identified by the Portland Department of Transportation as qualified for traffic calming projects. Streets that qualify for the traffic calming measures exhibit consistently high counts of automobiles traveling at speeds significantly higher than the speed limit. Many of these same streets also have planned, but unfunded, bicycle and pedestrian enhancement projects.

Public utilities in the area, including water, sanitary sewer, and stormwater systems are in good condition. The Mid-County Sewer project has provided the area with updated system of separated sewer and stormwater utilities. Combined systems still exist along the lengths of SE 82nd and SE Foster (west of the I-205). The Bureau of Environmental Services does report the need for several sump stations in the southwest portion of the Area, where groundwater collects and often floods basements.

6 *Environmental Condition*

All but the northwest corner of the Area lies within the Johnson Creek Watershed. Roughly one quarter of the Area is within the Johnson Creek floodplain. Therefore, every year, there is a one percent chance that one quarter of the Area could experience flooding from Johnson Creek. With increased development within the watershed, minor flooding is becoming a common event in the Area. The creek now floods an average of every other year, including three events in 1996 alone.

B *SOCIAL CONDITIONS*

The Outer Southeast Development Feasibility Study provided an overview of the demographics in the Lents area. The total population of the Lents area was estimated in 1994 to be 17,094 (includes 1990 Census tracts 83.01, 83.02, 6.01, 6.02, and 85). The area has experienced slight increases in growth since the 1980 census. This may be accounted for by the mature level of residential development in the Area. With limited amounts of vacant land in residential zones, population growth has been limited to infill development and scattered new multi-family residential construction. Based upon the 1990 Census, the average persons per household in Lents was 2.59.

The median income in Lents is \$22,960. This is 11% less than the median income for the city of Portland, which is \$25,592. Employment information collected during the 1990 Census shows that 39.6% of the workforce in Lents is employed in occupations of precision and machine operations, transportation, and general labor. Another 19% of the workforce is employed in administration support occupations. Thirteen percent of Lents residents are employed in professional or managerial occupations. This compares to 30% for the city of Portland.

C ECONOMIC CONDITIONS

1 Land and Improvement Values

The real market value for land and improvements to land (buildings and other facilities) are calculated by the County Assessor's Office. The ratio between the value of the land and its accompanying improvement provide an indication of the economic viability of the area. In areas attractive for new development, the value of the improvement should be several times that of the land. The improvement to land ratios of the Area do not meet this ideal. The average for all parcels within the district is 1.6:1. Multi-family residential has the highest ratio at improvement values 3.5 times that of land values.

2 Land Use Values per Square Foot

Comparing the total market value of property within the Area to the square footage of land uses provides an average value per square foot of \$9.21. When disaggregated by land use, the values range between \$2.82 for industrial land to \$15.95 for multi-family residential.

TABLE 5: Improvement to Land Ratios

	Improvement Value	Land Value	Ratio	Value/Sq Ft
All	\$ 513,246,000	\$ 321,034,500	1.60	\$ 9.21
Developable Land Use				
Commercial	\$ 59,724,300	\$ 52,079,300	1.15	\$ 11.34
Industrial	\$ 14,304,600	\$ 9,904,600	1.44	\$ 2.82
Multi-Family Residential	\$ 55,693,100	\$ 15,902,300	3.50	\$ 15.95
Single-Family Residential	\$ 339,334,100	\$ 211,012,800	1.61	\$ 11.63
Publicly Owned	\$ 41,884,200	\$ 17,588,700	2.38	\$ 4.59
Vacant	\$ 2,305,700	\$ 14,546,800	0.16	\$ 2.29

D EXPECTED IMPACT, INCLUDING FISCAL IMPACT, OF PLAN IN LIGHT OF ADDED SERVICES OR INCREASED POPULATION

Being located in an urban area with full public services existing in place, the Plan is not anticipated to result in an significant additional public service requirements such as police, fire, etc. Residential and commercial development will continue to take place in a manner consistent with infill, scattered site development. Public utilities and services should be upgraded as necessary to meet development demands.

It is anticipated that the highest degree of change to the area will come from future industrial development of the Freeway Land Company site, located just east of I-205. The site is one of the largest undeveloped industrial parcels remaining in the city of Portland and has been designated by Metro as a Mixed-Use Employment Center in the 2040 Growth Concept. As many as 2,500 new jobs may be supported in the future on this site.

SECTION III REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN

There is only one urban renewal area proposed in the plan. Several factors were ultimately responsible for the selection of Lents Town Center as an urban renewal area.

A TOWN CENTER STATUS

The Area was identified as a potential urban renewal area after a long series of community planning processes beginning with the Outer Southeast Community Plan of 1995. Also in 1995, Metro designated the Lents neighborhood as a town center and designated the nearby Freeway Land Company site an employment center. Town centers serve populations of tens of thousands of people with local shopping and employment opportunities. The target density for town centers has been set at an average of 40 persons per acre (persons include residents and employees). In 1990, the Lents Town Center area had a population density of 6.2 residents per acre. In 1994, it is estimated that the Lents Town Center area had a employee density of just over 1 employee per acre. The zoning established as part of the Outer Southeast Community plan includes the capacity to meet the density target. It is anticipated that even with significant public investment, it will take several decades for the Area to approach the density target.

B LENTS REVITALIZATION PLAN

In 1997, the Outer Southeast Business Coalition completed the Lents Target Area Conceptual Plan for Revitalization (Lents Revitalization Plan). The plan identified redevelopment scenarios for six sub-areas within the Lents Town Center boundary. Later

that year, the Portland Development Commission funded a economic feasibility study of the redevelopment scenarios. The following conclusions were made:

1 Residential development

As vacant land inventories diminish further and land values grow, densities will increase, but Lents will retain its flavor as a single family market for years to come.

The affordability of Lents housing is a positive one for the housing market as a whole, but it has been somewhat negative for investment in new residential development. Land prices for improved properties are high, and in combination with high construction costs and the product standards especially in the new apartment market, could discourage new construction where current values and rents do not support development costs.

Future housing development in Lents will likely focus on the existing market, i.e., affordable housing. However, proposed minimum density requirements could be problematic for the Lents market. Lents is primarily a single family market. High density owner-occupied townhouses are an untested project in Lents, and mixed use, high density apartments can not be priced too far above the market rent structure or they will be beyond the reach of the Lents market.

2 Commercial/Office development

Lents does have one very positive ingredient for future office development and that is a freeway interchange. However, for Lents to become a viable location for office development, some conditions will have to be met first. Lents can begin its emergence as a business center by developing large scale industrial parks. This will provide the market with future office tenants as the businesses mature and will help give Lents a positive business identity. This process will entail a large amount of clean-up and redevelopment because the current environment is not compatible with the present standards of industrial and office park development. Another prerequisite would be a viable retail/commercial district in downtown Lents because office tenants need restaurants and shopping for convenience and ancillary goods and services.

Lents does have the potential for office space development. There are locations along Johnson Creek which would be very attractive sites, but a great deal of redevelopment would have to occur first, and a rather long-term development horizon is necessary.

3 Commercial/Retail development

Though there is demand for neighborhood oriented convenience retail, these neighborhood retailers can not afford high rents, and the pedestrian environment in Lents would have to be improved. A redevelopment strategy which provides a critical mass of retail space, or at least 20,000-30,000 square feet at rents in the \$12-\$14 range, would create the nucleus of a neighborhood retail core in Lents.

4 Industrial development

The virtually unanimous opinion among industrial real brokers contacted for this market overview was that Lents would be an excellent location for industrial development because of (1) access to I-205, (2) proximity to Portland International Airport, and (3) the area's supply of affordable housing for the labor market... From a locational perspective, there is no doubt that Lents would have a strong competitive position in the industrial real estate market if the redevelopment and environmental issues could be solved.

C LENTS TOWN CENTER URBAN RENEWAL AREA GOALS AND OBJECTIVES

During preliminary planning for a potential urban renewal area in Lents Town Center, the following set of goals were established. These goals were extracted from previous community planning efforts and refined by the Urban Renewal Advisory Committee. Section III of the Plan includes these goals as well as accompanying objectives.

1 Public Involvement

The Plan will be community based. Members of the community will be directly involved in the implementation and ongoing refinement of the Plan.

2 Neighborhood Revitalization

Invest public funds and work with residential property owners to maintain and increase the livability of residential neighborhoods within the area.

3 Revitalization of Commercial Areas

Invest public funds and work in partnership with commercial property owners to increase the vitality and economic health of commercial areas within the Area, recognizing that there are several different types of commercial areas that serve different purposes. Help create an environment that supports business owners and operators, increases business profitability and creates jobs. Help create linkages and ensure compatibility between commercial areas and residential neighborhoods for their mutual benefit.

4 Housing

Help provide new and rehabilitated housing units suitable for households with a range of incomes and housing needs, recognizing the value of the existing affordable housing stock. Create housing opportunities that allow Lents residents of all ages and income levels to remain in the community. Support housing development that conforms to zoning and other community objectives.

5 *Employment*

Help businesses create family-wage jobs within the Area and help make these jobs available to residents of the Area.

6 *Environment*

Protect and enhance the natural environment within the Area. Promote development that respects the value of the environment. Help ensure that development minimizes impacts on flooding of Johnson Creek and in turn, is reasonably protected from flood dangers.

7 *Transportation*

Improve transportation so that there is a safe and convenient access to homes and businesses within the Area and between the Area and the rest of the region. Improve multi-modal transportation facilities to promote walking, biking and transit as well as travel by motor vehicles.

8 *Parks, Recreation, and Open Space*

Invest in developing parks, open space and other public facilities to promote revitalization of the Area.

9 *Community Identity*

Promote public and private development that creates a strong sense of identity for downtown Lents and individual neighborhoods.

SECTION IV THE RELATIONSHIP BETWEEN EACH PROJECT TO BE UNDERTAKEN UNDER THE PLAN AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA

The goals of Plan (Section III of both the Plan and this report) were established with the community based upon the existing conditions in the area. Projects were then identified that would address the strengths, weaknesses, and opportunities of the existing conditions.

A *PUBLIC IMPROVEMENTS*

Public improvements include the construction, reconstruction, repair or replacement of sidewalks, streets, transit systems, parking, parks, pedestrian amenities, water, sanitary sewer and storm sewer facilities and other public infrastructure deemed appropriate for the achievement of the goals and objectives of the Plan.

B REHABILITATION, DEVELOPMENT AND REDEVELOPMENT ASSISTANCE

The Portland Development Commission will undertake loans and grant programs to assist property owners in rehabilitating or redeveloping property within the Area to achieve the objectives of the Plan. This may include residential, commercial or industrial loans or grants, financial assistance to improve older buildings to meet current code standards (including seismic standards), assistance to remediate environmental conditions, or other programs to eliminate blight in the area.

C LAND ACQUISITION, IMPROVEMENT AND DISPOSITION FOR REDEVELOPMENT

The Portland Development Commission may acquire, improve and dispose of property for redevelopment in conformance with the Comprehensive Plan, Zoning Ordinance and specific Plan objectives. The detailed provisions pertaining to these activities are described in Sections VIII and IX of the Plan.

D PLANNING

The Commission may undertake planning for potential development projects to achieve the goals and objectives of this Plan.

SECTION V THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS

Estimated costs, including capital and operating costs are shown as Table 6, Project Revenue and Expenditure Summary (at end of report). Expenditures over the life of the Plan have been estimated in current year dollars (costs without inflation factor). Revenues are obtained from anticipated urban renewal bond proceeds.

The capacity for urban renewal bonds is based on projections of urban renewal taxes, which in turn are based on projections of development within the Area. Development projections include anticipated gains of industrial, commercial, and residential land uses in keeping with the long term growth expectations of a town center and an employment center (the Freeway Land Company site).

In current year dollars, expenditures total \$60,000,000. The source of funds to cover expenditures will come from annual tax increment revenue and periodic bond sale proceeds.

SECTION VI THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The schedule of each urban renewal project is shown as Table 6 (located at end of report). Projects identified at this time are anticipated to be undertaken starting in Fiscal Year (FY) 1999/00 and ending in FY 2008/09.

SECTION VII THE ESTIMATED AMOUNT OF MONEY REQUIRED IN THE URBAN RENEWAL AREA UNDER ORS 457.420 TO 457.460 (TAX INCREMENT FINANCING OF URBAN RENEWAL INDEBTEDNESS) AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED OR OTHERWISE PROVIDED FOR UNDER ORS 457.420 TO 457.460

Estimates of funding requirements under ORS 457.420 to 457.460 (Tax Increment Financing of Urban Renewal Indebtedness), are provided in Section V. The total requirements estimated at \$60,000,000.

It is anticipated that the maximum indebtedness under the Plan will be \$75,000,000. Table 6 illustrates the estimated amount of tax increment proceeds to be collected, the amount of anticipated bond sales, and the resources required for project activities and project management. No additional indebtedness would be incurred under the Plan when either (1) the maximum indebtedness amount is reached, (2) the urban renewal area no longer has indebtedness or any plan to incur indebtedness within the next year, or (3) on October 1, 2015, whichever occurs first.

SECTION VIII FINANCIAL ANALYSIS OF THE PLAN WITH SUFFICIENT INFORMATION TO DETERMINE FEASIBILITY

Table 6 demonstrates that projected tax increment proceeds are sufficient to cover projected expenditures and that the Plan is financially feasible.

Table 6 also demonstrates that projected urban renewal taxes are sufficient to support the bonded indebtedness necessary to provide project revenues. Additional revenue may be provided by short term urban renewal notes, repaid on an annual basis from the ending fund balances.

SECTION IX A FISCAL IMPACT STATEMENT THAT ESTIMATES THE IMPACT OF THE TAX INCREMENT FINANCING, BOTH UNTIL AND AFTER THE INDEBTEDNESS IS REPAYED, UPON ALL ENTITIES LEVYING TAXES UPON PROPERTY IN THE URBAN RENEWAL AREA

The amendments to the Oregon Constitution passed by voters in May 1997 resulted in a shift in Oregon's property tax system. The tax basis and most continuing levies of taxing districts were reduced and then converted to "permanent rates." These rates were sufficient to raise, in Fiscal Year(FY) 1997/98, the amount of revenue that each taxing district was authorized to levy.

In FY 1998/99 and subsequent years, the maximum revenues of each taxing district with a permanent rate will be determined by applying the permanent rate to the assessed value within the taxing district. Under this system of taxation, the fiscal impacts of urban renewal consist primarily of tax revenues foregone by taxing districts. Table 7 (located at end of report) projects the amount of tax revenue that will be foregone by each district over a twenty year period.

The foregone revenues are those revenues resulting from taxes on the level of development that would occur *without* urban renewal. The projection *with* urban renewal assumes new development resulting from urban renewal as well as new development naturally occurring in the market.

Because of the increased assessed value that is projected to occur within the Area as a result of urban renewal through FY 2019/20, assuming only minimal growth in assessed value after such time (3% annually), the taxing districts are projected to recoup all foregone revenues within six years from the cessation of urban renewal tax collection (assuming cessation occurs in FY 2019/20). The number of years required to recoup foregone revenues may fluctuated dependent upon the year of cessation.

To a lesser extent, impacts in terms of increased tax rates to tax payers will result from any levy other than permanent rates. For example, if a local option levy or exempt bond levy is approved by voters, the tax rate necessary to raise the amount approved may be higher as a result of the existence of the Plan.

SECTION X A RELOCATION REPORT

ORS 457.085 (3)(i) requires that the urban renewal report contain discussion of relocation policies and activities including the following:

A ANALYSIS OF EXISTING RESIDENTS OR BUSINESSES REQUIRED TO RELOCATE PERMANENTLY OR TEMPORARILY AS A RESULT OF AGENCY ACTIONS UNDER ORS 457.170

No specific property acquisition is identified in the Plan requiring permanent or temporary relocation of existing residents or businesses.

B DESCRIPTION OF THE METHODS TO BE USED FOR THE TEMPORARY OR PERMANENT RELOCATION OF PERSONS LIVING IN, AND BUSINESSES SITUATED IN, THE URBAN RENEWAL AREA IN ACCORDANCE WITH ORS 281.045 TO 281.105

If in the implementation of the Plan persons or businesses should be displaced by the action of the Commission, the Commission will undertake appropriate relocation assistance in accordance with the Commission's adopted Relocation regulations and all other applicable laws or regulations at the time of such action.

C AN ENUMERATION, BY COST RANGE, OF THE EXISTING HOUSING UNITS IN THE URBAN RENEWAL AREAS OF THE PLAN TO BE DESTROYED OR ALTERED AND NEW UNITS TO BE ADDED

No specific projects are identified in the Plan requiring the destruction, significant alteration, or addition of housing units.

SECTION XI CONFORMANCE WITH LAND AREA AND ASSESSED VALUE LIMITS

There are statutory limits on the percentage of assessed value and land area within a municipality that can be certified as base values for urban renewal areas. ORS 457.420 (2)(a) states that urban renewal areas cannot assume over 15% of the city's total assessed value and 15% of the city's land area.

A LAND AREA

The Lents Town Center Urban Renewal Area encompasses 2,472 acres. The City's total land area is reported to be 92,614 acres. The acreage of the Area, when combined with the area of the five other existing urban renewal areas, totals 6,975 acres, which represents 7.5% of the city's total land area. The Urban Renewal Area, by itself, represents 2.5% of the city's total land area.

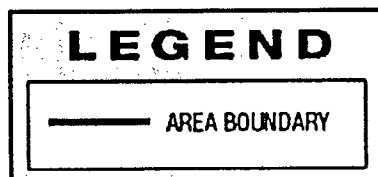
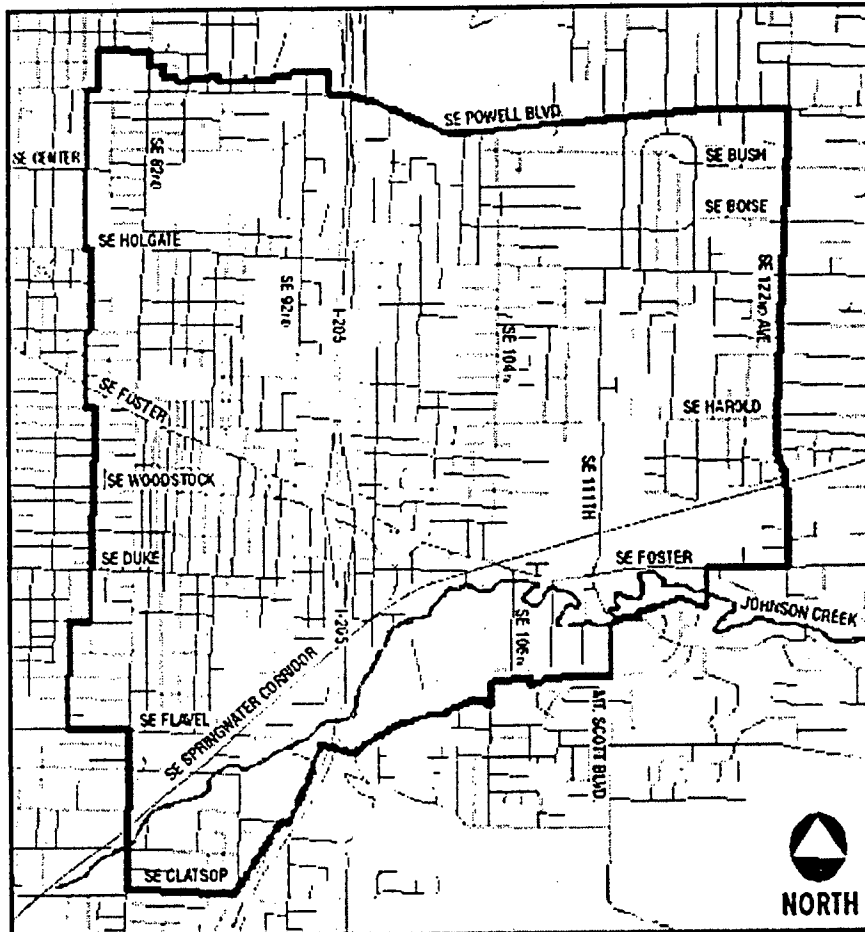
B ASSESSED VALUE

The assessed value of the City of Portland in Fiscal Year 1997/98 was \$26,524,462,295. The Lents Town Center Urban Renewal Area has a total assessed value of \$571,355,450. The assessed value of the area, combined with the assessed values of the five existing urban renewal areas total \$1,592,372,826. This represents 6.0% of the city's total assessed value. The Area, by itself, represents 2.15% of the city's assessed value.

Exhibit One: Urban Renewal Area Boundary

LENTS TOWN CENTER

Urban Renewal Area



PDC
PORTLAND
DEVELOPMENT
COMMISSION

Table 6

Lents Town Center Urban Renewal Area - Project Revenue and Expenditure Summary

	FY 99 - 00	FY 00 - 01	FY 01 - 02	FY 02 - 03	FY 03 - 04	FY 04 - 05	FY 05 - 06	FY 06 - 07	FY 07 - 08	FY 08 - 09	FY 09 - 10
REVENUES											
Annual Tax Increment Revenue	\$ 82,181	\$ 512,106	\$ 957,468	\$ 1,418,807	\$ 1,896,679	\$ 2,391,663	\$ 2,904,354	\$ 3,435,370	\$ 3,985,349	\$ 4,554,950	\$ 5,144,856
Annual Bond Proceeds	\$ 3,920,000	\$ 4,900,000	\$ 5,880,000	\$ 4,900,000	\$ 7,840,000	\$ 5,880,000	\$ 9,800,000	\$ 7,840,000	\$ 9,800,000	\$ 6,860,000	\$ 1,960,000
TOTAL REVENUES	\$ 4,002,181	\$ 5,412,106	\$ 6,837,468	\$ 6,318,807	\$ 9,736,679	\$ 8,271,663	\$ 12,704,354	\$ 11,275,370	\$ 13,785,349	\$ 11,414,950	\$ 7,104,856
Cumulative Revenues	\$ 4,002,181	\$ 9,414,287	\$ 16,251,755	\$ 22,570,562	\$ 32,307,241	\$ 40,578,904	\$ 53,283,259	\$ 64,558,629	\$ 78,343,978	\$ 89,758,928	\$ 96,863,785
EXPENDITURES (1998 Dollars)											
Public Improvements											
SE Foster Road (business district/freeway)	\$ 200,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SE Woodstock (business district)	\$ -	\$ -	\$ 700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
82nd Avenue Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 520,000	\$ 520,000	\$ -	\$ -	\$ -
Freeway Land Access	\$ 30,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Neighborhood Street Improvements	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 1,400,000	\$ -	\$ -
Identified Intersection Improvements	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 550,000	\$ -	\$ -
Sidewalks, street lights, trees, bike lanes	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 550,000	\$ -	\$ -
I - 205 Park & Ride	\$ -	\$ -	\$ 30,000	\$ -	\$ 1,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Downtown Lents Business District Parking Facilities	\$ -	\$ 310,000	\$ 600,000	\$ 1,510,000	\$ 300,000	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -
Redevelopment	\$ 770,000	\$ 800,000	\$ 800,000	\$ 20,000	\$ 770,000	\$ 1,620,000	\$ 2,870,000	\$ -	\$ -	\$ -	\$ -
Community / Public Service Center	\$ 10,000	\$ 200,000	\$ 200,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Workforce Training Center	\$ -	\$ 10,000	\$ 200,000	\$ 200,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Public Square / Plaza	\$ -	\$ -	\$ 5,000	\$ 200,000	\$ 100,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -
Area Gateways	\$ 11,000	\$ 24,000	\$ 24,000	\$ 24,000	\$ 24,000	\$ 13,000	\$ -	\$ -	\$ -	\$ -	\$ -
Open Space Land Acquisition	\$ 100,000	\$ -	\$ 200,000	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -
Park Development	\$ -	\$ 25,000	\$ 150,000	\$ 75,000	\$ 750,000	\$ 25,000	\$ 300,000	\$ 500,000	\$ -	\$ -	\$ -
Greenway Improvements	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 150,000	\$ -	\$ -
Trail Improvements	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 12,500	\$ 150,000	\$ -	\$ -
Johnson Creek Watershed	\$ -	\$ -	\$ 100,000	\$ 250,000	\$ 250,000	\$ 1,500,000	\$ 100,000	\$ 2,750,000	\$ -	\$ -	\$ -
Utilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 1,450,000	\$ 1,500,000	\$ -	\$ -	\$ -
Redevelopment											
Homeowner Repair Program	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 750,000	\$ 1,000,000	\$ -
Homebuyer Program	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 750,000	\$ 1,000,000	\$ -
Rental Property Repair Program	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 750,000	\$ 1,000,000	\$ -
Housing Development Finance	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 750,000	\$ 1,000,000	\$ -
Technical and Financial Business Assistance	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 2,000,000	\$ 1,000,000	\$ -
Total Project Expenditures	\$ 2,421,000	\$ 4,769,000	\$ 4,309,000	\$ 4,579,000	\$ 6,244,000	\$ 5,078,000	\$ 8,640,000	\$ 6,570,000	\$ 7,800,000	\$ 5,000,000	\$ -
Staffing, Materials & Services, Overhead	\$ 181,575	\$ 357,675	\$ 371,925	\$ 343,425	\$ 468,300	\$ 380,850	\$ 648,000	\$ 492,750	\$ 585,000	\$ 375,000	\$ -
TOTAL EXPENDITURES (1998 Dollars)	\$ 2,602,575	\$ 5,126,675	\$ 4,680,925	\$ 4,922,425	\$ 6,712,300	\$ 5,458,850	\$ 9,288,000	\$ 7,062,750	\$ 8,385,000	\$ 5,375,000	\$ -
Debt Service	\$ 348,738	\$ 784,661	\$ 1,307,768	\$ 1,743,691	\$ 2,441,168	\$ 2,964,275	\$ 3,836,121	\$ 4,533,597	\$ 5,405,443	\$ 6,015,734	\$ 6,190,104
Cumulative Expenditures	\$ 2,951,313	\$ 8,862,649	\$ 14,851,343	\$ 21,517,459	\$ 30,670,926	\$ 39,094,051	\$ 52,218,172	\$ 63,814,519	\$ 77,604,961	\$ 88,995,696	\$ 95,185,799

TABLE 7
**Lents Town Center Urban Renewal Plan
Taxes Foregone to Taxing Districts**
**1) Foregone Revenues to Taxing Districts
covered entirely by proposed UR area**

	FY 1999-00	FY 2000-01	FY 2001-02	FY 2002-03	FY 2003-04	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10
Total Assessed Value with UR	589,638,267	613,223,798	637,752,750	663,262,860	689,793,374	717,385,109	746,080,513	775,923,734	806,960,683	839,239,111	872,808,675
Total Assessed Value without UR	589,638,267	608,506,692	627,978,906	648,074,231	668,812,606	690,214,610	712,301,477	735,095,124	758,618,168	782,893,950	807,946,556
AV W/O UR Less Frozen Base	18,283,357	37,151,782	56,623,996	76,719,321	97,457,696	118,859,700	140,946,567	163,740,214	187,263,258	211,539,040	236,591,646

Taxing District:	Permanent Rate*:											
Multnomah County	4.3481	79,498	161,540	246,207	333,583	423,756	516,814	612,850	711,959	814,239	919,793	1,028,724
City of Portland	4.5819	83,773	170,226	259,445	351,520	446,541	544,603	645,803	750,241	858,022	969,251	1,084,039
Metro	0.0968	1,770	3,596	5,481	7,426	9,434	11,506	13,644	15,850	18,127	20,477	22,902
Port of Portland	0.0702	1,283	2,608	3,975	5,386	6,842	8,344	9,894	11,495	13,146	14,850	16,609
Multnomah County ESD	0.4581	8,376	17,019	25,939	35,145	44,645	54,450	64,568	75,009	85,785	96,906	108,383

**2) Foregone Revenues to Portland Public
Schools and Portland Community Colleges
Taxing Districts**

	FY 1999-00	FY 2000-01	FY 2001-02	FY 2002-03	FY 2003-04	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10
Total Assessed Value with UR	412,746,787	429,256,658	446,426,925	464,284,002	482,855,362	502,169,576	522,256,359	543,146,614	564,872,478	587,467,377	610,966,073
Total Assessed Value without UR	412,746,787	425,954,684	439,585,234	453,651,962	468,168,824	483,150,227	498,611,034	514,566,587	531,032,718	548,025,765	565,562,589
AV W/O UR Less Frozen Base	12,798,350	26,006,247	39,636,797	53,703,525	68,220,387	83,201,790	98,662,597	114,618,150	131,084,281	148,077,328	165,614,152

Taxing District:	Permanent Rate*:											
Portland Public Schools	4.7792	61,166	124,289	189,432	256,660	326,039	397,638	471,528	547,783	626,478	707,691	791,503
Portland Community Colleges	0.2830	3,622	7,360	11,217	15,198	19,306	23,546	27,922	32,437	37,097	41,906	46,869

**3) Foregone Revenues to David Douglas
Schools and Mount Hood Community
Colleges Taxing Districts**

	FY 1999-00	FY 2000-01	FY 2001-02	FY 2002-03	FY 2003-04	FY 2004-05	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09	FY 2009-10
Total Assessed Value with UR	176,891,480	183,967,139	191,325,825	198,978,858	206,938,012	215,215,533	223,824,154	232,777,120	242,088,205	251,771,733	261,842,603
Total Assessed Value without UR	176,891,480	182,552,008	188,393,672	194,422,269	200,643,782	207,064,383	213,690,443	220,528,537	227,585,450	234,868,185	242,383,967
AV W/O UR Less Frozen Base	5,485,007	11,145,535	16,987,199	23,015,796	29,237,309	35,657,910	42,283,970	49,122,064	56,178,977	63,461,712	70,977,494

Taxing District:	Permanent Rate*:											
David Douglas	4.6456	25,481	51,778	78,916	106,922	135,825	165,652	196,434	228,201	260,985	294,818	329,733
Mount Hood Community College	0.4422	2,425	4,929	7,512	10,178	12,929	15,768	18,698	21,722	24,842	28,063	31,386

* The permanent rates are based on FY 1997-98 rates. No other rate adjustments were made since many of them require voter approval or will not exist for a significant duration of the plan. Also, bond rates may be different due to changes in debt service requirements.

TABLE 7

Lents Town Center Urban Renewal Plan
Taxes Foregone to Taxing Districts

**1) Foregone Revenues to Taxing Districts
covered entirely by proposed UR area**

	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20	Total
Total Assessed Value with UR	907,721,022	944,029,863	981,791,057	1,021,062,700	1,061,905,208	1,104,381,416	1,148,556,673	1,194,498,940	1,242,278,897	1,291,970,053	
Total Assessed Value without UR	833,800,846	860,482,473	888,017,912	916,434,485	945,760,389	976,024,721	1,007,257,512	1,039,489,753	1,072,753,425	1,107,081,534	
AV W/O UR Less Frozen Base	262,445,936	289,127,563	316,683,002	345,079,575	374,405,479	404,669,811	435,902,602	468,134,843	501,398,515	535,726,624	

Taxing District:

Multnomah County	1,141,141	1,257,156	1,376,882	1,500,441	1,627,952	1,759,545	1,895,348	2,035,497	2,180,131	2,329,393	22,952,448
City of Portland	1,202,501	1,324,754	1,450,918	1,581,120	1,715,488	1,854,157	1,997,262	2,144,947	2,297,358	2,454,646	24,186,615
Metro	25,405	27,988	30,653	33,404	36,242	39,172	42,195	45,315	48,535	51,858	510,981
Port of Portland	18,424	20,297	22,230	24,225	26,283	28,408	30,600	32,863	35,198	37,608	370,567
Multnomah County ESD	120,226	132,449	145,063	158,081	171,515	185,379	199,687	214,453	229,691	245,416	2,418,186

**2) Foregone Revenues to Portland Public
Schools and Portland Community Colleges
Taxing Districts**

	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20
Total Assessed Value with UR	635,404,715	660,820,904	687,253,740	714,743,890	743,333,645	773,066,991	803,989,671	836,149,258	869,595,228	904,379,037
Total Assessed Value without UR	583,660,592	602,337,731	621,612,538	641,504,140	662,032,272	683,217,305	705,080,259	727,642,827	750,927,397	774,957,074
AV W/O UR Less Frozen Base	183,712,155	202,389,294	221,664,101	241,555,703	262,083,835	283,268,868	305,131,822	327,694,390	350,978,960	375,008,637

Taxing District:

Portland Public Schools	877,997	967,259	1,059,377	1,154,443	1,252,551	1,353,799	1,458,286	1,566,117	1,677,399	1,792,241	17,659,676
Portland Community Colleges	51,991	57,276	62,731	68,360	74,170	80,165	86,352	92,738	99,327	106,127	1,045,717

**3) Foregone Revenues to David Douglas
Schools and Mount Hood Community
Colleges Taxing Districts**

	FY 2010-11	FY 2011-12	FY 2012-13	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20
Total Assessed Value with UR	272,316,307	283,208,959	294,537,317	306,318,810	318,571,562	331,314,425	344,567,002	358,349,682	372,683,669	387,591,016
Total Assessed Value without UR	250,140,254	258,144,742	266,405,374	274,930,346	283,728,117	292,807,416	302,177,254	311,846,926	321,826,027	332,124,460
AV W/O UR Less Frozen Base	78,733,781	86,738,269	94,998,901	103,523,873	112,321,644	121,400,943	130,770,781	140,440,453	150,419,554	160,717,987

Taxing District:

David Douglas	365,766	402,951	441,327	480,931	521,801	563,980	607,509	652,430	698,789	746,631	7,356,861
Mount Hood Community College	34,816	38,356	42,009	45,778	49,669	53,683	57,827	62,103	66,516	71,069	700,276

EXHIBIT C

Portland Development Commission

Resolution No. 5157

PORTLAND DEVELOPMENT COMMISSION
Portland, Oregon

RESOLUTION NO. 5157

**RESOLUTION ACCEPTING THE PROPOSED LENTS
TOWN CENTER URBAN RENEWAL PLAN AND
DIRECTING THAT THE PLAN BE SUBMITTED TO THE
CITY PLANNING COMMISSION FOR THEIR
CONSIDERATION AND THEREAFTER, TO THE CITY
COUNCIL FOR ADOPTION.**

WHEREAS, the Portland Development Commission ("Commission") has, since 1994, recognized Outer Southeast Portland as a PDC Target Area, and worked in concert with other City bureaus on the development of community plans to address comprehensive development and revitalization objectives; and

WHEREAS, upon the completion of the Lents Revitalization Plan the community requested that the Commission review and determine the feasibility of establishing an Urban Renewal Area to help finance and coordinate the implementation of a series of public infrastructure improvements and supportive redevelopment programs; and

WHEREAS, in order to implement the full public and community vision of the functional development of the Lents Town Center, a significant investment of public funds will be required; and

WHEREAS, other than for tax increment financing, it is unlikely sufficient public funds would ever be available to carry out the timely public investment necessary to support the desired development of the Town Center and revitalization of the surrounding neighborhoods; and

WHEREAS, an urban renewal feasibility study of the Lents Town Center Area was undertaken from April through August of 1998 and documented findings of blight required under state enabling legislation; and

WHEREAS, the Commission has solicited, received and considered public input in a variety of forums throughout the development of this Plan; and

WHEREAS, the Commission has developed the Lents Town Center Urban Renewal Plan with the assistance of a 17 member Advisory Committee comprised of Area residents, business owners and property owners, neighborhood and business association representatives, and community development and service organizations; and

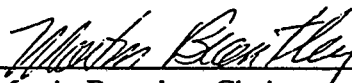
WHEREAS, the Advisory Committee has recommended that the Lents Town Center Urban Renewal Plan be approved by the Commission; and

WHEREAS, the Commission has reviewed the proposed Lents Town Center Urban Renewal Plan attached hereto as Attachment #1; now, therefore, be it

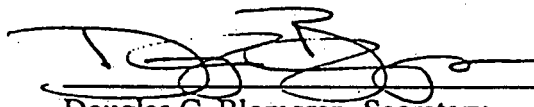
RESOLVED, that the Commission hereby accepts this proposed Lents Town Center Urban Renewal Plan, along with the accompanying Report to the Plan, substantially in the form contained in Attachment #2, and directs that these items be forwarded to the City Planning Commission with a request that they recommend adoption of the Lents Town Center Urban Renewal Plan by the City Council and thereafter be forwarded to the Portland City Council for adoption; and be it

FURTHER RESOLVED, that this Resolution shall become effective immediately upon its adoption.

ADOPTED by the Commission August 19, 1998.



Martin Brantley, Chairman



Douglas C. Blomgren, Secretary

EXHIBIT D

**FINDINGS OF FACT FOR
CONSISTENCY WITH APPLICABLE
STATE, REGIONAL, AND PORTLAND
GOALS AND POLICIES**

**SUPPORTING THE CREATION OF THE
LENTS TOWN CENTER URBAN
RENEWAL DISTRICT**

AND

**FINE TUNING OF COMPREHENSIVE
PLAN MAP DESIGNATIONS AND
ZONES IN THE LENTS DOWNTOWN**

**PORTLAND BUREAU OF PLANNING
AUGUST 24, 1998**

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EXHIBIT D

FINDINGS OF COMPLIANCE WITH APPLICABLE STATE, REGIONAL AND PORTLAND GOALS AND PLANS

Approval criteria for changes to the Portland Comprehensive Plan require findings of compliance with the applicable State Land Use Planning Goals. Changes must also be consistent with the provisions of the METRO Urban Growth Boundary Functional Plan Titles, acknowledged Portland Comprehensive Planning Goals 1 through 12, and any relevant area plans adopted by the City Council. Other applicable adopted City plans are:

- Outer Southeast Community Plan
- Outer Southeast Business Plan
- Lents Neighborhood Plan
- Brentwood-Darlington Neighborhood Plan
- Foster-Powell Neighborhood Plan
- Mt. Scott-Arleta Neighborhood Plan
- Powellhurst-Gilbert Neighborhood Plan

For each applicable planning goal or policy there is an explanation of the standards used as criteria for judging the compliance of the Planning Commission recommended Lents Town Center Urban Renewal Plan, District Boundary, and Town Center Comprehensive Plan Map amendments and zone changes. Statements of fact follow each applicable criterion supporting the conclusion of consistency and/or that the criterion has been met.

I. Findings of Fact for Consistency with the Applicable Oregon Statewide Planning Goals

LCDC Goal 1, *Citizen Involvement* requires citizen involvement programs that are coordinated among government agencies and are appropriate to the scale of the planning effort. The Lents Town Center Urban Renewal Area Plan and plan map amendments and zone change processes have met and exceeded the requirement of this goal. Numerous opportunities have been provided for citizens to consider and participate in meetings and hearings concerning the future of the Lents Town Center Urban Renewal Plan boundaries, goals, implementation strategies, and designation and zone changes.

1. Land use planning and community development efforts began more than 20 years ago with Multnomah County's public involvement planning processes in the middle of the 1970's and adoption of the Multnomah County Framework Plan and Powellhurst and Errol Heights Community Plans in April 1979.
2. The area within the proposed Lents Town Center Urban Renewal Area was annexed to the City of Portland in the 1980's. Agreements between Portland and Multnomah County led to the assignment of the City's closest equivalent designations and zones to those established by Multnomah County's Framework Plan in 1979 and revision of existing County Community Plans for consistency with Portland's acknowledged Comprehensive Plan designations and zones. Community, business, and neighborhood advisory groups, meetings, and workshops encouraged a full range of citizen involvement activities.
3. Portland began its comprehensive land use planning efforts within the proposed urban renewal area with creation and adoption of the Brentwood-Darlington Neighborhood Plan (formerly Errol Heights) in 1992 (Ordinance No. 165071). The public processes used

to create and adopt the Brentwood-Darlington Neighborhood Plan were found to be consistent with Statewide Planning Goals and acknowledged Portland Comprehensive Plan citizen involvement goals and policies.

4. METRO designated the area around the intersection of SE Foster Rd. with I205, a 2040 Town Center in 1995. The public involvement procedures implemented by METRO have been found to be consistent with Oregon Statewide Land Use Planning Goals.
5. Comprehensive planning efforts in Outer Southeast Portland began in 1992 with the Planning Commission's approval, following community workshops and public hearings, of the Outer Southeast Community Plan (OSE) process document which summarized the goals of the process, identified products to be generated, and detailed the citizen involvement process. The recommended Lents Town Center Urban Renewal Plan Area is located within the Outer Southeast Community Plan area.
6. The Portland City Council adopted the Outer Southeast Community and Business Plans and applicable neighborhood plans on January 31, 1996 (Ordinance No. 169763 and Resolution No. 35491). The Lents Neighborhood and portions of the Brentwood-Darlington, Foster-Powell, Mt. Scott-Arleta, and Powellhurst-Gilbert Neighborhoods are located within the proposed Lents Town Center Urban Renewal Plan boundary. Two OSE business associations are located within the Urban Renewal Boundary: 82nd Avenue and Foster Area. Public involvement procedures which encouraged citizen involvement in all phases of the OSE planning process were found to exceed the criteria established for public involvement under Statewide Goal 1 and acknowledged Portland Comprehensive Plan Policy 9 - Citizen Involvement. OSE Plan action charts met the City's Community Planning benchmarks with more than 50% of the listed implementors being

community-based organizations, associations, and institutions.

7. An initial step in the development of the Lents Town Center Urban Renewal Plan was the appointment of an advisory committee made up of neighborhood residents, business and property owners, and representatives from applicable neighborhood and business associations and community development corporations. A parallel group of public service providers was also convened to identify and evaluate opportunities for public investments and public-private project partnerships within the proposed urban renewal boundary.

Members of the Lents Town Center Urban Renewal Advisory Committee are:

Committee Chair	Kathleen Lansing
Foster Area Business Assoc.	Gail Nonneman
82nd Avenue Business Assoc.	Paul Ellison
Lents Neigh. Assoc.	Judy Welch
Powellhurst-Gilbert Neigh. Assoc.	Glenn Taylor
Foster-Powell Neigh. Assoc.	Cindy Peek
Mt. Scott-Arleta Neigh. Assoc.	Bill Whitmore
Brentwood-Darlington Neigh. Assoc.	Mary Davis
ROSE Comm. Dev. Corp.	Nick Sauvie
Marshall Caring Community SEUL/Outer Southeast Comm. Project	Denise Sweitzer Ginny Peckinpaugh
Freeway Land Company	Fred Michael
Foster Auto Parts	Ray Koistinen
Eastport Plaza	Ken Turner
Bitar Brothers, Inc.	Bill Bitar
Lents Body Shop, Inc.	Randy Dager
Lents Resident	Louis Martinez

8. Renewal Plan ongoing public processes, Goal 1 (Public Involvement) and Title IX (Property Disposition Policies and Procedures) ensure that community members, stakeholders, and other

interested parties will have a full range of participation opportunities available to them in the Plan project selection, resource use, and amendment options.

9. The Urban Renewal Advisory Committee, studied urban renewal plan goals, policies and programs; urban renewal area boundary alternatives; potential development options; and selected future development, public infrastructure, and amenity proposals. A limited number of proposals for Comprehensive Plan Map amendments and zone changes in the Lents traditional downtown were examined to weigh opportunities to stimulate private reinvestment within the Town Center.
10. The following public forums and meetings have been held in 1998 to discuss and review Plan proposals:

January 8, 1998	82nd Avenue Business Assoc. Board meeting
January 22, 1998	Lents area real estate brokers
January 27, 1998	Lents Neigh. Assoc.
January 29, 1998	Lents Target Area Coord. Comm.
February 10, 1998	Foster Area Bus. Assoc.
February 17, 1998	Foster Area Bus. Assoc. Board meeting
February 18, 1998	Lents Target Area Coord. Comm.
February 24, 1998	Lents Neigh. Assoc.
February 25, 1998	Lents Target Area Coord. Comm.
March 10, 1998	Foster Area Bus. Association
March 19, 1998	Lents Urban Renewal discussion group
April 6, 1998	Lents Urban Renewal discussion group
April 8, 1998	Masonic Lodge Board
April 13, 1998	Lents Urban Renewal discussion group
April 14, 1998	Foster Area Bus. Assoc.
April 27, 1998	Urban Renewal Advisory Comm.
April 28, 1998	Lents Neigh. Assoc.
May 11, 1998	Powellhurst-Gilbert Neigh. Assoc.
May 12, 1998	Foster Area Bus.

May 14, 1998	Assoc. Urban Renewal Advisory Comm.
May 26, 1998	Lents Neigh. Assoc.
May 27, 1998	Lents Target Area Coord. Comm.
June 4, 1998	Urban Renewal Advisory Comm.
June 29, 1998	Urban Renewal Advisory Comm.
July 7, 1998	Urban Renewal Advisory Comm. (Topics: jobs and housing density)
July 9, 1998	Foster Area Bus. Assoc.
July 9, 1998	Urban Renewal Advisory Comm.
July 13, 1998	Brentwood-Darlington Neigh. Assoc.
July 14, 1998	Foster Area Bus. Assoc.
July 14, 1998	Urban Renewal Advisory Comm.
July 29, 1998	Urban Renewal Advisory Comm.
August 5, 1998	Urban Renewal Advisory Comm.
August 10, 1998	Powellhurst-Gilbert Neigh. Assoc.
August 11, 1998 House (Direct mail)	Lents Revitalization Open invitations to 10,500 addresses in the area)
August 13, 1998	Urban Renewal Advisory Comm.

11. The Portland Development Commission held a public hearing on August 19, 1998 to hear testimony and consider action on the proposed Lents Town Center Urban Renewal Plan, Boundary, and accompanying Comprehensive Plan Map amendments and zone changes. The Portland Development Commission unanimously recommended City Council adoption of the plan, boundary and amendments as amended.
12. The Urban Renewal Plan was amended by the Portland Development Commission to add the following section to both the Plan (Section XI(C)(3) and the Report (Section VII)

No additional indebtedness would be incurred under the Plan when either (1) the

maximum indebtedness is reached, (2) the urban renewal area no longer has indebtedness or any plan to incur indebtedness within the next year, or (3) on October 1, 2015, whichever comes first.

13. The Portland Planning Commission held a public hearing on August 23, 1998 to hear public testimony and consider the proposed Town Center Urban Renewal Plan, Boundary and Comprehensive Plan Map amendments and zone changes. The Portland Planning Commission unanimously recommended City Council adoption of the Urban Renewal Plan as amended, the District Boundary, and the Comprehensive Plan Map amendments and zone changes. The amendment unanimously recommended for adoption by the City Council adds a 5th objective to the Plan's Environmental Goal 5 in Section III (Goals and Objectives):

Invest urban renewal plan tax increment funds only in development projects that represent a prudent use of these funds after considering the risks of flood damage to the property involved.

14. Public hearings on the Lents Town Center Urban Renewal Plan, boundary, and associated Comprehensive Plan Map amendments and zone changes scheduled before the City Council are:

September 2, 1998	Portland City Council 1 st Hearing on the Lents Urban Renewal Plan
September 9, 1998	Portland City Council 2 nd Hearing on the Renewal Plan
September 23, 1998	Portland City Council

Hearing on the Lents
Town Center
Comprehensive Plan
Map Amendments
and Zone Changes

15. Forty-five day notice of the proposed Tow Center Comprehensive Plan Map amendments and zone changes were sent to the Oregon Department of Land Conservation and Development on August 10, 1998. This notice announced the final public hearing before City Council on the Lents Town Center Comprehensive Plan Map amendments and zone changes, scheduled for September 23, 1998.
16. The Portland Planning Commission held a public hearing on the Urban Renewal Plan and Comprehensive Plan Map Amendments and Zone Changes on August 25, 1995. The Portland Development Commission sent out a 30-day public notice that satisfied the Portland Zoning Code notification requirements for legislative matters. The notice was also mailed to all property owners within 400 feet of the site. This satisfied the requirements of the Type III Quasi-Judicial Procedure.
17. Notice has been mailed to all those who participated in the Planning Commission's hearing process announcing the day, time, and location of the City Council hearing on the Comprehensive Plan Map amendments and rezoning. Participants notified included those who testified to the Planning Commission in person, in writing, or through a representative.

LCDC Goal 2, *Land Use Planning* requires the establishment of a land use planning and policy framework for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions. Portland's Comprehensive Plan meets this goal.

The Portland Comprehensive Plan Map must be dynamic in order to be kept up-to-date and be a workable framework for development throughout the city. The Outer Southeast Community Plan was developed as a twenty year blueprint for revitalization of Outer Southeast Portland. However, no comprehensive plan or map can remain appropriate for twenty years. The Lents Town Center Urban Renewal Plan and Comprehensive Plan Map and zone changes meet the intent of the City's review and update of the Portland Comprehensive Plan as discussed in the introduction to the Comprehensive Plan page 9: *If rapidly changing conditions indicate that reconsideration of the Plan's Goals and Policies is warranted between the regular five-year review periods, modification to the Plan may be initiated by the City Council or Planning Commission at any time.*

The Planning Commission's recommendation to change the designations and zoning in Clusters A and B of the Lents Town Center is a fine-tuning of the zoning pattern established as part of the Outer Southeast Community and is consistent with Goal 2. A comprehensive plan map amendment is a site specific implementation measure for carrying out a plan. The recommended Urban Renewal Plan meets this goal by implementing more than 20 years of planning by the community ensuring that future land development is tied to investments in public infrastructure, livability, community building, housing, economic development and amenity enhancement.

18. The Portland Comprehensive Plan was adopted on October 16, 1980 by Ordinance No. 150580 and acknowledged for compliance with Statewide Planning Goals on May 3, 1981.
19. The Outer Southeast Community and Business Plans and the Lents, Foster-Powell, Mt. Scott/Arleta, and Powellhurst Gilbert Neighborhood Plans were adopted on January 31, 1996 (Ordinance No. 169763 and Resolution No. 35491). The Portland City Council in 1992 (Ordinance No. 165071) originally adopted the Brentwood-Darlington Neighborhood Plan. These plans are consistent with and

incorporated into the acknowledged Portland Comprehensive Plan.

20. During the Outer Southeast Community Plan process a new zoning pattern was established that was intended to foster commercial, industrial, mixed-use and residential revitalization. Fine tuning of the zoning in the Lents Town Center was dependent upon the development of the Urban Renewal Plan and implementation program. Cluster A and B plan map amendments and zone changes will refine the Outer Southeast Community and Business Plan and Lents zoning patterns to expand the number of community development options available to the community in the Lents downtown.
21. Portland Comprehensive Plan Goal 3 (Neighborhoods) Plan Policy 3.6 (Neighborhood Plan) directs the maintenance and enforcement of neighborhood plans that are consistent with the Comprehensive Plan and that have been adopted by Council. The Lents Town Center Clusters A and B are located in the Lents Neighborhood. Recommended amendments and zone changes are consistent with and supportive of the policies and objectives of the Lents Neighborhood Plan, as discussed in Section VI, below.

LCDC Goal 3 and 4, *Agricultural Lands and Forest Lands* call for the preserving and maintaining of agricultural and forest lands.

22. These goals do not apply to the Lents Town Center Urban Renewal Plan and accompanying plan map amendments and zone changes. The Lents Town Center is located within the Portland metropolitan area Urban Growth Boundary. The Town Center is not located on land designated or zoned for agricultural or forest use.

LCDC Goal 5, Open Spaces, Scenic and Historic Areas, and Natural Resources calls for the conservation of open space and protection of natural and scenic resources. The proposed Urban Renewal Plan, boundary, and Comprehensive Plan Map amendments and zone changes are consistent with this goal. Proposed tax increment resource and associated public investments will substantially enhance area open spaces and parks and preserve and improve area natural resources.

23. Urban Renewal Plan projects allocate an estimated \$3,000,000 for Open Space land acquisition, park development, greenway improvements, and trail improvements. An addition \$8,000,000 is allocated for environmental projects including \$5,000,000 for Johnson Creek Watershed storm water/flood water management and \$3,000,000 for industrial/commercial site infrastructure.

LCDC Goal 6, Air, Water and Land Resource Quality calls for the maintenance and improved quality of the air, water, and land resources of the state. To the extent that this goal applies the Lents Urban Renewal Plan, boundary and associated plan map amendments and zone changes are consistent with this goal for the following reasons.

24. Urban Renewal Plan provisions, boundary and associated plan map amendments and zone changes reduce air pollution and conserve air, water and land resources through the creation of an urban landscape which enhances livability while supporting the efficient use of resources and public services. They do this by locating needed services in an area thereby reducing the needed number and length of auto trips out of the neighborhood. The recommended rezoning will also allow land within the Urban Growth Boundary that has been underutilized for over 40 years to again be put into active use.
25. The EXd and CM zones are transit-supportive commercial zones that implement land use and transportation patterns of development which

encourage use of alternatives to the single-occupant car with placement of community services and destinations which are accessible by transit, bicycling, and walking.

26. Authority for the use of urban renewal was established by the Oregon Legislature and codified as Chapter 457 of the Oregon Revised Statutes (ORS). The statutes include criteria for the establishment of an urban renewal district; the development of eligible urban renewal areas; and, the content of an urban renewal plan and urban renewal plan report.

Neighborhoods within the Urban Renewal Plan Boundary are blighted according to the above criteria. New development to be located in the Lents Town Center is within walking and bicycling distance of the surrounding residential neighborhoods. In the context of the metropolitan area the Urban Renewal Plan are neighborhoods with substantial community redevelopment and infill opportunities. Many daily and weekly shopping trips for retail goods and services are not available within easily walking distance of neighborhood residents. Area residents wishing these goods and services now often use private automobiles to reach locations where these services are offered. These trips generate auto pollution and traffic congestion that, in turn, also increase pollution. Lents Town Center improvements and new development will support its growth as a designated 2040 Town Center and regional multi-modal transportation node.

LCDC Goal 7, *Areas Subject to Natural Disasters and Hazards* calls for protection of life and property from natural disasters and hazards. The majority of the Lents Town Center Urban Renewal area is not located in an area subject to stream or ocean flooding, high ground water, erosion and deposition, landslides, earthquakes, weak foundation soils or other hazards unique to the local or regional area. In the southern portion of the Urban renewal area along Johnson Creek and

Springwater Corridor planned renewal plan projects address environmental development constraints and problems while enhancing open spaces, parks, the greenway and trails. Goal 7 criteria are met.

27. Urban Renewal Plan projects allocate an estimated \$3,000,000 for Open Space land acquisition, park development, greenway improvements, and trail improvements. An addition \$8,000,000 is allocated for environmental projects including \$5,000,000 for Johnson Creek Watershed storm water/flood water management and \$3,000,000 for industrial/commercial site infrastructure.

LCDC Goal 8, *Recreational Needs* requires the responsible government agencies to plan for meeting recreational needs of both citizens of and visitors to the State. Planned urban renewal plan goals, policies, projects and map amendments and zone changes enhance the City's compliance this goal. They do this by allowing the development and enhancement of area facilities, open spaces, and parks that will provide a recreational destination for area and City residents and those who visit the City.

28. The Urban Renewal Advisory Committee supports use of tax increment and associated public investments and programs that will expand local commercial opportunities and improve existing and future community uses such as a public-square/plaza, workforce training center, Johnson Creek Watershed, Lents Park, and Springwater Corridor. The rezoning will allow the now vacant and underutilized sites and buildings to be rehabilitated and occupied with community activities and commercial recreational opportunities that the residents of the Renewal Area Neighborhoods have testified they wish were located in their community.

LCDC Goal 9, *Economic Development* calls for diversification and improvement of the economy of the

State. The Lents Urban Renewal Plan, boundary and associated plan map amendments and zone changes enhance Portland's compliance with this goal. The Plan's provisions and rezonings will do this for the following reasons:

29. The recommended map amendments and zone changes will facilitate re-development and re-use of the Lents downtown and associated areas which meet the State's criteria of blight but contain substantial opportunities for community revitalization and infill.
30. Successful redevelopment of the Lents Town Center, planned new public infrastructure and community investments, and identified tax increment financing projects will facilitate revitalization for the southern portion of the Outer Southeast Community Plan area.
31. The rehabilitated area will include a variety of uses on a centrally located site designated as a 2040 Town Center. These uses are either not now available or limited these Outer Southeast Neighborhoods. These uses can theater expansion, siting of both regional and local retail goods and facilities, development on the Outer Southeast's only industrial sanctuary, improved community and recreational facilities, a workforce center, and realization of a substantial number of opportunities for mixed-use commercial/residential development.
32. The above expanded and new commercial and industrial enterprises will create wealth opportunities for residents, businesses, and property owners while providing needed employment opportunities to the area's workforce.
33. The City Council acknowledges its role as a coordinator and implementor of the area revitalization and neighborhood stabilization strategies of the Outer Southeast Community Plan and accompanying Neighborhood Plans, including

the Lents, Brentwood-Darlington, Foster-Powell, Mt. Scott-Arleta, and Powellhurst-Gilbert Neighborhood Plans. The Lents Town Center has been underdeveloped and underutilized for more than 40 years and is seen as the cornerstone of revitalization for this area of the Outer Southeast Plan Community.

34. Market studies of the area suggest additional commercial and mixed-use activities within this geographical area are in demand. Lents Town Center revitalization will create job opportunities in a part of Portland which is troubled by high levels of unemployment and underemployment.

LCDC Goal 10, *Housing* calls for the provision of housing which helps the City to meet the housing needs of the State. The Lents Town Center development and investment proposals and associated Lents downtown plan map amendments and zone implement this goal within the urban renewal area of the Outer Southeast Community. The urban renewal plan creates new opportunities for housing development by providing new housing incentives and programs within the context of a revitalizing group of neighborhoods.

35. Recommended transportation, public and community infrastructure, and housing and economic development programs and associated rezonings will support the redevelopment of this area's underutilized and vacant sites and buildings while attracting new mixed-use commercial/residential investment.
36. Ten sites within Cluster A are subject to the No Net Loss Housing Policy provisions. Total area involved is 77,213 sq. ft. The 9 sites designated Medium Density Multi-Dwelling Residential and zoned R1 account for 65,237 sq. ft. The site designated Urban Commercial with a Commercial/Residential CM zone accounts for 11,981 sq. ft. The Central Employment designation and EX zone are proposed for all of the

above sites. The EX zone allows but does not require the construction of housing.

Housing density in the R1 and CM zones is 1 unit per 1,000 sq. ft. of site area. The minimum density requirement is 1 unit per 2,000 sq. ft. of site area. Housing potential in the R1 and CM zones is calculated at 1 unit per 1,000 sq. ft. of site area (rounded up). Conversion of these 10 sites results in a lost housing potential of 78 residential units.

Minimum density requirements (1 unit per 2,000 sq. ft. of site size) are used when calculating the counterbalancing number of built housing units on land with zoning not requiring the construction of residential units. In this latter case, 39 housing units would offset the housing potential lost on the R1 and CM sites.

The housing provisions of the Lents Town Center Urban Renewal Plan calls for the following either singularly or in combination:

- a. Building 39 housing units (calculated at 1 unit per 2,000 sq. ft. of site area) on land without zoning which requires the construction of housing;
- b. Increasing the housing potential within the Urban Renewal Plan area by 78 housing units (calculated at 1 unit per 1,000 sq. ft. of site area) by securing approval for Comprehensive Plan Map amendments and zone changes. These shifts can result by replacing non-residential zoning with residential zoning or increasing the allowed densities on residentially zoned land.
- c. Combination of 1 and 2 above.

These changes must be made before the year 2015.

37. Proposed housing programs, estimated value of \$15,000,000, will establish a homeowner repair program homebuyer program, rental property repair program, and housing development finance.

LCDC Goal 11, *Public Facilities and Services* calls for the planning and development of timely, orderly, and efficient public service facilities that can serve as a framework for community development and revitalization. Development is to be provided with services at levels appropriate for the needs and requirements of the areas to be served. The Lents Town Center Urban Renewal Plan goals, policies, programs, and associated plan map amendments and zone changes are consistent with this goal. Urban services will be available and adequate to meet area short term and long term redevelopment proposals. Existing infrastructure is in place to support recommended comprehensive plan map amendments and zone changes within the Lents Town Center.

38. The development of public facilities and spaces is a key element in the development of a revitalized and healthy Lents Town Center that is attractive to future private investment and supportive of a stable neighborhood and residential character. Facilities are planned which serve to integrate resident and public uses with commercial and economic development activities which maximizing utility of existing and planned public infrastructure.

Four types of programs, estimated value \$4,000,000, are in the planning and program sections of the Plan:

- Community/Public Service Center
- Workforce Training Center
- Public Square/Plaza
- Area Gateways Projects

39. Planned utility investments including Johnson Creek Watershed stormwater/flood water management and industrial/commercial site infrastructure are estimated, over the life of the plan, at \$8,000,000.

LCDC Goal 12, *Transportation* calls for the development of a safe, convenient, and economic transportation system. The Urban Renewal Plan, area boundary, and associated plan map amendments and zone changes are consistent with this goal for the following reasons:

40. Transportation facilities are available to serve the area within the recommended Lents Town Center boundary. Plan transportation projects support and stimulate the revitalization and redevelopment of currently vacant, underutilized or blighted commercial property. New mixed-use and residential development will improve the utility and character of the major streets in the Urban Renewal Plan in ways that the community envisions redevelopment. Recommended Central Employment and Urban Commercial designations and EX and CM zones encourage new development which is pedestrian-friendly and transit-supportive.

The Lents Town Center is a METRO designated 2040 Town Center and is located at a regional multi-nodal transportation node.

- SE Foster and the SE Foster/SE Woodstock couplet are the major east-west streets in the area, cutting through the heart of the Lents Town Center and serving a variety of industrial, commercial, transit, and neighborhood purposes. Portions of SE Foster Road are classified by the City of Portland as a Major City Traffic Street, Major City Transit Street, City Bikeway, City Walkway and Major Truck Street.

It is a primary objective of the recommended plan that SE Foster Road play a significant and supportive role in revitalization of area commercial and neighborhood districts.

- SE 82nd Avenue is the main north-south traffic corridor in the Area and serves a variety of transit, commercial and neighborhood purposes. Portions of SE 82nd Avenue are classified by the City of Portland as a Major City Traffic Street, Major City Transit Street, City Walkway, and Major Truck Street.
- SE 92nd Avenue between SE Powell and SE Holgate is a heavily traveled, mainly residential street impacted by cut-through commercial and freeway traffic. The Streets lack sidewalks, curbs, gutters, and improved intersections. These conditions contribute to the blight appearance of this stretch of the neighborhood, as well as higher speed traffic flow presenting conflicts and difficulties for pedestrian and bicycle traffic.

Portions of SE 92nd Avenue are classified as a Neighborhood Collector Street, Minor City Transit Street, City Walkway, and City Bikeway.

Planned improvements can be classified as: intersection improvements, traffic calming projects, pedestrian improvements; bicycle improvements, and parking facilities. Estimated investments over the life of the plan- \$17,000,000.

LCDC Goal 12, *Energy Conservation* relates to the control of land and land uses for energy conservation purposes. The Urban Renewal Plan provisions, boundary and associated plan map amendments and zone changes enhance the City's compliance with this goal for the following reasons:

41. Plan provisions and map amendments and zone changes support land use development patterns

which encourage commercial and employment activities, mixed-uses, in locations accessible to neighborhoods by walking and bicycling.

42. Lents Town Center projects and associated plan map amendments and zone changes encourage adaptive reuse of an existing structure and new development which is pedestrian-friendly and transit-supportive .

LCDC Goal 14, *Urbanization* calls for the orderly and efficient transition of rural areas to urban uses. This goal does not apply to the Lents Town Center Urban Renewal Plan, Boundary, or associated Comprehensive plan amendments and zone changes for the following reason:

43. The Lents Town Center Urban Renewal Area is located within the Metropolitan area's established Urban Growth Boundary. The area is already zoned for urban use.

LCDC Goal 15, 16, 17, 18, and 19 address the Willamette River Greenway, Estuarine Resources, Coastal Shorelines, Beaches and Dunes, and Ocean Resources respectively. These goals are not applicable to the Lents Town Center Urban Renewal Plan and associated plan map amendments and zone changes as none of these resources are present on or near the site.

II. Findings of Fact for Consistency with Applicable METRO Urban Growth Management Functional Plan

Title 1 of the Functional Plan addresses the requirements for Housing and Employment Accommodation for local jurisdictions in the Metro region. This requirement would be generally implemented through city-wide analysis based on calculated capacities from land use designations. The recommended Lents Town Center Urban Renewal Plan, Boundary, and Comprehensive Plan Map amendments and zone changes comply with this Title.

44. The Urban Renewal Plan implementation strategies combine the Plan's tax increment financing capabilities with other public and public/private partnership opportunities to create the resources needed to install and upgrade the renewal's area's public and community infrastructure. These projects are needed to stimulate private sector investment in underutilized and vacant sites.
45. The recommended EXd and CM zones encourage mixed-use commercial/residential development which can take advantage of zones' development standards to support greater utilization of sites and the use of transit-oriented pedestrian-friendly site layouts and building designs.
46. Recommended investments in infrastructure together with Urban Renewal Plan housing and economic development incentive programs will allow the realization of the Outer Southeast Community and Neighborhood Plan vision statements and achievement of targeted METRO household and employment density recommendations.

Title 2 of the Functional Plan regulates the amount of parking permitted by use for jurisdictions in the region. The proposals are consistent with Title 2 because it

provides for off-street parking where there are concerns for public safety due to roadway widths. The City will be updating city-wide parking regulations to meet this Title. Urban Renewal Plan provisions and proposed Comprehensive Plan Map amendments and zone changes comply with this Title.

47. Proposed applications of the Central Employment and Urban Commercial designations and EX and CM (Commercial/Residential) zones reinforces the implementation of this Title through their more limited requirements for off-street parking, specified on-site parking locations, and development standards which support transit-oriented and pedestrian friendly site layouts and building designs.
48. The Urban Renewal Plan's project list includes traffic calming, intersection bicycle and pedestrian improvements; construction of sidewalks and gutters; and enhancement of the greenway and area trails.
49. One urban renewal project proposal involves the consideration of the feasibility and cost for construction of a shared parking structure in the commercial/mixed use center of the Lents Town Center.

Title 3 of the Functional Plan protects the beneficial uses and functional values of resources within the Water Quality and Flood Management Areas by limiting or mitigating the impact of development in these areas. Urban renewal plan provisions, project lists, and accompanying comprehensive plan map and zone change proposals provide the resources and regulatory framework to comply with this Title.

50. Urban Renewal Johnson Creek Watershed (stormwater/flood water management) projects, industrial/commercial site infrastructure improvements, and greenway and trail enhancement projects ensure that development will be designed to preserve and protect environmentally sensitive

areas within the urban renewal boundary.. The City will be reviewing and updating local regulations to implement this Title city-wide.

Title 4 of the Functional Plan ensures that there is supportive retail development in Employment and Industrial areas, but it protects these areas from having retail that serves a larger market area. The Lents Town Center vision for future community development, boundaries and proposed amendments and zone changes comply with this Title.

51. Proposed Central Employment and Urban Commercial map amendments and EX and CM zone changes and Lents Town Center development scenarios and resource targeting ensure that commercial sites are available to support retail and service development while protecting industrial sanctuary areas from incompatible uses.

Title 5 of the Functional Plan defines Metro's policy regarding areas outside of the Urban Growth Boundary. These proposals are not inconsistent with Metro's policies regarding protection of rural reserves and green corridors.

52. Project proposals are designed to maximize use of lands within the Urban Growth Boundary and thereby protect and main the rural nature of the zone. All proposed amendments are located within the Portland City limits and Urban Growth Boundary.

Title 6 of the Functional Plan addresses Regional Accessibility. It recognizes the link between mode split, levels of congestion, street design and connectivity in creating a transportation system that works and supports the desired land use concept. Urban renewal area plan provisions, incentives, programs and Comprehensive Plan Map amendments and zone changes comply with this Title.

53. Lents Town Center renewal area provisions and Comprehensive Plan Map amendments and zone changes ensure that expanding as well as new

development are subject to regulations which are transit and pedestrian supportive. Proposed map amendments promote development in areas with planned investments in service facilities and capacities to support intensification of use and greater densities.

54. Transportation facilities are available to serve the area within the proposed Lents Town Center boundary. Plan transportation projects will support and stimulate the revitalization and redevelopment of currently vacant, underutilized or blighted commercial property in the area. New mixed-use and residential development will improve the utility and character of the major streets in the Urban Renewal Plan consistent with OSE Plan vision statements. Proposed Central Employment and Urban Commercial designations and EX and CM zones encourage new development which is pedestrian-friendly and transit-supportive.
55. The Lents Town Center is a METRO designated 2040 Town Center and is located at a regional multi-nodal transportation node.

- SE Foster and the SE Foster/SE Woodstock couplet are the major east-west streets in the area, cutting through the heart of the Lents Town Center and serving a variety of industrial, commercial, transit, and neighborhood purposes. Portions of SE Foster Road are classified by the City of Portland as a Major City Traffic Street, Major City Transit Street, City Bikeway, City Walkway and Major Truck Street.

It is a primary objective of the recommended plan that SE Foster Road play a significant and supportive role in revitalization of area commercial and neighborhood districts.

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Portions of SE 92nd Avenue are classified as a Neighborhood Collector Street, Minor City Transit Street, City Walkway, and City Bikeway.

Planned improvements can be classified as: intersection improvements, traffic calming projects, pedestrian improvements; bicycle improvements, and parking facilities. Estimated investments over the life of the plan-\$17,000,000.

Title 7 of the Functional Plan relates to Affordable Housing and recommends that local jurisdictions implement tools to facilitate development of affordable housing. Urban Area Plan housing policies, objectives, and programs implement this Title by removing potentially costly barriers to future development while preserving and enhancing livability within Portland's neighborhoods.

56. Recommended Comprehensive Plan Map amendments and zone changes create a potential loss of 78 units of housing within the Urban Renewal Area. Plan housing provisions ensure that the number of houses constructed in zones without housing unit requirements or replacement of lost potential by applications of higher density residential or mixed use commercial/residential (CM) zone will occur prior to the Plan's successful completion or the year 2017, whichever comes first.
57. Recommended housing programs and incentives are targeted to support homeowner and rental property repair, home ownership, and housing development finance.
58. Recommended investments in public and community infrastructure will act as a catalyst for community development and the attraction of private sector capital investment in housing preservation and new construction.

Title 8 of the Functional Plan requires cities and counties to document compliance with Titles 1-7. This report documents the compliance of the proposed Lents Town Center Urban Renewal Plan and associated Comprehensive Plan Map amendments and zone changes with this title.

59. Findings have been made against the METRO Urban Growth Management Functional Plan which document compliance of Plan and amendment proposals with Titles 1-7.
60. The Lents Town Center Urban Renewal Plan and accompanying Comprehensive Plan Map amendments and zone changes implements Region 2040 Concept Plan and Functional Plan, through a process which has included all required notifications and reviews. Notification of the Planning Commission's consideration of the Lents Town Center Urban Renewal Plan and proposed

amendments and zone changes were sent to
METRO on July 23, 1998.

III. Findings of Fact for Consistency with the Portland Comprehensive Plan

Amendments to the Comprehensive Plan Map which are legislative must be found to be consistent with the goals and policies of the Portland Comprehensive Plan and any relevant area plans adopted by the City Council.

The Lents Town Center Urban Renewal Plan area is located in the southern portion of the Outer Southeast Community Plan. One OSE neighborhood, Lents, is contained wholly within the Urban Renewal Plan boundaries. Four others have edges of their neighborhoods encompassed within the urban renewal area: Brentwood-Darlington, Foster-Powell, Mt. Scott-Arleta, and Powellhurst-Gilbert.

The Outer Southeast Community and Business Plans and aforementioned Neighborhood Plans were incorporated into the Portland Comprehensive Plan in January, 1996. The following discussion outlines how the recommended comprehensive plan map amendments and zones changes working in concert with the urban renewal plan implement the applicable goals and policies of the Portland Comprehensive Plan and the Outer Southeast Community, Business and Neighborhood Plans.

Goal 1, Metropolitan Coordination calls for planning activities to be coordinated with federal, state, and regional plans. The Outer Southeast Community and Neighborhood Planning Program components and planning process meet this goal and related policies. The Town Center plan map amendments and zone changes represent a fine-tuning of the Outer Southeast Community Plan. The OSE Community, Business and Neighborhood Plans and action charts were developed with substantial intergovernmental cooperation in compliance with this Goal. The Outer Southeast Plans in addition to being adopted by the city as part of its Comprehensive Plan was also actively supported by METRO, Multnomah County, Oregon Dept. of Transportation (ODOT), and Tri-Met. Portland School

District Number One, David Douglas, Centennial, and Parkrose School Districts, Portland Community College, and the earlier equivalent of the existing Work Force Board also actively participated in the Plan's development and acknowledged their commitment to the Plan and its implementation

61. The Portland Comprehensive Plan was adopted on October 16, 1980 by Ordinance No. 150580 and acknowledged for compliance with Statewide Planning Goals on May 3, 1981. The Comprehensive Plan required coordination with federal, state and regional plans.
62. The Outer Southeast Community, Business, and Neighborhood Plans, adopted by Ordinance No. 169763, were coordinated with and incorporated into the acknowledged Portland Comprehensive Plan in January 1996.
63. Resolution No. 35491 approved January 31, 1996 states that the City Council acknowledges its role as a coordinator and implementor of area revitalization and neighborhood stabilization strategies in the Outer Southeast Plans.
64. During the OSE Community Plan a new zoning pattern was established that was intended to foster counteract existing blighted conditions, stimulate commercial revitalization and support future industrial, residential and mixed-use activities. Now that a development plan with well defined implementation strategies and resource generating capacity which is acceptable to the community has been identified, it is appropriate to complete the planning process begun under the Outer Southeast Community Plan for the Lents Town Center. The Department of Land Conservation and Development, the OSE Neighborhoods, the surrounding neighborhoods, surrounding property owners, nearby businesses, public service providers, southeast Portland Business Associations and development corporations, and

other organizations have been given many opportunities to comment on urban renewal plan, amendments, and zone changes in compliance with this goal.

65. Policy 1.4 (Intergovernmental Coordination) and Policy 1.5 (Compliance with Future METRO Planning Efforts) are implemented by renewal plan provisions and recommended map amendments and zone changes. METRO designated the Lents Town Center as a 2040 Town Center located at a regional multi-modal transportation node and the City of Portland created a pedestrian district around the core of the Lents Town Center, also referred to historically as the Lents downtown.
66. The urban renewal plan and recommended amendments and zone changes implement Policy 1.5 (Compliance with Future METRO Planning Efforts). Notification of the Planning Commission's consideration of the Lents Town Center Urban Renewal Plan and accompanying amendments and zone changes were sent to METRO on July 23, 1998.
67. The Portland Development Commission held a public hearing on August 19, 1998 to hear testimony and consider action on the Lents Town Center Urban Renewal Plan, Boundary, and accompanying Comprehensive Plan Map amendments and zone changes. The Portland Development Commission unanimously recommended City Council adoption of the plan, boundary and amendments as amended.
68. The Urban Renewal Plan was amended by the Portland Development Commission to add the following section to both the Plan (Section XI(C)(3) and the Report (Section VII)

No additional indebtedness would be incurred under the Plan when either (1) the maximum indebtedness is reached, (2) the

urban renewal area no longer has indebtedness or any plan to incur indebtedness within the next year, or (3) on October 1, 2015, whichever comes first.

69. The Portland Planning Commission held a public hearing on August 23, 1998 to hear public testimony and consider the proposed Town Center Urban Renewal Plan, Boundary and Comprehensive Plan Map amendments and zone changes. The Portland Planning Commission unanimously recommended City Council adoption of the Urban Renewal Plan as amended, the District Boundary, and the Comprehensive Plan Map amendments and zone changes. The amendment unanimously recommended for adoption by the City Council adds a 5th objective to the Plan's Environmental Goal 5 in Section III (Goals and Objectives):

Invest urban renewal plan tax increment funds only in development projects that represent a prudent use of these funds after considering the risks of flood damage to the property involved.

Goal 2, Urban Development calls for maintaining Portland's role as the major regional employment and population and cultural center by increasing opportunity for housing and jobs while retaining the character of established residential neighborhoods and business centers. The Urban Renewal Plan and associated map amendments and zone changes support this goal for the following reasons:

70. The Outer Southeast Community, Business and Neighborhood provide the framework for urban development for specific areas. The Lents Town Center and Urban Renewal Plan area are located in the OSE Community Plan within the Lents, Brentwood-Darlington, Foster-Powell, Mt. Scott-Arleta and Powellhurst-Gilbert Neighborhood Plan areas.

71. The OSE Community Plan is included as part of the Comprehensive Plan and calls for the promotion of economic vitality, historic character and livability Outer Southeast Portland. As many neighborhood residents noted, renewal plan implementation programs and projects and recommended plan amendments and zone changes allow for the revitalization of an area meeting State criteria for blight.
72. Renewal housing and economic development programs and proposed transportation and public and community infrastructure projects create the foundation needed to support the expansion and growth of population consistent with Policy 2.1 (Population Growth).
73. Proposed Comprehensive Plan Map amendments and zone changes support Policy 2.2 (Urban Diversity) by applying designations and zones which promote a wide variety of industrial, commercial, residential, and mixed-use development opportunities.
74. Urban renewal plan targeted investments in land acquisition and construction of improvements in area parks, open spaces, Johnson Creek Watershed, the greenway, and trails such as the Springwater Corridor implement the natural area and recreational objectives of Policy 2.6 (Open Space).
75. Outer Southeast Portland zoning applications and housing policies encouraged the development of a wide range of housing in the Community responsive to the economic, social, cultural, physical, and lifestyle cycle needs of present and future residents in Outer Southeast Portland. Recommended applications of the EXd and CM zones implement the Comprehensive Plan housing policies and Policy 2.9 (Residential Neighborhoods) by extending the range of housing to be made available by fostering

the development of mixed-use centrally located housing in the Lents Town Center.

76. Lents Town Center Renewal Plan provisions and programs comply with Policy 2.11 (Commercial Centers) and Policy 2.12 (Transit Corridors), Policy 2.17 (Transit Stations and Transit Centers) by strengthening a METRO 2040 designated Town Center and encouraging new more intensive development within an important regional multi-modal transportation node and corridor. Recommended EXd and CM zone use regulations and development standards are pedestrian-oriented and transit-supportive.
77. The Freeway Land Company property is the Outer Southeast Community's only designated and zoned industrial sanctuary site. Renewal program resources and targeted infrastructure investments support Policy 2.14 (Industrial Sanctuaries) by removing existing barriers to development.
78. Recommended Comprehensive Plan Map amendments and zone changes comply with Policy 2.18 (Transit-Supportive Density), Policy 2.19 (Infill and Development) and Policy 2.20 (Utilization of Vacant Land). The Plan's provisions and accompanying amendments and zone changes encourage new housing and mixed-used development and supportive commercial activities in a METRO 2040 designated Town Center. Program incentives and planned infrastructure investments will counteract existing conditions of blight and underdevelopment.
79. The Urban Renewal Plan provides a strategic implementation framework for the implementation of Outer Southeast Community, Business, and Neighborhood Plan action charts consistent with Policy 2.28 (Outer Southeast Community Plan.

Goal 3, Neighborhoods calls for the preservation and reinforcement of the stability and diversity of the City's neighborhoods while allowing increased density in order to attract and retain long-term residents and businesses and insure the City's residential quality and economic vitality. The Renewal Plan provisions and proposed plan map amendments and zone changes support this goal for the following reasons:

80. The plan map amendments and zone changes will facilitate the redevelopment of the Lents Town Center.
81. The Renewal Plan public involvement processes and housing programs promote neighborhood interests, concerns, and opportunities regarding the realization of the adopted vision statements of the Outer Southeast plans.
82. Urban Renewal Plan projected infrastructure, transportation, environmental, housing and community development projects (valued at over \$17,000,000) address existing conditions of blight present within the area consistent with Policies 3.1 (Physical Conditions) and 3.2 (Social Conditions).
83. The Urban Renewal Advisory Committee and associated neighborhood, community and business associations and stakeholders played an active role in determining the most desirable future use for the urban renewal area and the identification of possible projects and programs needed to implement the community's envisioned future. The urban plan's existing and future public involvement goals, policies, and processes ensure that Policy 3.5 (Neighborhood Involvement) will be reinforced.
84. Recommended amendments and zone changes are located in the Lents Neighborhood. The Town Center plan map amendments and zone changes are consistent with the business and residential growth and development policies and objectives of the Lents Neighborhood Plan.

85. The Urban Renewal Plan provides a strategic implementation framework for the implementation of the Outer Southeast Community, Business, and Neighborhood Plan action charts consistent with Policy 3.9 (Outer Southeast Community Plan Neighborhoods and Business Plan) and adopted plan vision statements.

Goal 4, Housing calls for providing a diversity in the type, density, and location of housing within the city that is consistent with the adopted City Housing Policy in order to provide an adequate supply of safe, sanitary housing at price and rent levels appropriate to the varied financial capabilities of city residents. The Comprehensive Plan requires that any loss of potential housing units be replaced when land is changed from residential or mixed-use to non-residential. Title 33.810.050 (Approval Criteria for Comprehensive Plan Map Amendments) B.

(Legislative) requires that legislative Comprehensive Plan Map amendments be found consistent with the goals and policies of the Comprehensive Plan, METRO Urban Growth Management Functional Plan, Statewide Planning Goals and any City Council adopted applicable area plans. The recommended Comprehensive Plan Map amendments and zone changes comply with this goal for the following reasons:

86. Recommended transportation, public and community infrastructure, and housing and economic development programs and associated rezonings will support the redevelopment of this area's underutilized and vacant sites and buildings while attracting new mixed-use commercial/residential investment.
87. Ten sites within Cluster A are subject to the No Net Loss Housing Policy provisions. Total area involved is 77,213 sq. ft. The 9 sites designated Medium Density Multi-Dwelling Residential and zoned R1 account for 65,237 sq. ft. The site designated Urban Commercial with a Commercial/Residential

CM zone accounts for 11,981 sq. ft. The Central Employment designation and EXd zone are proposed for all of the above sites. The EXd zone allows but does not require the construction of housing.

Housing density in the R1 and CM zones is 1 unit per 1,000 sq. ft. of site area. The minimum density requirement is 1 unit per 2,000 sq. ft. of site area. Housing potential in the R1 and CM zones is calculated at 1 unit per 1,000 sq. ft. of site area (rounded up). Conversion of these 10 sites results in a lost housing potential of 78 residential units.

Minimum density requirements (1 unit per 2,000 sq. ft. of site size) are used when calculating the counterbalancing number of built housing units on land with zoning not requiring the construction of residential units. In this latter case, 39 housing units would offset the housing potential lost on the R1 and CM sites.

The housing provisions of the Lents Town Center Urban Renewal Plan calls for the following either singularly or in combination:

- a. Building 39 housing units (calculated at 1 unit per 2,000 sq. ft. of site area) on land without zoning which requires the construction of housing;
- b. Increasing the housing potential within the Urban Renewal Plan area by 77 housing units (calculated at 1 unit per 1,000 sq. ft. of site area) by securing approval for Comprehensive Plan Map amendments and zone changes. These shifts can result by replacing non-residential zoning with residential zoning or increasing the allowed densities on residentially zoned land.
- c. Combination of 1 and 2 above.

These efforts, to be implemented prior to the successful completion of the Renewal Plan or 2015, whichever comes first, comply with Policy 4.8 (Maintain Housing Potential) consistent with Title 33.810.050 (Approval Criteria for Comprehensive Plan Map Amendments) B. (Legislative).

88. Recommended housing programs, estimated value of \$15,000,000, will establish a homeowner repair program homebuyer program, rental property repair program, and housing development finance implementing Policies 4.3 (New Housing Production), 4.6 (Existing Housing) and 4.7 (Existing Housing: Major Rehabilitation).
89. The Portland Planning Commission found that the housing potential within the Urban Renewal Area is unusually strong because of the investments which will be made in housing development finance, programs and projects. Nonprofit community development corporations such as Rose Community Development Corporation have been actively involved in the creation of the plan and implementing measures since the startup of renewal efforts.

Goal 5, *Economic Development* calls for fostering a strong and diverse economy that provides a full range of employment and economic choices for individuals and families in all parts of the city. The Town Center plan map amendments and zone changes enhance the City's compliance with this goal for the following reasons:

90. The recommended plan map amendments and zone changes will facilitate redevelopment and reuse of vacant and underutilized sites in the Lents Town Center.
91. Estimated total expenditures of \$60,000,000 target transportation, open space, environmental area, housing, economic, and infrastructure problems

comprehensively and in an orderly and strategic manner maximizing the potential positive impacts on the area's future community development.

92. The plan and recommended amendments and zone changes encourage investment in the development, redevelopment, rehabilitation and adaptive reuse of urban land and buildings consistent with Policy 5.1 (Urban Development and Revitalization).
93. This Outer Southeast Community area meets the State's criteria for blight. Recommended amendments and planned community and infrastructure investments will stimulate new private capital investment consistent with Policy 5.2 (Business Development).
94. The ongoing and future involvement of community institutions, organizations, associations and members in plan formulation, resource targeting, and implementation complies with Policy 5.3 (Community-Based Economic Development).
95. Recommended map amendments and zone changes and planned public investments in transportation, parks, open space, recreation, gateways, and community focal points will dramatically change the perceived character and identity of the Lents Town Center and surrounding neighborhoods. This is consistent with Policy 5.6 (Area Character and Identity Within Designated Commercial Areas) and 5.7 (Business Environment within Designated Commercial Areas) which call for the strengthening and reinforcing of the business climate and attractiveness of commercial areas.
96. Planned expenditures in Johnson Creek Watershed protection and enhancement and planned on-site commercial and industrial infrastructure projects enhance compliance with Policy 5.9 (Protection of Non-Industrial Lands).

Policy 6, Transportation calls for the provision and protection of the public's interest and investment in the public right-of-way and transportation system by encouraging the development of a balanced, affordable, and efficient transportation system consistent with the Transportation Element of the Portland Comprehensive Plan. The Lents Town Center urban renewal plan and recommended plan map amendments and zone changes enhance the City's compliance with this goal for the following reasons:

97. The Lents Town Center is a designated METRO 2040 Town Center and Portland designated pedestrian district. Revitalization of an important regional multi-modal transportation center immediately adjacent to I205 freeway supports state, regional and local transportation objectives consistent with Policy 6.1 (Intergovernmental Transportation).
98. The changes in zoning from General Commercial (CG) to Central Employment (EXd), and Medium Density Multi-Dwelling to Urban Commercial (CM) is in compliance with the provisions of the State Transportation Planning Rule. EXd and CM are transit-oriented mixed-use zones that will accommodate development that encourages transit ridership. The EXd and the CM zones are identified by the transportation policy as an appropriate zone to be placed near transit streets. These proposals comply with Policy 6.6 (Urban Forum),
99. Transportation facilities are available which serve the rehabilitated facility. Plan transportation projects support and stimulate the revitalization and redevelopment of currently vacant, underutilized or blighted commercial property in the area. Improving the utility infrastructure and character of the street will stimulate new mixed-use and residential development. Recommended Central Employment and Urban Commercial designations and EXd and CM zones encourage

new development which is pedestrian-friendly and transit-supportive.

The Lents Town Center is a METRO designated 2040 Town Center and is located at a regional multi-nodal transportation node.

- SE Foster and the SE Foster/SE Woodstock couplet are the major east-west streets in the area, cutting through the heart of the Lents Town Center and serving a variety of industrial, commercial, transit, and neighborhood purposes. Portions of SE Foster Road are classified by the City of Portland as a Major City Traffic Street, Major City Transit Street, City Bikeway, City Walkway and Major Truck Street.

It is a primary objective of the Urban Renewal Plan that SE Foster Road play a significant and supportive role in revitalization of area commercial and neighborhood districts.

- SE 82nd Avenue is the main north-south traffic corridor in the Area and serves a variety of transit, commercial and neighborhood purposes. Portions of SE 82nd Avenue are classified by the City of Portland as a Major City Traffic Street, Major City Transit Street, City Walkway, and Major Truck Street.
- SE 92nd Avenue between SE Powell and SE Holgate is a heavily traveled, mainly residential street impacted by cut-through commercial and freeway traffic. The Streets lack sidewalks, curbs, gutters, and improved intersections. These conditions contribute to the blight appearance of this stretch of the neighborhood, as well as higher speed traffic flow presenting conflicts

and difficulties for pedestrian and bicycle traffic.

Portions of SE 92nd Avenue are classified as a Neighborhood Collector Street, Minor City Transit Street, City Walkway, and City Bikeway.

Planned improvements are grouped under the following headings: intersection improvements, traffic calming projects, pedestrian improvements; bicycle improvements, and parking facilities. Estimated investments over the life of the plan-\$17,000,000.

100. Recommended plan map amendments and zone changes facilitate a land use pattern that promotes an environment where neighborhood, business, and civic activities are within accessible distance for walking, bicycling, and using carpools and mass transit consistent with Policy 6.2 (Regional and City Travel Patterns)..
101. The application of the mixed-use Central Employment (EXd) and Urban Commercial (CM) designations and zones in areas served by a multi-modal transportation system is consistent with Policy 6.6 (Urban Form).
102. The application of the mixed-use transit oriented Central Employment (EX) and Urban Commercial (CM) designations and zones in areas served by a multi-modal transportation system is consistent with Policy 6.7 (Public Transit) and 6.9 (Transit-Oriented Development).
103. The Lents Town Center is in a Portland designated pedestrian District. Targeted urban renewal transportation projects address the upgrading and enhancement of area pedestrian, bicycle, transit, greenway, and trail facilities. These planned expenditures implement Policies 6.11 (Pedestrian

Transportation), 6.12 (Bicycle Transportation) and 6.19 (Multimodal).

104. A study of parking in the Lents Town Center to address multi-modal transportation connectivity issues and accessibility is consistent with Policy 6.15 (On-Street Parking Management) and Policy 6.16 (Off-Street Parking). The study will consider both on-street and off-street parking. Commercial activities will require off-street parking to lessen the impact on parking in the surrounding neighborhood. On-street parking also needs to be maintained while not detracting from area reinvestment plans and the competitive attractiveness of the business climate.
105. The Lents Town Center transportation system and network are adequate to support the redevelopment of the sites with recommended applications of the Central Employment and Urban Commercial designations and EXd and CM zones.

Policy 7, Energy calls for promoting a sustainable energy future by increasing energy efficiency in all sectors of the city by ten percent by the year 2000. The Town Center Comprehensive Plan Map amendments and zone changes enhance the City's compliance with this goal for the following reasons:

106. The plan map amendments and zone changes support land use development patterns which encourage business districts in locations accessible to neighborhoods by walking and bicycling. These designation and zone changes are located in the heart of the METRO 2040 designated Town Center. Both these means will promote a reduction in average vehicle miles traveled per capita consistent with Policy 7.4 (Energy Efficiency Through Land Use Regulations) and Policy 7.6 (Energy Efficient Transportation).

107. The plan map amendments and zone changes encourage re-adaptive use and/or rehabilitation of existing structures, urban infill, and development of vacant land by increasing the development options available and maximizing site utilization. These actions are consistent with Policy 7.5 (Energy Efficiency in Commercial and Industrial Facilities).
108. The targeting of public infrastructure and transportation improvements within the Lents Town Center is consistent with Policy 7.8 (Energy Supply) which promotes conservation as the energy resource of first choice.

Policy 8, Environment calls for the maintenance and improvement in the quality of Portland's air, water and land resources and protection of neighborhoods and business centers from detrimental noise pollution. The Urban Renewal Plan and plan map amendments and zone changes are consistent with this policy for the following reasons:

109. The Lents Town Center Plan provisions and recommended plan map amendments and zone changes implement Policy 8.4 (Ride Sharing, Bicycling, Walking, and Transit). The new designations and zones support land use and transportation patterns of development and growth which actively encourage use of alternatives to the single-occupant car and placement of community services and destinations which are accessible by transit, bicycling, and walking.
110. Creating a neighborhood location where the service, community, and recreational needs of the neighbors can be met will, in turn, reduce auto and noise pollution in the surrounding neighborhoods. Reduction in auto pollution will aid in reducing storm water runoff pollution. Plan provisions which include assistance to commercial and industrial on-site utility improvements and Johnson Creek Watershed stormwater and

floodwater management investments support Policy 8.5 (Interagency Cooperation- Water Quality), Policy 8.6 (Wastewater Systems), Policy 8.7 (Land Use and Capital Improvements Coordination) and Policy 8.8 (Groundwater Protection).

111. Lents Town Center estimated expenditures over the life of the urban renewal plan identify \$3,000,000 in Open Space improvements including \$500,000 for land acquisition, \$2,000,000 for park development, \$250,000 for Greenway improvements and \$250,000 for Trail improvements. These proposed projects implement Policy 8.9 (Open Space).
112. The Urban Renewal Plan provisions and programs comply with Policy 8.11 (Special Areas) by identifying strategies and projects that can address ways to protect the Johnson Creek Watershed and surrounding residential areas from the detrimental environmental impacts of commercial, industrial, and mixed-use activities within the Lents Town Center and adjacent neighborhoods. Objective D calls for the protection and preservation of the Johnson Creek Basin through application of environmental overlay zones and implementation of the Johnson Creek Basic Protection Plan. Planned Lents Town Center Urban Renewal Plan provisions, programs and projects exceed compliance requirements of this objective with targeted watershed improvements totaling an estimated \$5,000,000.
113. Policy 8.14 (Natural Resources) calls for the conservation of significant natural and scenic resource sites and values through a combination of programs which involving zoning and other land use controls, purchase, preservation, intergovernmental coordination, conservation, and mitigation. The Urban Renewal Plan balances the needs for conservation with the need for other urban uses and activities and creates a strategic framework and list of targeted projects which use

each of the programs listed above to address blight, support community development, and forward economic activity and residential growth in the area, consistent with this policy.

114. The protection of the Johnson Creek Watershed and other area wetlands are protected through targeted stormwater/floodwater management programs and on-site infrastructure for industrial/commercial activities consistent with Policies 8.15 (Wetlands/Riparian/Water Bodies Protection) and 8.17 (Wildlife). The Planning Commission is urging the City Council to target additional public funds and resources to address Johnson Creek stormwater issues and bolster Lents revitalization efforts.

Policy 9, *Citizen Involvement* calls for improving the method for citizen involvement in the on-going land use decision-making process and providing opportunities for citizen participation in the implementation, review, and amendment of the adopted Comprehensive Plan. The Lents Town Center Urban Renewal Plan and accompanying plan map amendments and zone changes public hearing notification procedures meet the requirements of this policy for the following reasons:

115. The Lents Town Center Urban Renewal Area Plan and plan map amendment and zone change processes have met and exceeded the requirement of this goal, because numerous opportunities have been provided for citizens to consider and participate in meetings and hearings concerning the future of the Lents Town Center Urban Renewal Plan boundaries, goals, implementation strategies, and designation and zone changes.
116. Land use planning and community development efforts began more than 20 years ago with Multnomah County's Comprehensive Framework Plan public involvement planning processes in the middle of the 1970s and adoption of the Multnomah County Framework Plan and

Powellhurst and Errol Heights Community Plans in April 1979.

117. The area within the proposed Lents Town Center Urban Renewal Area was annexed to the City of Portland in the 1980s. Agreements between Portland and Multnomah County led to the assignment of the City's closest equivalent designations and zones to those established by Multnomah County's Framework Plan in 1979 and revision of existing County Community Plans for consistency with Portland's acknowledged Comprehensive Plan designations and zones. Community, business, and neighborhood advisory groups, meetings, and workshops encouraged a full range of citizen involvement activities.
118. Portland began its comprehensive land use planning efforts within the urban renewal area with formulation and adoption of the Brentwood-Darlington Neighborhood Plan (formerly Errol Heights) in 1992 (Ordinance No. 165071). The public process used to create and adopt the Brentwood-Darlington Neighborhood Plan were found to be consistent with Statewide Planning Goals, METRO Urban Growth Management Function Plan, and acknowledged Portland Comprehensive Plan citizen involvement goals and policies.
119. METRO designated the area around the intersection of SE Foster Rd. with I205, a 2040 Town Center in 1995. The public involvement procedures implemented by METRO have been found to be consistent with Oregon Statewide Land Use Planning Goals.
120. Comprehensive planning efforts in Outer Southeast Portland began in 1992 with the Planning Commission's approval, following community workshops and public hearings, of the Outer Southeast Community Plan (OSE) process document which summarized the goals of the

process, identified products to be formulated, and detailed the citizen involvement process. The Lents Town Center Urban Renewal Plan Area is located within the Outer Southeast Community Plan area.

121. The Outer Southeast Community and Business Plans and applicable neighborhood plans were adopted by the Portland City Council on January 31, 1996 (Ordinance No. 169763 and Resolution No. 35491). The Lents Neighborhood and portions of the Brentwood-Darlington, Foster-Powell, Mt. Scott-Arleta, and Powellhurst-Gilbert Neighborhoods are located within the Lents Town Center Urban Renewal Plan boundary. Two OSE business associations are located within the Urban Renewal boundary: 82nd Avenue and Foster Area. Public involvement procedures which encouraged citizen involvement in all phases of the OSE planning process were found to exceed the criteria established for public involvement under Statewide Goal 1 and acknowledged Portland Comprehensive Plan Policy 9 - Citizen Involvement. OSE Plan action charts met the City's Community Planning benchmarks with more than 50% of the listed implementors being community-based organizations, associations, and institutions.
122. An initial step in the development of the Lents Town Center Urban Renewal Plan was the appointment of an advisory committee made up of neighborhood residents, business and property owners, and representatives from applicable neighborhood and business associations and community development corporations. A parallel group of public service providers was also convened to identify and evaluate opportunities for public investments and public-private project partnerships within the urban renewal boundary.

Committee Chair	Kathleen Lansing
Foster Area Bus. Assoc.	Gail Nonneman
82nd Avenue Bus. Assoc.	Paul Ellison
Lents Neigh. Assoc.	Judy Welch

Powellhurst-Gilbert Neigh. Assoc.	Glenn Taylor
Foster-Powell Neigh. Assoc.	Cindy Peek
Mt. Scott-Arleta Neigh. Assoc.	Bill Whitmore
Brentwood-Darlington Neigh. Assoc.	Mary Davis
ROSE Comm. Dev. Corp.	Nick Sauvie
Marshall Caring Community	Denise Sweitzer
SEUL/Outer Southeast Comm. Project	Ginny Peckinpaugh
Freeway Land Company	Fred Michael
Foster Auto Parts	Ray Koistinen
Eastport Plaza	Ken Turner
Bitar Brothers, Inc.	Bill Bitar
Lents Body Shop, Inc.	Randy Dagel
Lents Resident	Louis Martinez

123. Renewal Plan ongoing public processes, Goal 1 (Public Involvement) and Title IX (Property Disposition Policies and Procedures) ensure that community members, stakeholders, and other interested parties will have a full range of participation opportunities available to them in decision-making regarding future projects, resource uses, and amendment options.
124. The Urban Renewal Advisory Committee, studied urban renewal plan goals, policies and programs, proposed urban renewal area boundaries, potential development options and selected future development, public infrastructure, and amenity proposals. A limited number of proposals for Comprehensive Plan Map amendments and zone changes in the Lents downtown were examined to weigh opportunities to stimulate private reinvestment within the Town Center meeting Urban Plan goals and policies.
125. The following public forums and community meetings have been held in 1998 to discuss and review Plan proposals:

January 8, 1998	82nd Avenue Business Assoc. Board meeting
January 22, 1998	Lents area real estate brokers
January 27, 1998	Lents Neigh. Assoc.
January 29, 1998	Lents Target Area Coord. Comm.
February 10, 1998	Foster Area Bus. Assoc.
February 17, 1998	Foster Area Bus. Assoc. Board meeting
February 18, 1998	Lents Target Area Coord. Comm.
February 24, 1998	Lents Neigh. Assoc.
February 25, 1998	Lents Target Area Coord. Comm.
March 10, 1998	Foster Area Bus. Association
March 19, 1998	Lents Urban Renewal discussion group
April 6, 1998	Lents Urban Renewal discussion group
April 8, 1998	Masonic Lodge Board
April 13, 1998	Lents Urban Renewal discussion group
April 14, 1998	Foster Area Bus. Assoc.
April 27, 1998	Urban Renewal Advisory Comm.
April 28, 1998	Lents Neigh. Assoc.
May 11, 1998	Powellhurst-Gilbert Neigh. Assoc.
May 12, 1998	Foster Area Bus. Assoc.
May 14, 1998	Urban Renewal Advisory Comm.
May 26, 1998	Lents Neigh. Assoc.
May 27, 1998	Lents Target Area Coord. Comm.
June 4, 1998	Urban Renewal Advisory Comm.
June 29, 1998	Urban Renewal Advisory Comm.
July 7, 1998	Urban Renewal Advisory Comm. (Topics: jobs and housing density)
July 9, 1998	Foster Area Bus. Assoc.
July 9, 1998	Urban Renewal Advisory Comm.
July 13, 1998	Brentwood-Darlington Neigh. Assoc.
July 14, 1998	Foster Area Bus. Assoc.
July 14, 1998	Urban Renewal Advisory Comm.
July 29, 1998	Urban Renewal Advisory Comm.
August 5, 1998	Urban Renewal Advisory

August 10, 1998	Comm. Powellhurst-Gilbert Neigh. Assoc.
August 11, 1998 House (Direct mail)	Lents Revitalization Open invitations to 10,500 addresses in the area)
August 13, 1998	Urban Renewal Advisory Comm.

126. The Portland City Council will be holding public hearings on the Lents Town Center Urban Renewal Plan, District Boundary, and recommended Comprehensive Plan Map amendments and zone changes based on the following schedule.

September 2, 1998	Portland City Council 1 st hearing on the Renewal Plan
September 9, 1998	Portland City Council 2 nd hearing on the Renewal Plan
September 23, 1998	Portland City Council Hearing on the Lents Town Center Recommended Comprehensive Plan Map Amendments and Zone Changes

127. The Portland Development Commission held a public hearing on August 19, 1998 to take testimony on the recommended Lents Urban Renewal Plan, Boundary, and accompanying Comprehensive Plan Map amendments and zone changes. The Portland Development Commission unanimously recommended City Council adoption of the plan, boundary and amendments as amended.

128. The Urban Renewal Plan was amended by the

Portland Development Commission to add the following section to both the Plan (Section XI(C)(3)) and the Report (Section VII)

No additional indebtedness would be incurred under the Plan when either (1) the maximum indebtedness is reached, (2) the urban renewal area no longer has indebtedness or any plan to incur indebtedness within the next year, or (3) on October 1, 2015, whichever comes first.

129. The Portland Planning Commission held a public hearing on August 23, 1998 to hear public testimony and consider the proposed Town Center Urban Renewal Plan, Boundary and Comprehensive Plan Map amendments and zone changes. The Portland Planning Commission unanimously recommended City Council adoption of the Urban Renewal Plan as amended, the District Boundary, and the Comprehensive Plan Map amendments and zone changes. The amendment unanimously recommended for adoption by the City Council adds a 5th objective to the Plan's Environmental Goal 5 in Section III (Goals and Objectives):

Invest urban renewal plan tax increment funds only in development projects that represent a prudent use of these funds after considering the risks of flood damage to the property involved.

130. Forty-five day notice of the proposed Comprehensive Plan Map amendment was sent to the Oregon Department of Land Conservation and Development on August 10, 1998. This notice announced the final public hearing before City Council on the Lents Town Center Comprehensive Plan Map amendments and zone changes, scheduled for September 23, 1998.
131. The Portland Planning Commission held a public hearing on the Urban Renewal Plan and

Comprehensive Plan Map Amendments and Zone Changes on August 25, 1995. The Portland Development Commission sent out a 30-day public notice that satisfied the Portland Zoning Code notification requirements for legislative matters. The notice was also mailed to all property owners within 400 feet of the site. This satisfied the requirements of the Type III Quasi-Judicial Procedure.

132. Notice was mailed to all those who participated in the Planning Commission's hearing process announcing the day, time, and location of the City Council hearing recommended Comprehensive Plan Map amendments and rezoning. Participants notified included those who testified to the Planning Commission in person, in writing, or through a representative.

Policy 10, *Plan Review and Administration* calls for a periodic review of Portland's Comprehensive Plan to assure that it remains an up-to-date and workable framework for land use development. The Plan will be implemented in accordance with State law and the Goals, Policies and Comprehensive Plan Map contained in the adopted Comprehensive Plan. Lents Town Center Urban Renewal Plan and plan map amendments and zone changes are consistent with this goal for the following reasons:

133. The Portland Comprehensive Plan was adopted on October 16, 1980 by Ordinance No. 150580 and acknowledged for compliance with Statewide Planning Goals on May 3, 1981.
134. Oregon Revised Statutes (ORS) 197.640 require cities and counties to review their comprehensive plans and land use regulations periodically and make changes necessary to keep plans and regulations up-to-date, in compliance with the statewide planning goals and coordinated with the

plans and programs of state agencies. The Town Center Urban Renewal Plan programs and map amendments and zone changes support the implementation of the Lents Town Center Urban Renewal Plan consistent with Policies 10.2 (Comprehensive Plan Map Review).

135. The Town Center plan map amendments and zone changes are consistent with the timely and orderly provision of urban resources, public services, and long range planning in the City of Portland. The plan map amendments and zone changes will facilitate efficient use of land and resources and timely redevelopment of public facilities, consistent with Policy 10.3 (Long Range Planning Framework).
136. The Planning Commission must review and make recommendations to the City Council on all legislative amendments to the Comprehensive Plan Map. The Lents Town Center plan map amendments and zone changes were reviewed by the Planning Commission at a public hearing on August 25, 1995. The Town Center proposals are a refinement of the adopted Outer Southeast Community Plan. The refinement of this zoning is consistent with and implements the vision statements of the OSE Community, Business and Neighborhood Plans, consistent with Policy 10.6 (Amendments to the Comprehensive Plan Goals, Policies, and Implementing Measures) and Policy 10.7 (Amendments to the Comprehensive Plan Map).
137. The plan map amendments and zone changes to the EXd and CM zones meet the intent of the Central Employment and Urban Commercial designations consistent with Policy 10.5 (Corresponding Zones and Less Intense Zones). The Central Employment and Urban Commercial designations are intended for more developed parts of the city served by multi-modal transportation network adjacent to developed residential neighborhoods.

138. The Town Center is a METRO 2040 designated Town Center and Portland designated Pedestrian District. A full range of retail, service, and business uses are allowed serving a local and a larger market area. Development should have a strong orientation to pedestrians. It is also intended to allow commercial development in some areas while maintaining housing opportunities. This is consistent with Policy 10.8 (Zone Changes).
139. Lents Town Center Urban Renewal Plan and accompanying plan map amendments and zone changes are consistent with Policy 10.9 (Land Use Approval Criteria and Decisions). Plan provisions and Comprehensive Plan Map amendments and zone changes meet the approval criteria in Title 33 (33.810.050 B. Approval Criteria for Comprehensive Plan Map Amendments, Legislative) and (33.855.050 A. and B. Approval Criteria for Base Zone Changes A. Compliance with the Comprehensive Plan Map and B. Adequate public services).
140. The application of the Design 'd' Overlay Zone to sites receiving the Central Employment designation and EX zone is consistent with Policy 10.13 (Design Review). Infill and redevelopment sites are located within a designated Town Center and Pedestrian District where the use of pedestrian-friendly and transit-supportive designs will be important to the improvement of areas now classified as 'blighted'.

Goal 11, Public Facilities calls for the provision of timely, orderly, and efficient arrangement of public facilities and services that support existing and planned land use patterns and densities. The Lents Town Center Urban Renewal Plan and plan map amendments and zone changes implement this goal for the following reasons:

141. The Community and Neighborhood Planning Program and Amendments call for comprehensive

and coordinated plans for land use and the provision of public facilities and services. The Lents Town Center Comprehensive Plan Map amendments and zone changes are a fine-tuning of the zoning pattern established as part of the Outer Southeast Community Plan.

142. The Lents Town Center plan map amendments and zone changes are in the center of a designated Town Center and Pedestrian District at a regional multi-modal transportation node. The targeted transportation improvements with an estimated value of \$17,000,000 can fund the streets and roads projects needed to support area redevelopment and plan map amendments and zone changes consistent with Policies 11.1 (Service Responsibility), 11.2 (Orderly Land Development), and Policy 11.4 (Capital Efficiency). Associated traffic calming, pedestrian, bicycle, transit, and parking facilities projects are designed to improve within and between area connectivity, encourage use of alternative transportation modes, and mitigate off-site negative impacts in surrounding neighborhoods from redevelopment within the designated Town Center.
143. Development will be provided with services at levels appropriate for the needs and requirements of the areas to be served consistent with Policies 11.6 (Public Facilities System Plan) and 11.7 (Capital Improvement Program). The Lents Town Center Urban Renewal Plan goals, policies, programs, and associated plan map amendments and zone changes are consistent with this goal. Urban services will be available and adequate to meet area redevelopment and enhanced livability proposals.
144. Transportation facilities are available, within Lents Town Center Urban Renewal Plan boundary to support and stimulate the revitalization and redevelopment of currently vacant, underutilized or blighted commercial property consistent with Goal 11B (Public Rights-Of-Way Goal and Policies).

Improving the utility infrastructure and character of the street will stimulate new mixed-use and residential development. Recommended Central Employment and Urban Commercial designations and EXd and CM zones encourage new development which is pedestrian-friendly and transit-supportive.

The Lents Town Center is a METRO designated 2040 Town Center and is located at a regional multi-nodal transportation node.

- SE Foster and the SE Foster/SE Woodstock couplet are the major east-west streets in the area, cutting through the heart of the Lents Town Center and serving a variety of industrial, commercial, transit, and neighborhood purposes. Portions of SE Foster Road are classified by the City of Portland as a Major City Traffic Street, Major City Transit Street, City Bikeway, City Walkway and Major Truck Street.

It is a primary objective of the proposed Plan that SE Foster Road play a significant and supportive role in revitalization of area commercial and neighborhood districts.

- SE 82nd Avenue is the main north-south traffic corridor in the Area and serves a variety of transit, commercial and neighborhood purposes. Portions of SE 82nd Avenue are classified by the City of Portland as a Major City Traffic Street, Major City Transit Street, City Walkway, and Major Truck Street.
- SE 92nd Avenue between SE Powell and SE Holgate is a heavily traveled, mainly residential street impacted by cut-through commercial and freeway traffic. The Streets lack sidewalks, curbs, gutters, and improved intersections. These conditions

contribute to the blight appearance of this stretch of the neighborhood, as well as higher speed traffic flow presenting conflicts and difficulties for pedestrian and bicycle traffic.

Portions of SE 92nd Avenue are classified as a Neighborhood Collector Street, Minor City Transit Street, City Walkway, and City Bikeway.

Planned improvements are grouped under the following headings: intersection improvements, traffic calming projects, pedestrian improvements; bicycle improvements, and parking facilities. Estimated investments over the life of the plan-\$17,000,000.

145. Recommended plan map amendments and zone changes facilitate a land use pattern that promotes an environment where neighborhood, business, and civic activities are within accessible distance for walking, bicycling, and using carpools and mass transit.
146. The development of public facilities and spaces is a key element in the development of a revitalized and healthy Lents Town Center that is attractive to future private investment and supportive of a stable neighborhood and residential character. Facilities are planned which serve to integrate-resident and public uses with commercial and economic development activities which maximizing utility of existing and planned public infrastructure. Planned Urban Renewal Plan projects address existing sanitary and stormwater issues consistent with Goal 11 C (Sanitary and Stormwater Facilities Goal and Policies).
 - a. Four types of programs, estimated value \$4,000,000, are in the Community/Public Facilities planning and program sections of the Plan:

- Community/Public Service Center
 - Workforce Training Center
 - Public Square/Plaza
 - Area Gateways Projects
- b. Environmental projects, estimated value \$8,000,000, address Johnson Creek Watershed stormwater/flood water management issues and future industrial/commercial site infrastructure needs.
- c. Lents Town Center Plan projects, estimated value \$3,000,000, include Open Space land acquisition, park development and improvements to the Greenway and area trails.
147. Urban Renewal Plan projects include proposals for Open Space land acquisition, park development, and greenway and trail improvements. These provisions and plans for amenities in the Lents Town Center implement Goal 11F (Parks and Recreation Goals and Policies).

Goal 12, *Urban Design* calls for enhancing Portland as a livable city, attractive in its setting and dynamic in its urban character by preserving its history, and building a substantial legacy of quality private developments and public improvements for future generations. The Lents Town Center Urban Renewal Plan and accompanying plan map amendments and zone changes implement this goal for the following reasons:

148. The area within the Lents Town Center Urban Renewal Plan meets the State of Oregon criteria for blight ((ORS 457.085). Plan programs and projects address the area's existing physical and economic problems with strategies specifically designed to improve livability, stimulate private investment, and

provide the necessary infrastructure to remove barriers to future community development.

149. Targeted urban renewal projects will be important to the re-establishment of a positive identity for the Lents and surrounding area neighborhoods within the boundary consistent with Policy 12.1 (Portland's Character).
150. The application of the Central Employment and Urban Commercial designations and EXd and CM zones will increase the number of development options within the designated Lents Town Center while encouraging development which is pedestrian-friendly and transit-supportive consistent with Policy 12.2 (Enhancing Variety).
151. The Urban Renewal Plan housing and economic/commercial programs and resource allocations will stimulate site redevelopment while supporting the preservation and adaptive use of existing buildings consistent with Policy 12.3 (Historic Preservation).
152. The application of the EXd and CM zone development standards within a designated Pedestrian District and Town Center implements Policy 12.4 (Provide for Pedestrians).
153. Promotion of the arts is forwarded by urban area renewal projects which include acquisition and improvement of area open spaces, parks, recreational opportunities, and amenity investments such as a Town Center public square/plaza and area gateways consistent with Policies 12.5 (Promotion of the Arts) and 12.7 (Design Quality). The application of the EXd and CM zones, with their applicable development standards, reinforces this strategy.
154. The implementation of urban renewal project proposals and application of the EXd and CM zones will remove existing barriers to area redevelopment

consistent with Policies 12.6 (Preserve
Neighborhoods) and 12.8 (Community Planning).

IV. Findings of Fact for Consistency with Applicable Outer Southeast Community Plan Policies

Policy 1 ECONOMIC DEVELOPMENT: Improve the vitality of outer southeast business districts and employment centers. Ensure that they grow to serve the needs of outer southeast residents, attract customers from throughout the region, and generate family wage jobs for residents. The Urban Renewal Plan, boundary and proposed Comprehensive Plan Map amendments and zone changes implement this policy.

155. The revitalization of the Lents 'downtown' is a critical factor in the redevelopment of the Lents neighborhood and adjacent neighborhoods. Urban renewal plan projected expenditures address the needs for investments in infrastructure, transportation, housing, economic development, open space and the environment. Increasing the development opportunities through the application of the Central Employment and Urban Commercial designations and EXd and CM zones improves the attractiveness of the area for public/private partnerships and private reinvestment.

Policy 2 Transportation: Ensure that streets in outer southeast form a network that provides for efficient travel throughout the community and to other parts of Portland and the region. Reduce congestion and pollution caused by the automobile by creating land use patterns that support transit, bike, and pedestrian travel. Reduce the amount of automobile driving done by area residents by making it more convenient to use public transit. The Urban Renewal Plan, boundary and recommended Comprehensive Plan Map amendments and zone changes implement this policy.

156. The Urban Renewal Plan projects potential transportation-related expenditures within the District boundary at \$17,000,000 over the life of

the plan. Planned investments include improvements to the area's major streets; traffic calming, and pedestrian, bicycle, transit and parking facilities.

157. The application of pedestrian-friendly and transit-supportive designations and zones reinforces METRO's designation of the Lents Town Center and Portland's pedestrian district.
158. The Lents Town Center is a multi-modal node on the region's transportation system. The transportation network and facilities in the Lents Town Center are adequate to support development at densities allowed by the recommended Comprehensive Plan Map amendments and zone changes.

Policy 3 Housing: Provide a variety of housing choices for outer southeast community residents of all income levels by maintaining the existing sound housing stock and promoting new housing development. The Urban Renewal Plan, boundary and recommended Comprehensive Plan Map amendments and zone changes implement this policy.

159. The boundary for the urban renewal district encompasses all of the Lents Neighborhood and edges of the Brentwood-Darlington, Foster-Powell, Mt. Scott-Arleta, and Powellhurst-Gilbert Neighborhoods. The contained area meets the State definition of 'blighted'. Plan provisions and recommended designations and zones open the area for mixed-use housing development, supportive retail activities, and reinforcing amenity investments.
160. Housing programs address homeowner and rental property repair, home purchasing, and housing development financing. Investments in needed public infrastructure will stimulate new housing investment within the urban renewal area.

161. The housing market in the Lents Town Center and surrounding urban renewal neighborhoods will be dramatically altered with the implementation of housing and associated urban renewal programs and projects. Recommended Comprehensive Plan Map amendments and zone changes will encourage and stimulate investment to meet growing demand for housing in the area as revitalization occurs.

Policy 4 Open Space and Parks: Provide parks and open spaces to meet projected recreational needs of outer southeast residents. Create a sense of connection with the natural environment. Protect natural resources by reducing the impact of development on them. The Urban Renewal Plan, boundary and recommended Comprehensive Plan Map amendments and zone changes implement this policy.

162. Planned open space expenditures, estimated value \$3,000,000 and environmental projects (\$8,000,000) will provide the basic foundation needed to improve livability, increase the amount of open space, and provide an attractive environment in which to live, work, play, shop, and visit.

Policy 5 Urban Design: Foster a sense of place and identity for the Outer Southeast Community Plan area by reinforcing existing character-giving elements and encouraging the emergence of new ones as envisioned in the Vision Plan. The Urban Renewal Plan, boundary and recommended Comprehensive Plan Map amendments and zone changes implement this policy.

162. The development standards for the EX zone with the 'd' overlay zone and the CM zone are based on the creation of pedestrian-friendly and transit-supportive site development. These zones have been classified as appropriate applications to use in METRO designated town centers and Portland classified pedestrian districts.

Policy 6 Public Safety: Apply CPTED principles to both public and private development projects. Encourage land use arrangements and street patterns that provide more eyes on the street. Encourage site layouts and building designs that encourage proprietary attitudes and natural surveillance over shared and public spaces. The Urban Renewal Plan, boundary and recommended Comprehensive Plan Map amendments and zone changes implement this policy.

163. Planned urban renewal investments and new zoning will create an environment which has the necessary infrastructure and amenities to support the creation of a 24-hour neighborhood where development oriented towards the streets, trails, and gathering places.
164. The application of the Central Employment and Urban Commercial designations and EXd and CM zones encourages the use of designs where mixed-use development and building orientations contribute to increased public safety and activity.

Subarea Policy I Traditional Urban Neighborhoods:

Preserve the fabric of these traditional residential neighborhoods and streetcar era commercial districts. Promote construction of new housing on or near transit streets and "Main Street" development on portions of Foster Road, Stark, and Glisan Streets. Encourage infill development. The Urban Renewal Plan, boundary and recommended Comprehensive Plan Map amendments and zone changes implement this policy.

165. The Lents 'downtown' was a gathering point for surrounding farms in the mid 1880's. With the coming of the streetcar era this area became a multi-modal stop with a burgeoning transit ridership. The activity center became a small downtown with buildings that reached to the street, were multi-story and in mixed-use. The application of the EXd and CM zones encourages the preservation of existing buildings and the

construction of mixed-use multi-story buildings that are both transit oriented and pedestrian-friendly.

166. Urban renewal programs provide infrastructure for new development, homeowner and rental property repair, and housing development financing. Planned amenities will upgrade the area and result in a changed public image.

Subarea Policy II 82ND Avenue/I-205 Corridor:

Promote the revitalization of 82nd Avenue. Increase the number and variety of jobs provided in these areas. Enlarge the market for local retail and service businesses by increasing housing opportunity. The Urban Renewal Plan, boundary and recommended Comprehensive Plan Map amendments and zone changes implement this policy.

167. Eight-second Avenue from north of SE Powell to SE Clatsop Avenue is within the Urban Renewal District boundary. Planned transportation improvements include this segment of SE 82nd Avenue.
168. Targeted economic development and housing renewal programs provide technical and fiscal assistance for the development of mixed-use housing, supportive retail and business services, and the expansion of entrepreneurial and job opportunities. These are key factors in the revitalization strategy for the renewal district.

Subarea Policy 3 Lents Town Center: Foster the development of a Lents Town Center that attracts employment opportunities, residential density, and recreational activities while reducing adverse environmental impacts.

- Ensure that Plan designations and zoning are flexible enough to allow a wide range of:

- Commercial and residential uses in the historic downtown portion of the Town Center.
- Commercial, industrial, and higher density residential uses, including business parks, high-tech centers, institutions, and destination activities, east of I-205.
- Employment opportunities throughout the area.
- Focus public resources on the development of the Town Center as a commercial, residential and employment center.
- Address flood plain and other environmental issues so that industrial and commercial uses do not have an adverse impact on Johnson Creek and surrounding wetlands.
- Ensure a wide range of housing in terms of structure, ownership, rental patterns, and price.
- Provide a coordinated pedestrian, bicycle, automobile, and transit infrastructure that will support increased economic and residential development.

The Lents Town Center Urban Renewal Plan, boundary, and recommended Comprehensive Plan Map amendments and zone changes implement this policy and its objectives.

169. Outer Southeast Community, Business, and Neighborhood Plans are implemented by the Lents Urban Renewal Plan action and resource allocation framework. The applications of the EXd and CM zones and accompanying urban renewal public facilities and transportation investments will reinforce the redevelopment of the Lents Town

Center core; provide parking for existing older and future development; improve intraregional multi-modal access; and spur new housing reinvestment and development within adjacent neighborhoods.

170. Development of the area's only industrial sanctuary property will bring jobs and new business investment into the area. Planned investments on-site and in the Johnson Creek Watershed ensure that area open space, habitat, and recreational opportunities will be enhanced while mitigating potential negative impacts of new more intense development.

Subarea Policy VI Suburban Neighborhoods: Enhance established suburban neighborhoods by improving connections to transit and shopping, reinforcing transit, providing new open space and focusing development on infill and opportunity sites. The Urban Renewal Plan, boundary and recommended Comprehensive Plan Map amendments and zone changes implement this policy.

171. The application of pedestrian-friendly and transit supportive designations and zones in one of the area's major activity centers and regional transportation nodes increases the viability of this area to attract new development and activities as defined in the Outer Southeast Community, Business, and Neighborhood vision statements.

Subarea Policy VII Mixed-Era Neighborhoods: Provide for the orderly development of new housing at urban densities and ensure that residential areas are served by convenient neighborhood commercial centers and transit. The Urban Renewal Plan, boundary and recommended Comprehensive Plan Map amendments and zone changes implement this policy.

172. The EXd and CM zones are mixed-use zones. The Lents 'downtown' has been a center of activity in outer southeast Portland since the mid 1800's. The application of zones reinforce historic development

patterns of mixed-use buildings and activities while encouraging new development which complements existing neighborhood patterns. These zones support urban forms which are transit-supportive.

Subarea Policy VIII Mt. Scott/Johnson Creek: Protect the natural character of the area while providing for orderly urban development. Provide for the recreational needs of this newly developing area and locate new housing opportunity near Powell Butte. The Urban Renewal Plan, boundary and recommended Comprehensive Plan Map amendments and zone changes reinforce the implementation of this policy.

173. Urban Renewal Plan targeted investments include \$3,000,000 for open space acquisition, park improvements, and greenway and trail upgrades. The plan also proposes \$5,000,000 in Johnson Creek Watershed stormwater/flood management, utilities, and industrial/commercial site infrastructure. These planned expenditures will dramatically increase the area's livability, amenities, and recreational opportunities without sacrificing environmental quality and protection. The Planning Commission has urged the City Council to target additional monies and other resources to address Johnson Creek stormwater management issues and support area revitalization efforts.

V. Findings for Consistency with Applicable Outer Southeast Business Plan Policies

PROMOTION & REVITALIZATION OF BUSINESSES

AND INSTITUTIONS: Encourage expansion and revitalization of existing businesses and institutions in order to create an environment attractive to new development. (Adopted as part of Portland's Comprehensive Plan). The application of the Central Employment and Urban Commercial designations and EXd and CM zones along with accompanying planned urban renewal plan investments implement this policy.

174. The application of these designations and zones expands the types of development permitted within the Lents Town Center. Together with planned transportation, infrastructure, and economic development investments, a new more positive business area and climate will emerge which attracts public/private partnership and private sector investment. Necessary public and community infrastructure are in place to support Town Center recommended designations and zones.

CRIME AND PUBLIC SAFETY: Provide a safe environment for residents, businesses, employees and shoppers in Outer Southeast business areas. (Adopted as part of Portland's Comprehensive Plan) The application of the Central Employment and Urban Commercial designations and EXd and CM zones along with accompanying planned urban renewal plan investments implement this policy.

175. The current town center is an area filled with underutilized and vacant sites, development patterns with parking between buildings and sidewalks, and minimal street amenities for pedestrians. New transportation improvements, public area amenities, and sidewalk oriented development will revitalize this area while creating new patterns of activity in the area and on the

streets. Encouraging mixed-use development through technical and financial assistance and the application of the EXd and CM zones will generate a neighborhood setting within the town center and support the expansion of activities.

176. Creation of a town center where businesses and residential developments are oriented to the street, high levels of public and community amenities are available, and transportation improvements support transit, bicycle, and pedestrian modes of travel will create a safer Town Center where individuals are drawn to gather.

TRAFFIC AND TRANSPORTATION: Provide a safe, efficient and attractive, full-service transportation system to serve Outer Southeast business areas. (Adopted as part of Portland's Comprehensive Plan) The application of the Central Employment and Urban Commercial designations and EXd and CM zones along with accompanying planned urban renewal plan investments implement this policy.

177. The Lents Town Center is a designated Town Center and Pedestrian District at an important node within the multi-modal regional transportation network. New development encouraged by urban renewal programs and public investments will support greater utilization of alternative modes of transportation.

TARGET AREAS¹: Provide an effective business environment by providing opportunities for established businesses to expand or reinforce their uses at existing

¹ The Coalition has identified the following Target Areas as having particularly great economic development potential: (1) Lents Town Center, (2) 82nd Avenue south of Foster, (3) Foster Road from Powell to 82nd, (4) Division St. from 82nd to 122nd. The Coalition feels these Target Areas deserve study and attention and want an emphasis put on these areas. Each contains Action items to achieve that potential within the timeframe of this plan. Check also Policy 3 and Appendix B for Traffic and Transportation issues which might be relevant to a particular Target Area.

locations. (Adopted as part of Portland's Comprehensive Plan) The application of the Central Employment and Urban Commercial designations and EXd and CM zones along with accompanying planned urban renewal plan investments implement this policy.

178. The Lents Town Center and surrounding arterials provide ample opportunities for new development on vacant sites and redevelopment of underutilized properties. The Lents Town Center is one of the areas targeted in the Outer Southeast Community Plan for redevelopment and revitalization. The application of the EXd and CM zones in the Town Center, Outer Southeast Plan zoning in place elsewhere, and targeted new public investments in infrastructure and amenities will spur new investment in the area and reinvestment by existing business, home, and property owners.

VI. Findings for Consistency with Applicable Lents Neighborhood Plan Policies

CRIME AND PUBLIC SAFETY: Reduce the frequency of crime and provide a safe environment for residents, businesses and visitors in the Lents neighborhood. (Adopted as part of Portland's Comprehensive Plan). Planned urban area plan public investments and new Town Center designations and zones are consistent with this policy.

179. The provisions and programs of the Lents Town Center Urban Renewal Plan together with development opportunities made available through the application of the EXd and CM zones will create new development patterns favoring pedestrian, bicycle, and transit movement. The revitalization of the business center will create a neighborhood atmosphere reinforced by new retail, business service, and mixed-use development.

ECONOMIC DEVELOPMENT: Preserve and enhance the commercial viability of existing businesses within the Lents area. (Adopted as part of Portland's Comprehensive Plan) The refinement of Outer Southeast Community Plan zoning in the Lents Town Center is consistent with this policy.

180. The proposed map amendments and zone changes will facilitate re-development and re-use of the Lents downtown and associated areas which meet the State's criteria of blight but contain substantial opportunities for community revitalization and infill.
181. Successful redevelopment of the Lents Town Center, planned new public infrastructure and community investments, and identified tax increment financing projects will facilitate

revitalization for the southern portion of the Outer Southeast Community Plan area.

182. The rehabilitated area will include a variety of uses on a centrally located site designated as a 2040 Town Center. These uses are either not now available or limited these Outer Southeast Neighborhoods. These uses can theater expansion, siting of both regional and local retail goods and facilities, development on the Outer Southeast's only industrial sanctuary, improved community and recreational facilities, a workforce center, and realization of a substantial number of opportunities for mixed-use commercial/residential development.
183. The above expanded and new commercial and industrial enterprises will create wealth opportunities for residents, businesses, and property owners while providing needed employment opportunities to the area's workforce.
184. The City Council acknowledges its role as a coordinator and implementor of the area revitalization and neighborhood stabilization strategies of the Outer Southeast Community Plan and accompanying Neighborhood Plans, including the Lents, Brentwood-Darlington, Foster-Powell, Mt. Scott-Arleta, and Powellhurst-Gilbert Neighborhood Plans. The Lents Town Center has been underdeveloped and underutilized for more than 40 years and is seen as the cornerstone of revitalization for this area of the Outer Southeast Plan Community.
185. Market studies of the area suggest additional commercial and mixed-use activities within this geographical area are in demand. Lents Town Center revitalization will create job opportunities in a part of Portland which is troubled by high levels of unemployment and underemployment.

TRAILS, PARKS, OPEN SPACE, AND THE

ENVIRONMENT: Promote recreational opportunities in and around Lents while preserving and protecting the environment. (Adopted as part of Portland's Comprehensive Plan) The refinement of Outer Southeast Community Plan zoning in the Lents Town Center is consistent with this policy.

186. Planned environmental (estimated value \$8,000,000) and open space (estimated value \$3,000,000) projects address longstanding issues of stormwater/flood water management in the Johnson Creek Watershed, habitat reclamation, and expansion of recreational opportunities. The application of the EXd and CM zones will provide the neighborhood activity and population foundation needed to support area revitalization and gradual realization of the Lents Neighborhood vision statement.

HISTORIC PRESERVATION: Preserve historic and cultural resources within the Lents Neighborhood and promote awareness of historic people, places and events in Lents. (Adopted as part of Portland's Comprehensive Plan) The refinement of Outer Southeast Community Plan zoning in the Lents Town Center is consistent with this policy.

187. Urban renewal plan provisions and application of the EXd and CM zones provides technical and financial assistance and the spatial opportunities needed to encourage homeowner and rental property repair and new development compatible with surrounding Town Center and neighborhood historic patterns.

URBAN DESIGN: Use urban design concepts and amenities to preserve and enhance neighborhood livability and to maintain a sense of place. (Adopted as part of Portland's Comprehensive Plan) The refinement of Outer

Southeast Community Plan zoning in the Lents Town Center is consistent with this policy.

188. The development standards of the EX zone, 'd' overlay zone, and the CM zone encourage new developments, expansions, and rehabs which are transit-supportive, pedestrian-friendly, and compatible with surrounding area development.
189. Urban renewal programs create opportunities for area residents and business people to reinvestment in their homes, businesses, and properties. These efforts are reinforced by planned public improvements in area transportation, open space, streets, and community facilities.

HOUSING: Encourage a sense of community pride in Lents by maintaining, restoring and rehabilitating existing homes and taking advantage of opportunities to build a variety of new housing. (Adopted as part of Portland's Comprehensive Plan) The refinement of Outer Southeast Community Plan zoning in the Lents Town Center is consistent with this policy.

190. Lents and the edges of surrounding neighborhoods within the renewal district boundary meet the State's definition of blighted. The urban renewal housing programs together with Community Development Block Grant programs for which much of the area is eligible, provide the technical and financial tools needed by existing households to reinvest in their homes and properties. Similar rental property programs ensure that the beneficial effects of revitalization captured by single detached dwelling houses will be matched by that in multi-dwelling and mixed-use development areas.
191. Ten sites within Cluster A are subject to the No Net Loss Housing Policy provisions. Total area involved is 77,213 sq. ft. The 9 sites designated Medium Density Multi-Dwelling Residential and zoned R1

account for 65,237 sq. ft. The site designated Urban Commercial with a Commercial/Residential CM zone accounts for 11,981 sq. ft. The Central Employment designation and EX zone are recommended for all of the above sites. The EX zone allows but does not require the construction of housing.

Housing density in the R1 and CM zones is 1 unit per 1,000 sq. ft. of site area. The minimum density requirement is 1 unit per 2,000 sq. ft. of site area. Housing potential in the R1 and CM zones is calculated at 1 unit per 1,000 sq. ft. of site area (rounded up). Conversion of these 10 sites results in a lost housing potential of 78 residential units.

Minimum density requirements (1 unit per 2,000 sq. ft. of site size) are used when calculating the counterbalancing number of built housing units on land with zoning not requiring the construction of residential units. In this latter case, 39 housing units would offset the housing potential lost on the R1 and CM sites.

The housing provisions of the Lents Town Center Urban Renewal Plan calls for the following either singularly or in combination:

- a. Building 39 housing units (calculated at 1 unit per 2,000 sq. ft. of site area) on land without zoning which requires the construction of housing;
- b. Increasing the housing potential within the Urban Renewal Plan area by 78 housing units (calculated at 1 unit per 1,000 sq. ft. of site area) by securing approval for Comprehensive Plan Map amendments and zone changes. These shifts can result by replacing non-residential zoning with residential zoning or increasing the allowed densities on residentially zoned land.

- c. Combination of 1 and 2 above.

These changes must be made before the year 2015 or closure of the plan, whichever comes first.

192. Proposed housing programs, estimated value of \$15,000,000, will establish a homeowner repair program homebuyer program, rental property repair program, and housing development finance.
193. Application of the EXd and CM zones expands development options in the Lents Town Center. The development standards of these zones are consistent with area revitalization goals and the vision of the Lents Neighborhood Plan.

NEIGHBORHOOD LIVABILITY: Restore Lents identity as a friendly, safe, attractive neighborhood for everyone in our historic community. (Adopted as part of Portland's Comprehensive Plan) The refinement of Outer Southeast Community Plan zoning in the Lents Town Center and implementation of the Urban Renewal Plan are consistent with this policy.

194. Planned urban renewal plan investments in area amenities, transportation, and environment will bolster the area's connectivity and upgrade existing and build new gathering and focal points in the area. The CM and EXd zones reinforce a pattern of street and neighborhood safety by encouraging developments that are pedestrian-friendly and transit-supportive.

TRANSPORTATION: Improve access to and through Lents using a variety of modes while reducing noise, pollution and safety hazards. (Adopted as part of Portland's Comprehensive Plan) The refinement of Outer Southeast Community Plan zoning in the Lents Town Center and implementation of the Urban Renewal Plan are consistent with this policy.

195. Applications of the Central Employment and Urban Commercial designations and EXd and CM zones encourages rehabilitation and new construction which encourages urban forms in the center of the designated Town Center and Pedestrian District which support these classifications. Planned transportation and public infrastructure investments support the rebuilding of the Town Center and urban infill within the center and surrounding residential neighborhoods.

V. Findings of Consistency with Applicable Brentwood-Darlington Neighborhood Plan Policies

The eastern edge of the Brentwood-Darlington Neighborhood is contained within the southwestern edge of the Lents Town Center Urban Renewal Plan. While provisions of the urban renewal plan have direct consequences for a portion of this neighborhood, recommended Comprehensive Plan Map amendments and zone changes are in the Lents Neighborhood.

NEIGHBORHOOD IDENTITY: Strengthen the identity of Brentwood-Darlington and enhance its desirability as a place to live and work. The Urban Renewal Plan reinforces this neighborhood policy. The zone changes are for areas outside this neighborhood.

196. The boundary of the Brentwood-Darlington neighborhood, SE 82nd Avenue, is located within the renewal district boundary. Planned improvements to SE 82nd Avenue and Johnson Creek Watershed investments will result in dramatic improvements in this area of the neighborhood improving area livability and desirability.

LIVABILITY AND SAFETY: Foster a diverse, stable, and safe community. The Urban Renewal Plan reinforces this neighborhood policy. The zone changes are for areas outside this neighborhood.

197. The re-establishment of a strong mixed-use Town Center in the Lents Neighborhood contributes to the attractiveness and stability of the entire Outer Southeast Community. The zone changes create this opportunity at a regional multi-modal transportation node. Rehabilitation of the area's transportation, infrastructure, and environmental areas, which in turn, stimulates housing and community development, strengthens area livability

and competitive attractiveness.

EDUCATION, RECREATION AND CULTURE: Promote educational, recreational and cultural opportunities and make Brentwood-Darlington citizens aware of them. The Urban Renewal Plan reinforces this neighborhood policy. The zone changes are for areas outside this neighborhood.

198. Planned community investments with an estimated value of \$4,000,000 include community/public service center(s), workforce training center, and area gateways. These reinforce Brentwood-Darlington's identity and provide needed public services for area residents, property owners, and businesses.

HOUSING: Preserve and improve existing housing while providing opportunities for new housing for people of all ages and income levels. The Urban Renewal Plan reinforces this neighborhood policy. The zone changes are for areas outside this neighborhood.

Net housing potential loss will occur with the shifts to the Central Employment designation and zone. This loss is counterbalanced by the urban area plan provisions that call for the construction of 39 new housing units in areas with zoning that does not require housing or by future shifts in existing designations and zones which do require housing development.

199. Housing development and financing programs will be available to the portion of the Brentwood-Darlington neighborhood that is within the urban renewal district boundary. The use of these programs will lead to the rehabilitation of neighborhood housing and a stimulus for new housing construction.

LAND USE: Maintain and improve the predominantly residential character of Brentwood-Darlington while promoting compatibility among the residential, commercial and industrial land uses of the neighborhood. The Urban Renewal Plan and accompanying designation and zone changes are consistent with this policy.

200. The shifts in designations and zones are within the Lents Neighborhood only. However, these changes will create new opportunities for commercial, mixed-use, and industrial development within a 2040 designated Town Center. Growth in these activities in the Town Center will reinforce and conserve this neighborhood's residential areas.

BUSINESS AND INDUSTRY: Support the retention and expansion of existing businesses and encourage new commercial uses when compatible with the surrounding neighborhood. The Urban Renewal Plan and accompanying designation and zone changes are consistent with this policy.

201. Strengthening the development opportunities in the core of the Lents Town Center and providing transportation and infrastructure improvements within the eastern edge of the Brentwood-Darlington neighborhood creates expansion and new development opportunities for businesses and creates new employment opportunities for area residents.

TRAFFIC AND TRANSPORTATION: Support a system of streets that is efficient, safe and affordable while minimizing the impact of traffic on residential areas and business operations. The Urban Renewal Plan and accompanying designation and zone changes are consistent with this policy.

202. An estimated \$17,000,000 will be spent over the life of the Urban Renewal Plan in transportation system improvements affecting pedestrians, bicyclists,

VIII. Findings of Consistency with Applicable Foster-Powell Neighborhood Plan Policies

The eastern edge of the Foster-Powell Neighborhood forms the northerly portion of the western boundary of the Urban Renewal District. While provisions of the urban renewal plan have direct consequences for a portion of this neighborhood, recommended Comprehensive Plan Map amendments and zone changes are in the Lents Neighborhood.

PARKS AND OPEN SPACE: Improve and maintain Foster-Powell's parks and the 72nd Avenue park blocks so that they can better serve the needs of neighborhood residents. (Adopted as part of Portland's Comprehensive Plan) The Urban Renewal Plan and accompanying designation and zone changes are consistent with this policy.

204. Improvements to the transportation system planned for SE 82nd Avenue implement action items of the Foster-Powell Neighborhood Plan. Improving area connectivity and expanding the attractiveness of the area for pedestrians, bicyclists, and transit-users enhances the achievement of this policy.

NEIGHBORHOOD LIVABILITY: Improve the appearance and livability of the Foster-Powell Neighborhood. (Adopted as part of Portland's Comprehensive Plan) The Urban Renewal Plan and accompanying designation and zone changes are consistent with this policy.

205. Housing and economic development programs available to the portion of the neighborhood within the Urban Renewal Plan District can be used for home acquisition, homeowner and rental property rehabilitation, and housing development financing. These will strengthen the residential neighborhoods within the District boundary includes Foster-Powell.

PUBLIC SAFETY: Involve residents and business owners in efforts to reduce crime and vandalism in the neighborhood.(Adopted as part of Portland's Comprehensive Plan) The Urban Renewal Plan and accompanying designation and zone changes are consistent with this policy.

206. Planned renewal plan investments in public infrastructure, community facilities such as the work force and community and public service centers, and expansions in area recreation create new opportunities for residents and businesses to invest in their neighborhoods, secure job training and placement, and structure discretionary time.

HOUSING: Ensure an adequate supply of housing at a variety of prices and rents by promoting new home ownership opportunities, improvement of the existing housing stock, responsible rental property ownership, and the development of compatible infill housing.(Adopted as part of Portland's Comprehensive Plan) The Urban Renewal Plan and accompanying designation and zone changes are consistent with this policy.

207. Net housing potential loss will occur with the shifts to the Central Employment designation and zone. This loss is counterbalanced by the urban area plan provisions that call for the construction of 39 new housing units in areas with zoning that does not require housing or by future shifts in existing designations and zones which do require housing development.
208. Housing development and financing programs will be available to the portion of Foster-Powell neighborhood which is within the urban renewal district boundary. The use of these programs will led to the rehabilitation of neighborhood housing and a stimulus for new housing construction.

HISTORIC PRESERVATION Protect existing historic

resources and identify new ones. (Adopted as part of Portland's Comprehensive Plan) The Urban Renewal Plan and accompanying designation and zone changes are consistent with this policy.

209. Town Center Urban Renewal housing and commercial/industrial programs encourage building rehabilitation, expansion, and new construction. Accompanying infrastructure, environmental, and transportation improvements will support these new development opportunities.

TRANSPORTATION: Reduce the speed and volume of traffic on local streets so that they are safe for pedestrians and bicyclists. Provide safe access across the arterials that surround the neighborhood. (Adopted as part of Portland's Comprehensive Plan) The Urban Renewal Plan and accompanying designation and zone changes are consistent with this policy.

210. Planned transportation programs including traffic calming, pedestrian and bicycle improvements (estimated value of \$5,000,000 over the life of the plan) are designed to provide connectivity between and within neighborhoods, encourage greater use of alternative transportation modes, and stimulate the siting and growth of retailers and business services meeting the needs of residents and businesses.

COMMERCIAL AREAS: Improve the Foster Road and 82nd Avenue commercial areas. Encourage businesses that serve Foster-Powell and surrounding neighborhoods to locate in these areas. Create a better pedestrian environment. (Adopted as part of Portland's Comprehensive Plan) The Urban Renewal Plan and accompanying designation and zone changes are consistent with this policy.

211. Major improvements in transportation and public infrastructure are planned for the portions of SE Foster Road and SE 82nd Avenue which are within

the urban renewal boundary. These improvements will increase connectivity, stimulate new pedestrian-oriented development, and encourage new business development meeting the daily and weekly shopping needs of area residents, workers, and businesses.

IX. Findings of Consistency with Applicable Mt. Scott-Arleta Neighborhood Plan Policies

The eastern edge of the Mt. Scott-Arleta Neighborhood forms a central portion of the western boundary of the Urban Renewal District. SE Foster Road cuts diagonally through the northern portion of the neighborhood. SE 82nd Avenue defines the eastern edge of the neighborhood. While provisions of the urban renewal plan have direct consequences for a portion of this neighborhood, recommended Comprehensive Plan Map amendments and zone changes are in the Lents Neighborhood.

URBAN DESIGN: Improve the physical image and character of the Mt. Scott-Arleta Neighborhood through emphasizing its historic heritage and diverse culture. (Adopted as part of Portland's Comprehensive Plan) The Urban Renewal Plan and accompanying designation and zone changes are consistent with this policy.

211. Planned transportation improvements (estimated value \$17,000,000) include improvements to SE 82nd Avenue and SE Foster Road. These will directly benefit transportation circulation within the portions of the neighborhood within the renewal district boundary.
212. Pedestrian, bicycle, transit, and traffic calming investments will improve the physical image of the area. The Plan's housing and economic/commercial programs will provide residents and businesses with technical and resource assistance needed to take advantage neighborhood changes created through the above public and community investments in the area.

HOUSING: Improve Mt. Scott-Arleta's supply of housing by protecting existing homes and encouraging the construction of a variety of attached housing types on infill lots. New housing should blend into the

neighborhood and meet the needs of residents of various ages, income levels, and backgrounds. (Adopted as part of Portland's Comprehensive Plan) The Urban Renewal Plan and accompanying designation and zone changes are consistent with this policy.

213. Net housing potential loss will occur with the shifts to the Central Employment designation and zone. This loss is counterbalanced by the urban area plan provisions that call for the construction of 39 new housing units in areas with zoning that does not require housing or by future shifts in existing designations and zones which do require housing development.

214. Housing development and financing programs will be available to the portion of Mt. Scott-Arleta neighborhood which is within the urban renewal district boundary. The use of these programs will lead to the rehabilitation of neighborhood housing and a stimulus for new housing construction.

PARKS, RECREATION AND OPEN SPACE: Focus on the Mt. Scott Community Center and Park as the neighborhood's heart and primary attraction. At the same time, encourage additional recreational choices in the neighborhood. (Adopted as part of Portland's Comprehensive Plan) The Urban Renewal Plan and accompanying designation and zone changes are consistent with this policy.

215. Investments in community/public services center(s), a workforce training center, area gateways, and environmental and infrastructure and open space will expand dramatically the habitat, recreational, and open space opportunities available to neighborhood households, businesses, property owners, and visitors.

ECONOMIC DEVELOPMENT: Improve commercial viability for business districts in the neighborhood, to

provide a full range of goods and convenient neighborhood services. (Adopted as part of Portland's Comprehensive Plan) The Urban Renewal Plan and accompanying designation and zone changes are consistent with this policy.

216. SE 82nd Avenue and SE Foster Rd. transportation improvements, industrial/commercial site infrastructure, and economic/commercial development programs available within the urban renewal boundary will stimulate new investment in commercial activities, industrial development, and housing. Urban infill, new development, and redevelopment will provide the stable and supportive foundation needed to encourage expansion in the range and types of goods and services available within the area.

TRANSPORTATION: Ensure that transit and traffic move safely and smoothly within the Mt. Scott-Arleta Neighborhood. Improve transportation facilities to encourage pedestrian and bicycle use, as well as to accommodate physically challenged persons. (Adopted as part of Portland's Comprehensive Plan) The Urban Renewal Plan and accompanying designation and zone changes are consistent with this policy.

217. Planned transportation programs including traffic calming, pedestrian and bicycle improvements (estimated value of \$5,000,000 over the life of the plan) are designed to provide connectivity between and within neighborhoods, encourage greater use of alternative transportation modes, and stimulate the siting and growth of retailers and business services meeting the needs of residents and businesses.

PUBLIC SAFETY: Create an environment of communication and citizen involvement, with the objective of keeping the neighborhood a safe place to live and conduct business. (Adopted as part of Portland's

Comprehensive Plan) The Urban Renewal Plan and accompanying designation and zone changes are consistent with this policy.

218. Urban Renewal Plan citizen involvement and public involvement goals, policies and procedures ensure that the public will have opportunities to be involved in all future phases of plan implementation, evaluation, and change. Improving connectivity, reinforcing neighborhood and area identity, creating new jobs, and supporting entrepreneurial activities strengthen neighborhoods and neighborhood safety.

IX. Findings of Consistency with Applicable Powellhurst-Gilbert Neighborhood Plan Policies

The northwestern and western edges of the Powellhurst-Gilbert Neighborhood form the northeastern and northerly western boundaries of the Urban Renewal District. While provisions of the urban renewal plan have direct consequences for a portion of this neighborhood, recommended Comprehensive Plan Map amendments and zone changes are in the Lents Neighborhood.

TRANSPORTATION: Ensure that the neighborhood is accessible by a variety of transportation modes including walking, bicycling, public transit, auto, and truck, while reducing noise, pollution and safety hazards. (Adopted as part of Portland's Comprehensive Plan) The Lents Town Center Urban Renewal Plan, boundary and projected expenditures implement this policy.

219. SE 122nd is an important north-south arterial within the neighborhood. SE Powell and Holgate are important linking east-west roads. I205 cuts across the northwestern corner of the neighborhood. Planned improvements to all transportation nodes within the urban renewal district will directly improve this neighborhood's connectivity both intra and inter-regionally. Neighborhood households and businesses will be able to take advantage of transit, pedestrian, and bicycle improvements within the Lents Town Center and surrounding area.

TRAILS, PARKS, OPEN SPACES & THE ENVIRONMENT: Ensure that the parks, green spaces, open spaces and other recreational and cultural opportunities of the Powellhurst-Gilbert neighborhood meet the needs of area residents and improve the neighborhood's appearance. (Adopted as part of Portland's Comprehensive Plan) The Lents Town Center

Urban Renewal Plan, boundary and projected expenditures implement this policy.

220. Estimates of projected expenditures within the urban renewal plan area include \$3,000,000 for open space and park acquisition and greenway and trail improvements. Combining this with an estimated allocation of \$5,000,000 for Johnson Creek Watershed storm water/flood water management will dramatically upgrade and expand area open spaces and recreational opportunities.
221. Projected expenditures also include \$4,000,000 for community/public service centers, workforce training center, and area gateways.

PUBLIC SAFETY: Reduce crime and reinforce a sense of security for those living and working in Powellhurst-Gilbert. (Adopted as part of Portland's Comprehensive Plan) The Lents Town Center Urban Renewal Plan, boundary and projected expenditures implement this policy.

222. Housing rehabilitation and ownership programs, planned community/open space investments, and an expanding business market with new job opportunities available will contribute to improvements in area security and sense of neighborhood for those who live and work there.
223. Linkages between the Caring Community, public schools, and workforce labor center with area employers and entrepreneurs and unions will create new connections and opportunities for the area's workforce and students.

HOUSING AND NEIGHBORHOOD LIVABILITY: Improve the neighborhood and encourage and allow for diversity in the type and density of housing within the neighborhood. (Adopted as part of Portland's Comprehensive Plan) The

Lents Town Center Urban Renewal Plan, boundary and projected expenditures implement this policy.

224. Net housing potential loss will occur with the shifts to the Central Employment designation and zone. This loss is counterbalanced by the urban area plan provisions that call for the construction of 39 new housing units in areas with zoning that does not require housing or by future shifts in existing designations and zones which do require housing development.
225. Housing development and financing programs will be available to the portion of Powellhurst-Gilbert neighborhood that is within the urban renewal district boundary. The use of these programs will lead to the rehabilitation of neighborhood housing and act as a stimulus for new housing construction.

HISTORIC PRESERVATION & URBAN DESIGN:

Preserve, restore and enhance Powellhurst-Gilbert's historic resources. (Adopted as part of Portland's Comprehensive Plan) The Lents Town Center Urban Renewal Plan, boundary and projected expenditures implement this policy.

226. Housing programs encourage rehabilitation and maintenance of homeowner and rental properties. These will add to the viability and longevity of the neighborhood's housing stock. Upgrades of existing properties will also encourage new private sector reinvestment in housing and urban infill within the neighborhood.

ECONOMIC DEVELOPMENT: Improve, support and create businesses that enhance the neighborhood and provide needed goods and services to residents. (Adopted as part of Portland's Comprehensive Plan) The Lents Town Center Urban Renewal Plan, boundary and projected expenditures implement this policy.

227. Transportation, infrastructure, workforce center, and economic/commercial programs and investments will generate a new market climate within the area and provide a foundation for new development stimulating business investment and expansion.

EXHIBIT E

Portland Planning Commission

Report to the City Council



CITY OF

PORTLAND, OREGON

Planning Commission

Telephone No. 823-7708 TDD 823-6868 FAX 823-7800
c/o Bureau of Planning, Rm. 1002, 1120 S.W. Fifth Ave. 97204

August 23, 1998

Honorable Vera Katz, and Members of the Portland City Council
Portland City Hall
1221 SW 4th Avenue
Portland, Oregon 97204-1966

Dear Mayor Katz and Members of the Council:

The Portland Planning Commission has completed its review of the Lents Town Center Urban Renewal Plan and District Boundary. On August 23, 1998 the Planning Commission held a public hearing on the proposed plan and boundary. Notice of this hearing was provided and those interested were invited to testify. The Commission unanimously recommends City Council adoption of the urban renewal plan and district boundary.

The Lents Town Center Urban Renewal Plan is the culmination of more than 3 decades of planning by the community to address longstanding conditions of economic and social blight. The factors needed for success are all present. The Plan's goals are clear and concise. They are the same as those adopted in 1996 with the vision statements and policies of the Outer Southeast Community, Business, and Neighborhood Plans. The Plan's implementation framework is comprehensive, strategic, and realistic. The plan has the active support of the Lents Town Center Urban Renewal Advisory Committee and Community. Tax increment financing provides a stable funding source for the implementation of the City's plans for the Lents Renewal Area.

The Planning Commission amended the proposed plan by adding a 5th objective to the Plan's Environmental Goal. This objective directs that careful consideration be given to the potential for reoccurrence of

Page 2
August 23, 1998

flood damage before tax increment funds are spent on property development. The Commission also encourages the City Council target additional revenues to the Renewal Area to address Johnson Creek stormwater and other revitalization efforts.

The Urban Renewal Plan is an action plan. It is an instrument for positive change in Outer Southeast. Ongoing community commitment and plan processes and policies ensure that the plan will continue to reflect community goals and priorities.

Recommendation

The Portland Planning Commission unanimously recommends the City Council approve the Lents Town Center Urban Renewal Plan and District Boundary as amended by the following addition:

Addition of Objective 5. to Section III. Goals and Objectives, Goal F. Environment

Invest urban renewal plan tax increment funds only in development projects that represent a prudent use of these funds after considering the risks of flood damage to the property involved.

Sincerely,



Steve Abel, President
Portland Planning Commission

SA,/CGA/cga

CC: Steve Abel, President, and Members of the Planning Commission
David C. Knowles, Planning Director
Michael S. Harrison, AICP, Chief Planner
Colleen Greer Acres, PhD, AICP, Senior Planner

Report to the Portland City Council

RECOMMENDED

**LENTS TOWN CENTER
URBAN RENEWAL PLAN**

AND

**COMPREHENSIVE PLAN
MAP AMENDMENTS AND
ZONE CHANGES**

BY

THE PORTLAND CITY PLANNING COMMISSION

**August 24, 1998
Bureau of Planning
Portland, Oregon**

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Acknowledgments

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Background information on Ballot Measure 50 and
the renewal district findings included in this report
are primarily the work of Jeffrey Tashman of
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Exhibit A: *Lents Town Center Urban Renewal Plan* and Portland Development Commission Report

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RECOMMENDATIONS

The Portland Planning Commission unanimously recommends adoption of the following recommendations by the Portland City Council:

1. **Lents Town Center Urban Renewal Plan as amended to add Objective 5 to Goal F. Environment, Section III. Goals and Objectives:**

Objective 5

Invest urban renewal plan tax increment funds only in development projects that represent a prudent use of these funds after considering the risks of flood damage to the property involved.

2. **Urban Renewal District Boundary (Map 1)**
3. **Portland Development Commission Report and Accompanying Exhibits**
4. **Portland Planning Commission Report and Accompanying Exhibit D**
5. **Lents Town Center Comprehensive Plan Map Amendments and Zone Changes**

Recommendations 1-4 are scheduled to be heard in public hearings before the City Council on September 2 and September 9, 1998. Recommendation #5, Lents Town Center Comprehensive Plan Map Amendments and Zone Changes, is scheduled to be heard before the Portland City Council on September 23, 1998.

A summary of the Lents Town Center Urban Renewal Plan, Boundary, and Comprehensive Plan Map amendment and zone change recommendations follows. Information on the State's Urban Renewal Authority is presented in the Background Section of this Report. Title 33, Planning and Zoning, approval criteria

and their applicability to recommended Comprehensive Plan Map amendments and zone changes are given in the last section of this report.

Findings of compliance for the Lents Town Center Urban Renewal Area Plan and Boundary with Oregon Urban Renewal requirements are found in Exhibit D. Findings of compliance for recommended Comprehensive Plan Map amendments and zone changes with State Planning Goals, METRO Urban Growth Management Functional Plan Titles and adopted City of Portland Plans are also found in Exhibit D.

SUMMARY

The Lents Town Center Urban Renewal Plan area is located in the heart of the Portland's Outer Southeast Community. It is bound on the north by SE Powell Boulevard and on the south primarily by SE Clatsop Street, SE Knapp, and SE Foster Road. A combination of SE 80th, 81st, and 82nd Avenues form the western boundary. SE 122nd Avenue, north of SE Foster Rd., frames the urban renewal area on the northeast and SE Foster and SE Knapp on the southeast. (Map 1).

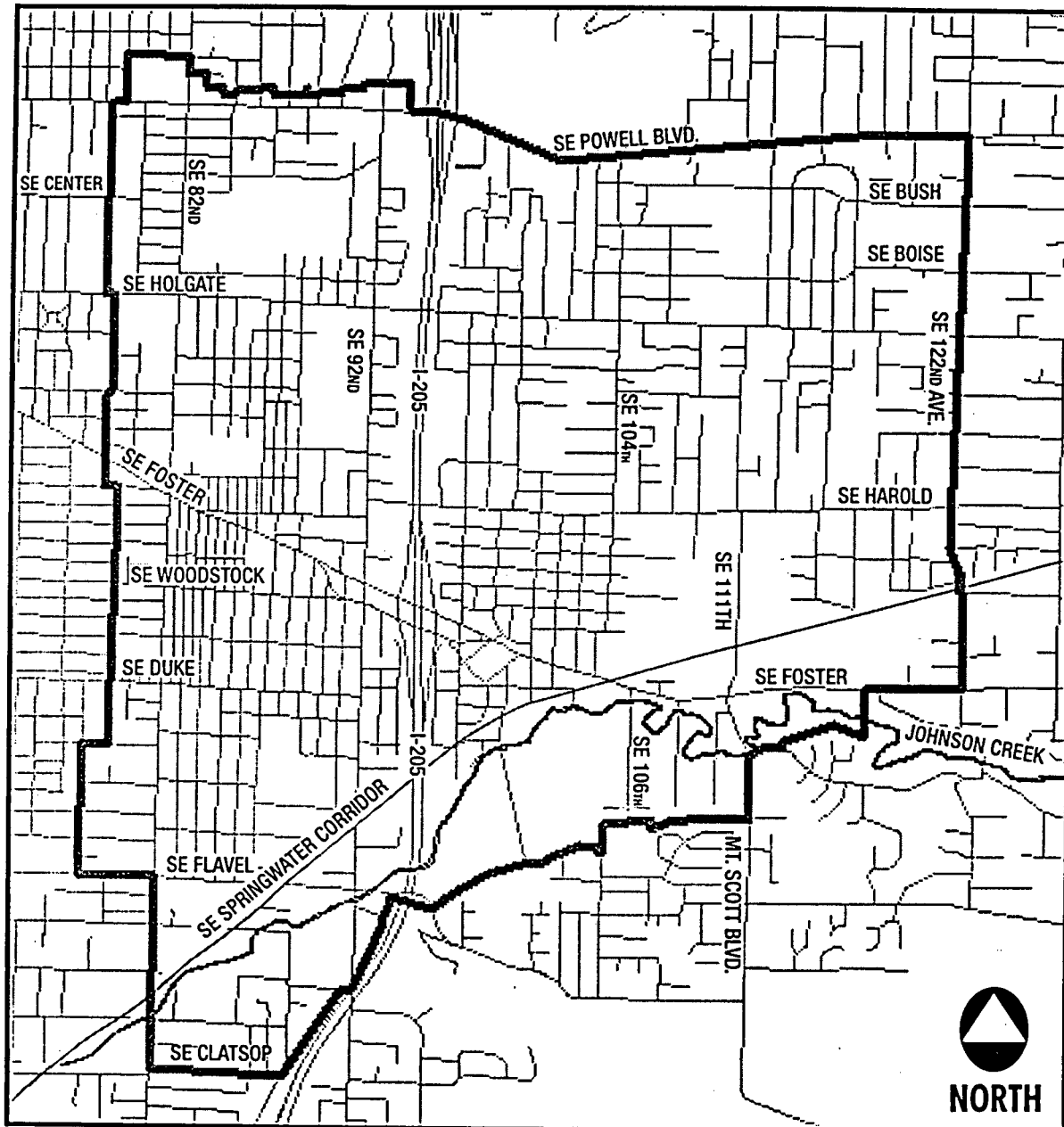
Five *Outer Southeast Community Plan* neighborhoods are included totally or partially within the *Lents Town Center Urban Renewal Plan* boundaries. The Lents neighborhood is at the center of the renewal area. Small segments of four abutting neighborhoods define the outer north, west and eastern edges of the renewal area: Foster-Powell, Mt. Scott-Arleta, and Brentwood-Darlington on the west and Powellhurst-Gilbert on the north and east. South of SE Foster Road and east of SE 112th Avenue is an area located between the urban renewal area boundary and the Pleasant Valley Neighborhood where there is no active neighborhood association.

The proposal to create an urban revitalization area in the Outer Southeast is the result of more than 20 years of effort on the part of the residents, businesses, property owners, institutions, and governments of this area. It began with *Multnomah County Framework Plan* adopted in 1977 and concludes with this proposal. Within that time frame, the area now known as the Outer Southeast Community was annexed to Portland during the 1980s and the City adopted the *Outer Southeast Community, Business and Neighborhood Plans* in January 1996 (Ordinance No. 169763 and Resolution No. 35491). In 1995 METRO designated the area around the I-205/SE Foster Road interchange as a Town Center and the Freeway Land Company site (the largest undeveloped industrial property in the OSE Plan area) as a Mixed-Use Employment Center in the 2040 *Growth Concept Plan*.

Through the continuum of community-based planning exercises a vision for this area emerged that forms the cornerstone of the urban renewal plan and future development of the Lents Town Center and surrounding neighborhoods. The urban renewal plan's

LENTS TOWN CENTER

Urban Renewal Area



LEGEND

 AREA BOUNDARY

PDC
PORTLAND
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COMMISSION

goals, objectives and projects provide a framework for overcoming the physical and economic conditions of blight existing today in this area and the realization of visions for the future adopted during the Outer Southeast Community Plan process.

The urban renewal plan's strategic framework is organized around 4 major community issues which are addressed in the plan:

JOBS -- a growing source of employment for area residents

WEALTH -- an opportunity for local residents, businesses, and property owners to participate in and benefit from economic redevelopment

LIVABILITY -- Stable and safe neighborhoods with affordable housing

COMMUNITY-- A healthy environment that supports a more livable community, characterized by:

- A strong neighborhood residential environment surrounding a revitalized central town center business district that integrates the neighborhoods into its purposes and functions.
- A network of connections and supportive transportation systems that help reconnect Lents and surrounding neighborhoods and create a vibrant town center.

URBAN RENEWAL PLAN GOALS, OBJECTIVES, AND PROJECTS

The urban renewal plan centers around the establishment and implementation of nine goals and associated objectives:

- A. Public Involvement
- B. Neighborhood Revitalization
- C. Revitalization of Commercial Areas
- D. Housing
- E. Employment
- F. Environment
- G. Transportation

- H. Parks, Recreation and Open Space
- I. Community Identity

The urban renewal plan's projects and programs are designed to help achieve these goals by providing the infrastructure and community foundation needed to attract private sector investment. Ongoing public involvement committees and procedures ensure that area residents, businesses, property owners, institutions, associations, and public service providers will continue to play a crucial role in plan implementation and project selection.

- A. Public Improvements -- construction, reconstruction, repair or replacement of sidewalks, streets, transit systems, parking, parks, pedestrian amenities, water, sanitary sewer and storm sewer facilities and other public infrastructure and other public infrastructure deemed appropriate for the achievement of plan goals and objectives
- B. Rehabilitation, Development and Redevelopment Assistance --The Portland Development Commission will undertake loans and grant programs to assist property owners in rehabilitating or redeveloping property within the area to achieve the goals of the urban renewal plan. This may include residential, commercial, or industrial loans or grants; financial assistance to improve older buildings to meet current code standards; assistance to remediate environmental conditions, or other programs to eliminate blight in the area.
- C. Land Acquisition, Improvement and Disposition for Redevelopment --The Portland Development Commission may acquire, improve and dispose of property for redevelopment in conformance with the *Portland Comprehensive Plan*, Title 33 (Planning and Zoning) and specific urban renewal plan objectives. The plan does not include a proposal to acquire any land within the boundary using condemnation procedures. Any such potential acquisition would be a minor plan amendment with approval contingent upon

the use of evaluation and public involvement procedures as specified in the plan.

- D. Planning -- The Portland Development Commission may undertake planning projects related to achieving plan goals such as the future feasibility project on the D-coupling of SE Foster and SE Woodstock.
- E. Administration -- The Portland Development Commission will administer all aspects of the *Lents Town Center Urban Renewal Plan*.

RECOMMENDED AMENDMENT TO THE URBAN RENEWAL PLAN

The Portland Planning Commission unanimously recommended approval of the Lents Town Center Urban Renewal Plan with the following amendment:

Add: Section III, Goals and Policies, Goal F, Environment, Objective 5

Objective 5

Invest urban renewal plan tax increment funds only in development projects that represent a prudent use of these funds after considering the risks of flood damage to the property involved.

The Planning Commission is also urging the City Council to target additional public resources and funds to address Johnson Creek stormwater management issues and support renewal revitalization efforts.

RECOMMENDED COMPREHENSIVE PLAN MAP AMENDMENTS AND ZONE CHANGES

Two clusters of property located in the core of the 2040 Lents town center and pedestrian district are proposed for to receive Comprehensive Plan Map amendments and zone changes. All are

located within the Lents neighborhood and Foster Area Business Association area. (Maps 2 and 3)

CLUSTER A

Cluster A is a T-shaped collection of properties bound by SE Reedway Avenue on the north, SE Woodstock on the south, SE 87th on the west, and the eastside of SE 91st Avenue on the east. The proposal calls for the replacement of existing designations and zones with the Central Employment designation and EX zone with the design 'd' overlay zone.

Eleven sites are currently designated General Commercial and zoned CG with the buffer 'b' overlay zone applied to the four sites fronting on SE Reedway Avenue. The majority of these sites front on SE Foster with all but one located on the north side of the street.

Nine sites are currently designated Medium Density Multi-dwelling Residential and zoned R1a (one unit per 1,000 sq. ft. of site area). The tenth is designated Urban Commercial with a Commercial/Residential (CM) zone. An estimated 77,218 sq. ft. of land are involved in the proposed conversions of these 10 sites. Recommended designation and zone shifts create a potential net housing loss of 78 residential units. No net housing loss procedures allow for this potential to be made up through the construction of 39 units of housing on land where zoning does not require housing or through the amendment of existing designations and housing to recapture the 78 lost housing potential. Urban renewal plan provisions require the replacement of this lost housing potential by 2015 or the successful completion of the plan, whichever comes first.

Options of rebalancing lost housing potential through either option or combination of options is possible because of the future implementation of urban renewal plan community development and housing incentives. Without the presence of the urban renewal plan this approach would not be feasible or practical.

CLUSTER B

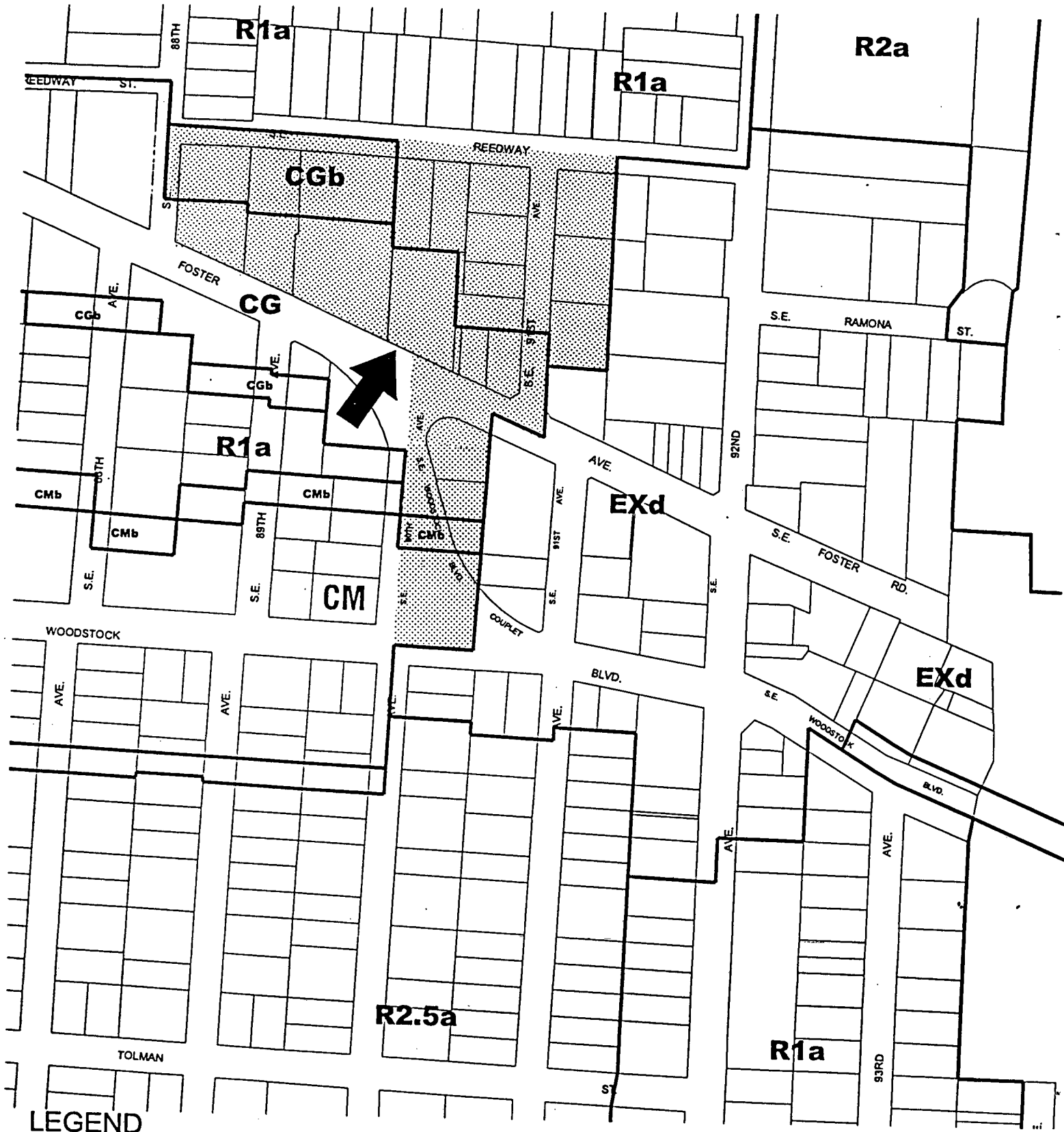
The two cluster B sites are located on the southwest and southeast corners of the intersection of SE Foster Road and SE 93rd Avenue. The Urban Commercial designation and Commercial/Residential zone are proposed to replace the existing Medium Density Multidwelling Residential designation and R1a zone. There is no potential loss of housing on these sites as the CM zone requires 50 percent or more of all new floor area construction to be residential.

FINDINGS OF CONSISTENCY


The recommended *Lents Town Center Urban Renewal Plan*, boundaries, and *Comprehensive Plan* map amendments and zone changes are consistent with applicable state, regional, and Portland goals, and adopted plans and implementing ordinances:

- *Oregon Statewide Planning Goals*
- *Metro Urban Growth Management Functional Plan*
- *Portland Comprehensive Plan*
- *Outer Southeast Community Plan*
- *Outer Southeast Business Plan*
- *Lents Neighborhood Plan*
- *Brentwood-Darlington Neighborhood Plan*
- *Foster-Powell Neighborhood Plan*
- *Mt. Scott-Arleta Neighborhood Plan*
- *Powellhurst-Gilbert Neighborhood Plan*

Recommended Comprehensive Plan Map amendments are also consistent with Title 33.810.050 Approval Criteria for Comprehensive Plan Map Amendments B. Legislative including required no net loss provisions. Recommended zone changes are consistent with Title 33.855.050 Approval Criteria for Base Zone Changes. The recommended zones are consistent with the recommended Comprehensive Plan Map designations. Public services are capable of supporting the uses allowed by the recommended zones.



LEGEND

 Sites Proposed for Change

CG - General Commercial Designation and Zone

R1 - Medium Density Multi-Dwelling Designation and R1 Zone (1 unit per 1,000 sq. ft. of site area)

CM - Urban Commercial Designation and Commercial/Residential Zone

a - Alternative Density Overlay Zone

b - Buffer Overlay Zone

Scale 1" = 200'

EXISTING COMPREHENSIVE PLAN MAP DESIGNATIONS





LEGEND



Sites Proposed for Change

R1 - Medium Density Multi-Dwelling Designation and R1 Zone (1 unit per 1,000 sq. ft. of site area)

a - Alternative Density Overlay Zone

Scale 1" = 200'



EXISTING COMPREHENSIVE PLAN DESIGNATIONS AND ZONES



LEGEND



Sites Proposed for Change

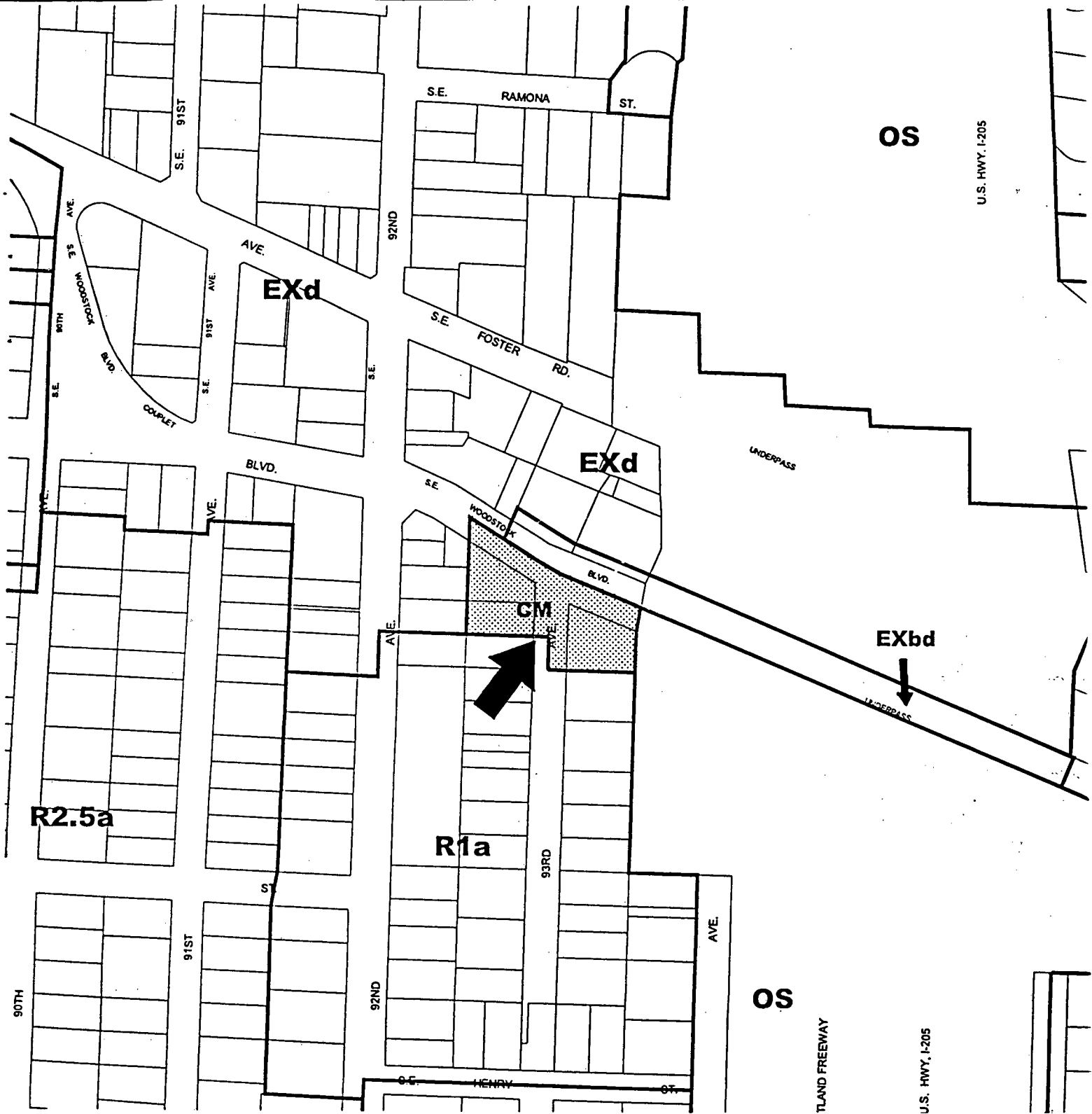
EX - Central Employment Designation and Zone

d - Design Overlay Zone

Scale 1" = 200'



PROPOSED COMPREHENSIVE PLAN MAP DESIGNATIONS AND ZONES



LEGEND



Sites Proposed for Change

CM - Urban Commercial Designation
and Commercial/Residential Zone

Scale 1" = 200'



PROPOSED COMPREHENSIVE PLAN DESIGNATIONS AND ZONES

BACKGROUND

Urban Renewal Plan Authority

Authority for the use of urban renewal was established by the Oregon Legislature and codified as Chapter 457 of the *Oregon Revised Statutes* (ORS). The statutes include criteria for the establishment of an urban renewal district; the development of eligible urban renewal areas; and the content of an urban renewal plan and urban renewal plan report.

Chapter 15, Article 1 of the Portland City Charter assigns all “general powers and duties” to the Portland Development Commission. The commission is designated as the body that will serve as the City’s urban renewal and redevelopment agency. They are responsible for carrying out all urban renewal functions. Proposed urban renewal plans and urban renewal plan amendments are prepared by the Development Commission staff and approved by the Portland Development Commission prior to their submission to the Portland City Planning Commission and Portland’s City Council.

The Portland Development Commission will hold a public hearing August 19, 1998 to consider the establishment of the Lents Town Center Urban Renewal Plan and proposed boundary. The Portland Development Commission is expected to approve the proposed plan and PDC report. The eligibility of the Town Center neighborhoods for Community Development Block Grant programs and resources combined with planned tax increment project expenditures means that long standing community and livability issues will be addressed and can be resolved.

Overview of ORS 457.085 Requirements

ORS 457 requires that the City’s Planning Commission must review urban renewal plans and amendments to urban renewal plans. The Planning Commission’s recommendations on such renewal plans or renewal plan amendments are submitted to the Portland City Council for consideration in their decision on the plan or plan amendment.

Portland's City Council has final review and approval authority over urban renewal plans and urban renewal plan amendments. Such plans and amendments may be approved only after a public notice, a public hearing, consideration of public testimony, and consideration of the recommendations of the Planning Commission. Approval of the renewal plan or renewal plan amendment must be by a nonemergency ordinance that incorporates the plan by reference and includes determinations and findings of compliance with the requirements of ORS 457.095.

The *Oregon Revised Statutes* requirements for urban renewal plans and urban renewal plan amendments are in two parts. The ORS requires specific content the renewal plan is to include. The statutes also require specific content to be included in the renewal plan report. There are eight elements that must be included in urban renewal plans. There are nine elements that must be included in an urban renewal plan report.

Required Urban Renewal Plan Contents

An urban renewal plan must include the following eight elements:

1. A description of each urban renewal project to be undertaken;
2. An outline of the development, redevelopment, improvements, land acquisition, demolition and removal of structures, clearance, rehabilitation or conservation of the urban renewal areas of the plan;
3. A map and legal description of the urban renewal areas of the plan;
4. An explanation of the plan's relationship to local objectives, land uses, traffic and other public improvements;
5. A description of proposed land use densities and building requirements;
6. A description of relocation methods for persons or businesses;

7. An indication of the property which may be acquired and its proposed disposition; and
8. A description of the type of future amendments that are so substantial as to require notice, hearing and approval.

Required Urban Renewal Plan Report Contents

An urban renewal plan report must include the following nine elements:

1. A description of physical, social and economic conditions, including expected impacts and fiscal impacts;
2. The reasons for selection of the area;
3. The relationship between the plan's projects and existing conditions;
4. The estimated total cost of each project and sources of monies to pay such costs;
5. The estimated completion date for each project;
6. The estimated monies required and the anticipated year indebtedness will be retired;
7. A financial analysis sufficient to determine feasibility;
8. A fiscal impact statement estimating the impact of tax increment financing; and
9. A relocation report.

Impact of Ballot Measure 50

Ballot Measure 50's (M50) changes to Oregon's property tax system are implemented under the terms of Senate Bill (SB)1215. The following summarizes the provisions of Measure 50 and SB1215 as they relate to urban renewal.

Overview: Measure 50 and Urban Renewal

Measure 50 replaced Oregon's levy-based property tax system with a rate-based system. Under this system, new urban renewal plans function in a simple, understandable manner.

New urban renewal plans are financed by:

- A. Separating out the ad valorem property taxes raised on increases in property values within a defined urban renewal area;
- B. Allocating these taxes to the urban renewal agency; and
- C. Urban renewal agency use of these taxes to finance urban renewal projects.

However, the Measure 50 system of raising urban renewal taxes results in 50-60 percent less revenue than under Measure 5. Because existing urban renewal plans were based on much higher revenue projections, in many cases these plans could not be carried out under the new financing system. For this reason, Measure 50 contains specific provisions to allow existing urban renewal plans to complete their projects.

As a result of Measure 50, the Oregon Constitution - Article XI, Section 11(16) - states:

The Legislative Assembly shall enact laws that allow collection of ad valorem property taxes sufficient to pay, when due, indebtedness incurred to carry out urban renewal plans existing on the effective date of this section. These collections shall cease when the indebtedness is paid. Unless excepted from limitation under section 11b of this section, nothing in this subsection shall be construed to remove ad valorem property taxes levied against the increase from the dollar limits in paragraph (h) of subsection (11) of this section.

This section is critical. It "grandfathers" urban renewal plans that were in place as of December 5, 1996 (the effective date of Measure 47), and requires the legislature to allow for the collection of revenues to carry out the plan. This collection of revenues is still subject to the Measure 5 property tax limits. Because of this

section, the implementation issues are divided into those for "new" urban renewal plans - adopted after December 5, 1996 - and "existing" urban renewal plans that were adopted before December 6, 1996.

SB1215 does not specifically define "indebtedness" and the requirement to use urban renewal taxes for payment of indebtedness is the same as before M50, and is stated in ORS 457.440(6)(b). Note that this refers to any indebtedness, and not specifically bonded indebtedness. (Assessors will require agencies to certify the amount of the total urban renewal taxes used for bonded indebtedness. This is to allow them to calculate a "supplemental reduction percentage" as part of the M50 process.)

Urban Renewal Taxes for New Urban Renewal Plans

SB1215 does not require a vote to establish a new urban renewal plan area and raise urban renewal taxes.

Under Measure 50, urban renewal taxes for new urban renewal plans (adopted after December 5, 1996) are raised exactly as described in Article IX, Section 1(c): the property taxes levied against the increase in value within an urban renewal area will be used to carry out urban renewal plans.

Compliance with ORS Plan and Report Requirements

The urban renewal report and plan for the Lents Town Center district complies with the content provisions of the ORS 457.085. This report includes findings that show consistency between the proposed renewal plan and *Oregon's Statewide Goals for Land Use Planning*, *Metro Urban Growth Management Functional Plan*, and the *Portland Comprehensive Plan* and adopted area plans. The findings will be part of the adopting ordinance presented to the Portland City Council. The Portland Development Commission will consider the *Lents Town Center Urban Renewal Plan* at a public hearing on August 19, 1998, prior to the consideration of the proposal at the Planning Commission's public hearing on August 25, 1998.

URBAN RENEWAL PLAN COMPREHENSIVE PLAN MAP AMENDMENT AND ZONE CHANGE TITLE 33 FINDINGS

Title 33, Planning and Zoning, have specific criteria for the approval of Comprehensive Plan Map amendments and zone changes. Below is a list of Title 33 approval criteria, discussion of zoning considerations, and conclusions and findings regarding the proposed changes.

33.810.050 Approval Criteria for *Comprehensive Plan Map* Amendments

- B. Legislative.** Amendments to the *Comprehensive Plan* map which are legislative must be found to be consistent with the goals and policies of the *Comprehensive Plan*, *Metro Urban Growth Management Functional Plan*, the *Statewide Planning Goals*, and any relevant area plans adopted by the City Council.

The Portland Bureau of Planning is proposing changes in *Comprehensive Plan* maps and zone changes in two clusters located in the heart of the Lents town center urban renewal area. Existing designations and zones and proposed shifts are displayed on report maps two and three.

1. The Central Employment designation and EX zone with the design 'd' overlay zone are proposed for the properties in **Cluster A**. Sites in cluster A are currently designated and zoned General Commercial (CG), Urban Commercial (CM), or Medium Density Multi-dwelling Residential (R1). Provisions in the urban renewal plan call for the replacement of potential housing by the construction of 39 housing units on zoned land where regulations do not require housing or the creation of 78 potential housing units through designation and zone changes or combination of the above methods by

2015. This potential could be lost by the proposed changes from the Multi-Dwelling Residential designation and R1 zone and the Urban Commercial Commercial/Residential CM zone to Central Employment (EXd). The adoption of the Lents Town Center Urban Renewal Plan, with its housing programs, projects, and development financing will stimulate new reinvestment in housing repair, maintenance, and development. Lost potential will be replaced through planned housing projects by nonprofit community development corporations such as Rose and investors interested in new mixed-use opportunities.

2. The Urban Commercial designation and Commercial/Residential (CM) zone are proposed application to properties in **Cluster B**. Sites in Cluster B have the Medium Density Multi-Dwelling Residential designation and R1 zone. This proposed shift does not create a potential loss in housing units due to the required housing provisions of the CM zone.

These changes, reinforced by the housing provisions in *the Lents Town Center Urban Renewal Plan*, are consistent with the *Oregon Statewide Planning Goals*, *Metro Urban Growth Management Functional Plan*, *Portland Comprehensive Plan*, the *Outer Southeast Community and Business Plans* and the *Lents Neighborhood Plan*. The urban renewal plan provides the strategic framework for overcoming the physical and economic conditions of blight present within the Lents neighborhood and adjacent neighborhood plan areas. Proposed shifts in designations and zones on properties located at the heart of the town center at a regional multi-modal transportation node create the foundation for area economic and community revitalization efforts.

33.855.050 Approval Criteria for Base Zone Changes

- A. **Compliance with the Comprehensive Plan Map.** The recommended zoning must be consistent with the *Comprehensive Plan* map's designation for the site.
- B. **Adequate public services.** Public services for water supply, transportation system structure and capacity, and police and fire protection are capable of supporting the uses allowed by the zone or will be capable by the time

development is complete, and proposed sanitary waste disposal and stormwater disposal systems are or will be made acceptable to the Bureau of Environmental Services.

Clusters A and B are located within the Metro 2040 designated town center at a regional multi-modal transportation node. Shifts in designations and zoning on these sites are necessary to create redevelopment opportunities at the core of this blighted area and attract new private sector investment.

Existing public service facilities and capacities are adequate to support the recommended *Comprehensive Plan* map amendments and zone changes. However, urban renewal plan objectives and programs will address service upgrades such as the construction of sidewalks and amenity enhancement in the town center and within the urban renewal boundary.

- A. Public Improvements -- construction, reconstruction, repair or replacement of sidewalks, streets, transit systems, parking, parks, pedestrian amenities, water, sanitary sewer and storm sewer facilities and other public infrastructure and other public infrastructure deemed appropriate for the achievement of plan goals and objectives
- B. Rehabilitation, Development and Redevelopment Assistance -
-The Portland Development Commission will undertake loans and grant programs to assist property owners in rehabilitating or redeveloping property within the area to achieve the goals of the urban renewal plan. This may include residential, commercial, or industrial loans or grants; financial assistance to improve older buildings to meet current code standards; assistance to remediate environmental conditions, or other programs to eliminate blight in the area.

Zoning Considerations and Conclusions

Cluster A and B properties are located in the very heart of the *Lents Town Center Urban Renewal Plan* area in the old Lents business district at a 2040 designated regional multimodal transportation node. Interstate 205 freeway entrances and exits link this area to the national and regional transportation system. Major north-south and east-west arterials (82nd, 122nd, SE Foster, and SE Powell) provide

intraregional vehicular, transit, and alternative mode access to the Central City, Portland International Airport, and 2040 designated regional commercial and employment centers. The presence of a substantial number of vacant and redevelopment sites provide a wide range of economic and community development opportunities within the plan area. Planned public services and amenity investments, elaborated in the urban renewal plan, provide the necessary infrastructure and livability improvements needed to stimulate new private development. Proposed designation and zoning changes create the opportunity to support private sector activity siting and expansion of a wide range of new investment options: commercial, mixed-use, industrial, and residential.

The 'd' overlay zone promotes the conservation, enhancement, and continued vitality of older urban centers and abutting residential neighborhoods by requiring design review or compliance with the community design standards. Standards address the compatibility of new development, surrounding area livability, and the transition areas between commercial and industrial activity centers and surrounding residential neighborhoods (Chapter 33.420 Design Overlay Zone).

The urban renewal plan proposes to redevelop the Metro 2040 designated town center and surrounding neighborhoods. Plan provisions comply with the Transportation Element that identifies the EXd and CM zones appropriate zones to be placed near existing or future transit streets. SE Foster Road is classified as a major city traffic street, major city transit street and a minor truck street west of the I205 freeway. SE Woodstock Blvd. is a neighborhood collector street to the west and a major transit and major city traffic street in the area around the proposed designation amendments and zone changes. A designated pedestrian district surrounds the sites proposed for Plan Map designation amendments and zone changes. The EXd zone parking standards allow a smaller number of on-site parking spaces. The CM zone allows from zero to a limited maximum amount of off-street parking (Chapter 33.266 - Parking and Loading).

The renewal plan is the result of over 20 years of community-based planning beginning with the creation and subsequent adoption of the Multnomah County *Comprehensive Plan* in 1977. This was followed by annexation to Portland in the 1980s, METRO's designation of the Lents Town Center in 1995 and adoption of the *Outer Southeast Community and Business Plans* and neighborhood plans on

January 31, 1996 (Ordinance No. 169763 and Resolution No. 35491). The proposed urban area plan implements the vision statements, policies, and objectives of the latter plans by providing a strategic framework and identifying the specific projects needed to stimulate community redevelopment. Urban renewal area plan provisions ensure that citizen involvement and participation will continue to be a crucial element in plan implementation and evaluation and project selection.

The recommended zones must accommodate be appropriate for the site should this development not occur.

Amendments to the *Comprehensive Plan* map must be found to be consistent with the goals and policies of the *Statewide Planning Goals*, *METRO Urban Growth Management Functional Plan*, *Portland Comprehensive Plan* and any relevant area plans adopted by the City Council (*Outer Southeast Community and Business Plans* and the *Lents Neighborhood Plan*).

After the following consideration of appropriate zones, the Portland Bureau of Planning is proposing the application of the Central Employment designation and the EX zone with the 'd' design overlay zone for cluster A properties. The Commercial/Residential (CM) zone and Urban Commercial designation are proposed for application to Cluster B properties.

A. Cluster A Properties

- The EXd zone (Chapter 33,140 Employment and Industrial Zones) allows industrial, business, service activities, institutional uses, and mixed-used activities which need a central location. Residential uses are allowed, but are not intended to predominate or set development standards for other uses in the area. The development standards are intended to allow new development that is similar in character to existing development.
- Development standards are intended to preserve and enhance older industrial, commercial and mixed-use areas that have a storefront character. The zone allows a full range of manufacturing, warehousing, and retail, service and business uses with a local and regional market area. There are no maximum lot coverage or setback requirements for new

development in this zone. Development is intended to be pedestrian-oriented and buildings with a pedestrian friendly and transit orientation are encouraged.

- Housing potential lost through a shift from a designation and zone which require housing are subject to the replacement provisions of the no net loss housing policy (Portland *Comprehensive Plan* Policy 4.8 - Maintaining Housing Potential). The housing potential loss of 78 units can be counterbalanced by either the construction of 39 houses in the urban renewal plan area on sites with zoning which does not require housing or by *Comprehensive Plan* map amendments and zone changes which recapture 78 units of housing opportunity. Plan implementors may use a combination of these two methods. Urban Renewal Plan provisions call for the actual construction of needed housing units or reestablishment of lost housing potential prior to the successful completion of the urban renewal plan or the year 2015, whichever comes first. These alternatives for meeting no net housing loss policies are feasible because of the housing incentives and programs that are being adopted as part of the Urban Renewal Plan.
- The EXd zone complies with the Transportation Element that identifies the EX zone as an appropriate zone to be placed near existing or future transit streets. Southeast Foster is classified as a major city traffic street and major city transit street. Southeast Woodstock is a neighborhood collector street to the west, a major transit street and a major city traffic street in the area around the recommended designation amendments and zone changes. The designated pedestrian district extends from SE 82nd Avenue on the west to SE 92nd Avenue, SE Reedway on the north, SE Woodstock on the south, and SE 92nd on the east as far as SE Foster Road and I-205 on SE Foster. Southeast Foster Road is also classified as a minor truck street west of the I-205 freeway. The EXd zone allows lower maximum amounts of off-street parking (Chapter 33.266 - Parking and Loading).
- The EXd development standards do not allow parking between the building and the street. In a situation such as this where the sites together can range from a single property up to a full block, the parking cannot be between the building and two of the streets. Off-street parking can not be located between the

building and an arterial or transit street, such as SE Foster Road and SE Woodstock.

- The EXd zone promotes a full range of desirable commercial, mixed-use, residential and industrial development that is called for in the *Outer Southeast Community and Business Plans* and the *Lents Neighborhood Plan*.
- The EXd zone allows more development options for the siting and redevelopment of Cluster A properties. By adding more development options the ability to redevelop is enhanced.

1. Sites Zoned R1a or CM and Subject to No Net Loss Housing Policies

Ten sites within cluster A are subject to the no net loss housing policy provisions. Total area involved is 77,218 sq. ft. The nine sites designated Medium Density Multi-Dwelling Residential and zoned R1 account for 65,237 sq. ft. The site designated Urban Commercial with a Commercial/Residential CM zone accounts for 11,981 sq. ft. The Central Employment designation and EXd zone are recommended for application to all of the above sites. The EXd zone allows but does not require the construction of housing.

Housing density in the R1 and CM zones is one unit per 1,000 sq. ft. of site area. The minimum density requirement is one unit per 2,000 sq. ft. of site area. Potential housing loss in the R1 and CM zones is calculated at one unit per 1,000 sq. ft. of site area (rounded up). Replacement of the existing R1 and CM zoning on the 10 Cluster A properties will create a net lost housing potential of 78 residential units.

No Net Loss Housing policies and procedures allow losses in housing potential to be recaptured by three methods:

1. Replacement of existing designations and zones in the renewal area with zones that will create 78 units of housing potential to offset the loss. This can be done either by the application of designations and zones on sites where existing zoning does not require housing or through conversion of residential zones to ones allowing higher residential densities. Housing potential is calculated at 1 unit per 1,000 sq. ft. of site area.
2. Construction of 39 new housing units on sites with zoning where residential development is not required. Compensating housing density is calculated at 1 unit per 2,000 sq. ft. of site area.
3. A combination of the two using the appropriate density calculations.

The housing provisions of the *Lents Town Center Urban Renewal Plan* call for the use of the above methods, either singularly or in combination, to recapture housing potential lost through proposed Comprehensive Plan Map amendments and zone changes. These changes must be made before the successful completion of the urban renewal plan or the year 2015, whichever comes first.

Below is a list of the 10 sites subject to the no net loss housing policy provisions. Recommended changes to remaining sites in Cluster A and all sites in Cluster B will not result in lost housing potential so are not subject to the provisions of the no net loss housing policy .

Site 1: 8924 SE Reedway Street

Proposal:	Replace the existing Medium Density Multi-residential designation and R1 Zone (one unit per 1,000 sq. ft. of site area) with the Central Employment designation and EX zone and design 'd' overlay zone.
Location:	South side of SE Reedway Street midblock between SE 88th and SE 91 Avenues.
Quarter Section:	3639
Site Size:	7,645 sq. ft.
Existing Use:	House and detached garage
Surrounding Land Uses:	Single dwelling detached houses occupy the north side of SE Reedway. Land to the east is a mixture of uses with single and Multi-Dwelling residential uses as far as SE 91 st and a church and related uses on SE 91 st Avenue. To the west are single and Multi-

Dwelling houses, a church and commercial and industrial uses.

Legal Description: Bernhard Park Addition, Block 3, Lot 13, excluding east 55 feet

State Ident. No. 1S2E16CA 7800

Property A & T No. R072401030

Property Owner ROSE Community Development Corporation

Address: 7211 SE 62nd Avenue
Portland, OR 97206

Associations

Neighborhood: Lents (LNA)

Business: Foster Area (FABA)

History: House and detached garage were built in 1902. Multnomah County Assessment and Taxation places the 1997/98 market value of the land at \$43,900 and on-site improvements at \$75,500.

Site 2: 8930 SE Reedway Street

Proposal: Replace the existing Medium Density Multi-residential designation and R1 Zone (one unit per 1,000 sq. ft. of site area) with the Central Employment designation and EX zone and design 'd' overlay zone.

Location: South side of SE Reedway Street midblock between SE 88th and SE 91st Avenues

Quarter Section: 3639

Site Size: 7,562 sq. ft.

Existing Use: House and detached garage

Surrounding Land Uses: Single dwelling detached houses occupy the north side of SE Reedway. Land to the east is a mixture of uses with single and Multi-Dwelling residential uses as far as SE 91st Avenue. A church and related uses are located on SE 91st Avenue. To the west are single and Multi-Dwelling houses, a second church, and commercial and industrial uses.

Legal Description: Bernhard Park Addition, Block 3, East 55 ft. of Lot 13

State Ident. No. 1S2E16CA 7900

Property A & T No. R072401010

Property Owner P. McFarlin
Address: 8930 SE Reedway
Portland, OR

Associations

Neighborhood: Lents (LNA)
Business: Foster Area (FABA)

History: House and detached garage are located on site. Multnomah County Assessment and Taxation places the 1997/98 market value of the land at \$42,300 and on-site improvements at \$44,700.

Site 3: 9010-8912 SE Reedway Street/SE 91st Avenue

Proposal: Replace the existing Medium Density Multi-residential designation and R1 Zone (one unit per 1,000 sq. ft. of site area) with the Central Employment designation and EX zone and design 'd' overlay zone.

Location: Southwest corner of intersection of SE Reedway Street and SE 91st Avenue

Quarter Section: 3639

Site Size: 6,795 sq. ft.

Existing Use: One story four-plex

Surrounding Land Uses: Single dwelling detached houses occupy the north side of SE Reedway. Land to the east is a mixture of uses with single and Multi-Dwelling residential uses as far east as SE 91st Avenue with a church and related uses on the eastside of SE 91st Avenue. To the west are single and Multi-Dwelling houses, a church, and commercial and industrial uses. Fronting on the north side of SE Foster Road to the south are Hogan's Electric, One Fine Machine Cars, Plaza 9000 Video and vacant property. From SE 92nd east to the freeway exist ramp are a two-story antiques store, Jensen & Associates Fabricating, A U-Haul Center and the Postal Express Center.

Legal Description: Carlyle Addition, North 25 ft. of Lot P and Lot Q

State Ident. No. 1S2E16CA 8800

Property A & T No. R137700220

Property Owner Address: Saveth. and Thida P. Sath
12290 SE 105th Drive
Portland, OR 97266

Associations
Neighborhood: Lents (LNA)
Business: Foster Area (FABA)

History: Multi-Dwelling one-story four-plex is located on site. Multnomah County Assessment

and Taxation places the 1997/98 market value of the land at \$36,000 and on-site improvements at \$76,30000.

Site 4: 5719 SE 91st Avenue

Proposal: Replace the existing Medium Density Multi-residential designation and R1 Zone (one unit per 1,000 sq. ft. of site area) with the Central Employment designation and EX zone and design 'd' overlay zone.

Location: West side of SE 91st Avenue midblock between SE Reedway Street and SE Foster Road

Quarter Section: 3639

Site Area: 6,795 sq. ft.

Existing Use: One-story house with basement and attic and detached garage

Surrounding Land Uses: Single dwelling detached houses occupy the north side of SE Reedway. Land to the east is a mixture of uses with single and Multi-Dwelling residential uses a church and related uses on the east side of SE 91st Avenue. To the west are single and multi-dwelling houses, another church, and commercial and industrial uses.

Legal Description: Carlyle Addition Lot O and south 20 ft. of P

State Ident. No. 1S2E16CA 8700

Property A & T No. R137700200

Property Owner Address: Portland Development Commission
1900 SW 4th
Portland, OR 97201

Associations

Neighborhood: Lents (LNA)

Business: Foster Area (FABA)

History: House and detached garage were built in 1924. Multnomah County Assessment and Taxation places the 1997/98 market value of the land at \$42,400 and on-site improvements at \$67,000.

Site 5: SE 91st Avenue

Proposal: Replace the existing Medium Density Multi-residential designation and R1 Zone (one unit per 1,000 sq. ft. of site area) with the Central Employment designation and EX zone and design 'd' overlay zone.

Location: West side of SE 91st Avenue midblock between SE Reedway Street and SE Foster Road

Quarter Section: 3639

Site Area: 4,530 sq. ft.

Existing Use: Vacant

Surrounding Land Uses: This vacant site is two lot lines from SE Foster Road. To the north are single and Multi-Dwelling residential uses. A church and related uses occupy sites immediately to the east across SE 91st Avenue. To the west are single and Multi-Dwelling houses, a church, and commercial and industrial uses. A single-detached house separates this lot from commercial and industrial uses on SE Foster Boulevard. On the north side of SE Foster Road are Hogan's Electric, One Fine Machine Cars, Plaza 9000 Video and vacant property. From SE 92nd east to the

freeway exist ramp are a two-story antiques store, Jensen & Associates Fabricating, a U-Haul Center and the Postal Express Center.

Legal Description: Carlyle Addition, Lot N

State Ident. No. 1S2E16CA 8600

Property A & T No. R137700190

Property Owner Portland Development Commission
Address: 1900 SW 4th Avenue
Portland, OR 97201

Associations

Neighborhood: Lents (LNA)

Business: Foster Area (FABA)

History: Property is vacant.

Site 6: 5809 SE 91st Avenue

Proposal: Replace the existing Medium Density Multi-residential designation and R1 Zone (one unit per 1,000 sq. ft. of site area) with the Central Employment designation and EX zone and design 'd' overlay zone.

Location: West side of SE 91st Avenue midblock between SE Reedway Street and SE Foster Road

Quarter Section: 3639

Site Area: 5,030 sq. ft.

Existing Use: Small 768 sq. ft. house

Surrounding Land Uses: To the north are vacant, single detached and Multi-Dwelling residential uses. A church and related uses are located immediately to the east across

SE 91st Avenue. To the west are single and Multi-Dwelling houses, a church, and commercial and industrial uses. Fronting on the north side of SE Foster Road to the south are Hogan's Electric, One Fine Machine Cars, Plaza 9000 Video and vacant property. From SE 92nd east to the freeway exist ramp are a two-story antiques store, Jensen & Associates Fabricating, A U-Haul Center and the Postal Express Center.

Legal Description: Carlyle Addition Lot M

State Ident. No. 1S2E16CA 8500

Property A & T No. R137700170

Property Owner Steven and Kristine O'Neill
Address: 1807 Manchester Ct.
West Linn, 97068-3682

Associations

Neighborhood: Lents (LNA)
Business: Foster Area (FABA)

History: Multnomah County Assessment and Taxation places the 1997/98 market value of the land at \$29,300 and value of the improvements at \$1,000.

Site 7: SE Reedway Street/SE 91st Avenue (with 5808 SE 91st Avenue)

Proposal: Replace the existing Medium Density Multi-residential designation and R1 Zone (one unit per 1,000 sq. ft. of site area) with the Central Employment designation and EX zone and design 'd' overlay zone.

Location: Southeast corner of the intersection of SE Reedway Street and SE 91st Avenue

Quarter Section: 3639

Site Area: 8,960 sq. ft.

Existing Use: Primarily vacant and church related uses

Surrounding Land Uses: Single dwelling detached houses occupy the north side of SE Reedway. Land to the west, across SE 91st Avenue, is a mixture of uses with single and Multi-Dwelling residential uses. To the east are single and Multi-Dwelling houses, vacant land, and commercial and industrial uses. Fronting on the north side of SE Foster Road to the south are Hogan's Electric, One Fine Machine Cars, Plaza 9000 Video and vacant property. From SE 92nd east to the freeway exist ramp are a two-story antiques store, Jensen & Associates Fabricating, A U-Haul Center and the Postal Express Center.

Legal Description: Carlyle Addition Lots A and B

State Ident. No. 1S2E16CA 8900

Property A & T No. R137700010

Property Owner Western Oregon Conference
Address: 13455 SE 97th Avenue
Clackamas, OR 97015-8644

Associations
Neighborhood: Lents (LNA)
Business: Foster Area (FABA)

History: This property is part of a larger site owned by the Western Oregon Conference, Association of Seventh Day Adventists and used for religious activities. Multnomah County Assessment and Taxation places the

1997/98 market value of the land at \$36,300 and improvements at \$16,700.

Site 8: 5808 SE 91st Avenue

Proposal: Replace the existing Medium Density Multi-residential designation and R1 Zone (one unit per 1,000 sq. ft. of site area) with the Central Employment designation and EX zone and design 'd' overlay zone.

Location: East side of SE 91st Avenue midblock between SE Reedway Street and SE Foster Road

Quarter Section: 3639

Site Area: 8,960 sq. ft. with 1,280 built sq. ft. of improvements

Existing Use: One-story house with basement and attic

Surrounding Land Uses: This is one of three abutting properties owned by the Western Oregon Conference, Association of Seventh Day Adventists. The church is located on the parcel immediately to the south. Land to the west, across SE 91st Avenue, is a mixture of uses with single and Multi-Dwelling residential uses. To the east are single and Multi-Dwelling houses, vacant land, and commercial and industrial uses. Fronting on the north side of SE Foster Road to the south are Hogan's Electric, One Fine Machine Cars, Plaza 9000 Video and vacant property. From SE 92nd east to the freeway exist ramp are a two-story antiques store, Jensen & Associates Fabricating, A U-Haul Center and the Postal Express Center.

Legal Description: Carlyle Addition, Lots C & D

State Ident. No. 1S2E16CA 9000

Property A & T No. R137700050

Property Owner Western Oregon Conference
Address: Association of Seventh Day Adventists
13455 SE 97th Avenue
Clackamas, OR 97015-8644

Associations

Neighborhood: Lents (LNA)
Business: Foster Area (FABA)

History: The three bedroom house, 1,280 sq. ft. of finished space, was built in 1923. Multnomah County Assessment and Taxation places the 1997/98 market value of the land at \$63,900 and improvements at \$48,600.

Site 9: 5808 SE 91st Avenue

Proposal: Replace the existing Medium Density Multi-residential designation and R1 Zone (one unit per 1,000 sq. ft. of site area) with the Central Employment designation and EX zone and design 'd' overlay zone.

Location: East side of SE 91st Avenue midblock between SE Reedway Street and SE Foster Road

Quarter Section: 3639

Site Area: 8,960 sq. ft. with 3,467 built sq. ft. of improvements

Existing Use: Church

Surrounding This is one of three abutting properties

Land Uses: owned by the Western Oregon Conference, Association of Seventh Day Adventists. Land to the west, across SE 91st Avenue, is a mixture of uses with single and multi-dwelling residential uses. To the east are single and Multi-Dwelling houses, vacant land, and commercial and industrial uses. Fronting on the north side of SE Foster Road to the south are Hogan's Electric, One Fine Machine Cars, Plaza 9000 Video and vacant property. From SE 92nd east to the freeway exist ramp are a two-story antiques store, Jensen & Associates Fabricating, A U-Haul Center and the Postal Express Center.

Legal Description: Carlyle Addition, Lots E and F, (with Lot 8 above)

State Ident. No. 1S2E16CA 9100

Property A & T No. R137700050

Property Owner Western Oregon Conference
Address: Association of Seventh Day Adventists
13455 SE 97th Avenue
Clackamas, OR 97015-8644

Associations

Neighborhood: Lents (LNA)
Business: Foster Area (FABA)

History: The wood framed church was built in 1926. Multnomah County Assessment and Taxation places a 1997/98 market value of \$36,300 on the land and \$107,900 on the church.

Site 10: SE Woodstock

Proposal: Replace the existing General Commercial designation and CG zone on lots 10, 11,

and south 10 feet of Lot 12 with the Central Employment designation and EX zone and Design 'd' Overlay Zone. Remove the buffer 'b' overlay zone from Lot 10.

Replace the existing Urban Commercial Designation and Commercial/Residential (CM) zone on historical lots 7 and 8 and portions of lot 9 in either private and public ownership with the Central Employment designation and EX zone and design 'd' overlay zone.

This portion of the site (11,981 sq. ft.) zoned CM is subject to the no net loss housing provisions. This loss in housing potential within the urban renewal area plan boundary can be counterbalanced by the construction of houses on properties whose zoning does not requiring housing or by recapturing housing potential through comprehensive plan map amendments and zone changes to zoning which requires housing. In either case urban renewal plan housing provisions require the construction of housing or amendment of existing designations and zones to recapture housing potential before the successful completion of the urban renewal plan or the year 2015, whichever comes first.

Location: East side of the junction of SE 90th and SE Woodstock and south of SE Foster Road

Quarter Section: 3639

Site Area: 1. 6,200 sq. ft. Lots 10, 11 and south 10 ft. of Lot 12

2. 11,981 sq. ft. (Historical Lots 7 and 8 and portions of Lot 9 in public and private ownerships)

Lot 9 is 5,000 sq. ft. with 997 sq. ft. in private ownership.

Historical Lot 8 is 5,000 sq. ft. all in public ownership.

Historical Lot 7 is 1,981 sq. ft. all in public ownership.

Existing Use: Vacant with roadway and two landscaped islands within the publicly owned portion of lot 9 and historical lots 7 and 8

Surrounding Land Uses: This parcel is part of a historically larger site made up of Lots 7, 8, 9, 10, 11, 12, and 13. Lots 7, 8 and most of 9 are now in the public right-of-way. The auto-garage occupies all remaining privately held land on the east side of SE 90th Avenue. Vacant land and residential uses occupy the west side of SE 90th Avenue.

To the east on SE Foster are the Ant Trucks, and Rattan Furniture. Commercial and industrial uses occupy SE Woodstock Avenue to the south (Kay and Ray's Furniture, RIX Lumber, a commercial use, restaurant, Muscle Car, and Tidee Didee Diapers.

Legal Description: Mt. Scott Park Addition, Lots 9 (portion in private ownership), 10, 11, and south 10 ft. of Lot 12

State Ident. No. 1S2E16CA 11500

Property A & T No. R587500490

Property Owner Portion of Lot 9 (997 sq. ft.) and Lots 10, 11, and south 10 ft. of Lot 12
Randy Dagel
8530 SE Foster Road
Portland, OR 97266

Historical Lots 7 and 8 and Majority of Lot 9
(excluding 997 sq. ft. in private ownership)
City of Portland
General Services, Property Management
1120 SW 5th Avenue, 12th Floor
Portland, OR 97204

Associations

Neighborhood: Lents (LNA)
Business: Foster Area (FABA)

History: This site, together with Lots 7, 8, and all of 9 and tax lots 12, and 13 to the north, were in private ownership until the construction of I-205 and the acquisition and construction of public improvements for SE Woodstock/Foster Road couplet and SE 90th Avenue. Lots 7 and 8 and most of lot 9 are now in public ownership as part of the public right-of-way.

No net loss housing provisions apply to Lots 7, 8, and 9. The *Lents Town Center Urban Renewal Plan* provisions propose to make up the lost housing potential lost through application of proposed designation amendments and zone changes in either of two ways or combination of both methods

Housing units can be built on properties where zoning does not require housing production or lost housing potential recaptured through the future application of designations and zones requiring housing or allowing greater on-site residential densities. Either action will need to be completed by the year 2015.

2. Listing of Cluster A Properties Where No Housing Potential is Lost

Replacement of the existing General Commercial designation and CG zone with the Central Employment designation and EX zone with the design 'd' overlay zone are proposed for the remaining 13 sites in cluster A. The removal of the existing buffer' b' overlay zone is also proposed for the four lots located along SE Reedway (Bernhard Park Addition, Block 3, Lots 11 and 12 and Block 4, Lots 1 and 2).

A listing of the legal descriptions for these cluster A properties follows. More specific lot information can be found in Appendix C of this report (under separate cover).

Bernard Park Addition, Block 3, Lots 8-12
Bernard Park Addition, Block 4, Lots 1-4
Carlyle Addition, Lots K and L

B. Cluster B Properties

- The recommended Mixed Commercial/Residential CM zone promotes development which combines commercial and housing uses in a single building. Industrial uses existing at the time of placement of the CM zone which are less than 10,000 sq. ft. of floor area are allowed in this zone. CM allows increased development on busier streets without fostering a strip commercial appearance. Development will consist primarily of businesses on the ground floor with housing on upper stories (Chapter 33.130 - Commercial Zones).
- The CM zone, as defined by the zoning code, is intended to preserve and enhance older commercial areas that have a storefront character. The zone allows a full range of retail, service, mixed-use business uses with a local and regional market area.
- The CM zone requires that 50 percent or more of all newly built floor area, be residential. These provisions accommodate both mixed-use and totally residential uses according to the demands of the marketplace. Development is intended to be

pedestrian-oriented and buildings with a storefront character are encouraged.

- Allowed housing density in the CM Zone is the same as the R1 zone (one unit per 1,000 sq. ft. of site area). Replacing the existing R1 zone with CM will not result in any potential net housing loss.
- The CM zone complies with the Transportation Element that identifies the CM zone as an appropriate zone to be placed near existing or future transit streets. The CM does not require the construction of off-street parking but regulates where it can be located on the site.
- The CM development standards prohibit parking between the building and the street. In a situation such as this where the sites together can range from a single property up to a full block, the parking cannot be between the building and two of the streets. Off-street parking cannot be located between the building and an arterial or transit street, such as SE Foster Road and SE Woodstock.
- The CM zone complies with the Transportation Element that identifies the CM zone as an appropriate zone to be placed near existing or future transit streets. SE Foster is classified as a major City Traffic Street and Major City Transit Street. SE Woodstock is a neighborhood collector street to the west, a major transit street and a major city traffic street in the area around the proposed designation amendments and zone changes. The designated pedestrian district extends from SE 82nd Avenue on the west to SE 92nd Avenue, SE Reedway on the north, SE Woodstock on the south, and SE 92nd on the east as far as SE Foster Road and I-205 on SE Foster. Southeast Foster Road is also classified as a minor truck street west of the I-205 freeway. The CM zone allows from zero to a limited maximum amount of off-street parking (Chapter 33.266 - Parking and Loading).
- The CM zone promotes a full range of desirable commercial, mixed-use, and residential development that is called for in *the Outer Southeast Community and Business Plans* and the *Lents Neighborhood Plan*.

pedestrian-oriented and buildings with a storefront character are encouraged.

- Allowed housing density in the CM Zone is the same as the R1 zone (one unit per 1,000 sq. ft. of site area). Replacing the existing R1 zone with CM will not result in any potential net housing loss.
- The CM zone complies with the Transportation Element that identifies the CM zone as an appropriate zone to be placed near existing or future transit streets. The CM does not require the construction of off-street parking but regulates where it can be located on the site.
- The CM development standards prohibit parking between the building and the street. In a situation such as this where the sites together can range from a single property up to a full block, the parking cannot be between the building and two of the streets. Off-street parking cannot be located between the building and an arterial or transit street, such as SE Foster Road and SE Woodstock.
- The CM zone complies with the Transportation Element that identifies the CM zone as an appropriate zone to be placed near existing or future transit streets. SE Foster is classified as a major City Traffic Street and Major City Transit Street. SE Woodstock is a neighborhood collector street to the west, a major transit street and a major city traffic street in the area around the proposed designation amendments and zone changes. The designated pedestrian district extends from SE 82nd Avenue on the west to SE 92nd Avenue, SE Reedway on the north, SE Woodstock on the south, and SE 92nd on the east as far as SE Foster Road and I-205 on SE Foster. Southeast Foster Road is also classified as a minor truck street west of the I-205 freeway. The CM zone allows from zero to a limited maximum amount of off-street parking (Chapter 33.266 - Parking and Loading).
- The CM zone promotes a full range of desirable commercial, mixed-use, and residential development that is called for in *the Outer Southeast Community and Business Plans* and the *Lents Neighborhood Plan*.

- The CM zone allows more development options for the siting and redevelopment of cluster B properties. By adding more development options the ability to redevelop is enhanced.

Listing of Cluster B Sites (Where No Housing Potential is Lost)

Site 1: SE Woodstock Boulevard/ 6103 SE 93rd Avenue

Proposal:	Replace the existing Medium Density Multi-residential designation and R1 Zone (one unit per 1,000 sq. ft. of site area) with the Urban Commercial designation and Commercial/Residential (CM) zone
Location:	Southwest corner of the intersection of SE Woodstock and SE 93rd Avenue
Quarter Section:	3640
Site Size:	Total - 11,095 sq. ft. (Lot 1 - 6,095 sq. ft. and Lot 2 - 5,000 sq. ft.)
Existing Use:	Lot 1 vacant, Lot 2 small house
Surrounding Land Uses:	This site fronts on SE Woodstock at the entrance to SE 93rd Avenue. Southeast 93rd south of SE Woodstock Boulevard is a residential street with a combination of single detached and Multi-Dwelling housing units. Slide Construction is located on the abutting westerly site with a Multi-Dwelling apartment building and the Slavic Pentacostal Church located to the west and south on SE 92nd Avenue. Immediately to the north across SE Woodstock Boulevard are the Pantheon Banquet Hall and NCP Family Restaurant and their parking lots. To the east is a combination of vacant land and industrial, commercial, and residential uses.

Legal Description: Town of Lents Addition, Block 4, Lots 1 and 2

State Ident. No. 1S2E16DC 10000 and 10100

Property A & T No. R839101090 and R839101110

Property Owner Aurel and Maria Pop
Address: 11735 SE Ankeny St.
Portland, OR 97216

Associations

Neighborhood: Lents (LNA)
Business: Foster Area (FABA)

History: Lot 1, the more northerly of the two, is vacant. Multnomah County Assessment and Taxation places a 1997/98 market value of \$27,300 on the land. The one-story three-bedroom house with attic on Lot 2 was built in 1898. The 1997/98 market value of Lot 2 land is \$33,400 and improvements, \$31,200.

Site 2: 9316 SE Woodstock Boulevard/SE 93rd Avenue

Proposal: Replace the existing Medium Density Multi-Dwelling Residential designation and R1 Zone (one unit per 1,000 sq. ft. of site area) with the Urban Commercial designation and Commercial/Residential (CM) zone

Location: Southeast corner of the intersection of SE Woodstock Boulevard and SE 93rd Avenue

Quarter Section: 3640

Site Area: 9,200 sq. ft.

Existing Use: One and one-half story house with basement

Surrounding Land Uses: This site fronts on SE Woodstock. SE 93rd south of SE Woodstock Boulevard is a residential street with a combination of single detached and Multi-Dwelling housing units. Immediately to the north across SE Woodstock Boulevard are the Pantheon Banquet Hall and NCP Family Restaurant and their parking lots. To the east is the I-205 public landscaped right-of-way and freeway.

Legal Description: Town of Lents Addition, Block 5, Tax Lot 1, Lots 16 and 17

State Ident. No. 1S2E16DC 12500

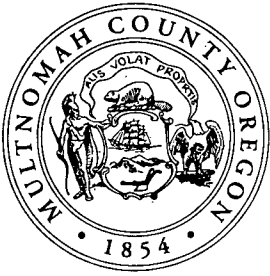
Assessment & Taxation No. R839101870

Property Owner Address: Bruce and Eunice Gendvil
25115 S Dianne Drive
Beavercreek, OR 97004

Associations

Neighborhood: Lents (LNA)
Business: Foster Area (FABA)

History: The 1906 house has 1,736 sq. ft. of finished floor area and 400 sq. ft. of unfinished space. Multnomah County Assessment and Taxation places a 1997/98 market value of \$39,400 on the land and \$62,700 on the improvements.



Beverly Stein, Multnomah County Chair

Room 1515, Portland Building
1120 S.W. Fifth Avenue
Portland, Oregon 97204

Phone: (503) 248-3308
FAX: (503) 248-3093
E-Mail: mult.chair@co.multnomah.or.us

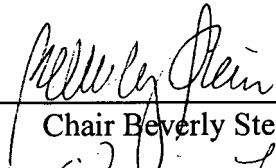
September 8, 1998

Mayor Vera Katz
Commissioner Gretchen Kafoury
Commissioner Charlie Hales
Commissioner Jim Francesconi
Commissioner Erik Sten

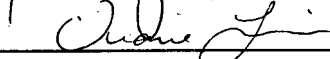
On September 3, 1998 the Board of County Commissioners received a briefing from the Portland Development Commission about the proposed Lents Town Center Urban Renewal district. As the City Council considers formation of the district, the Board of Commissioners asks that the Council consider and respond to the following comments and questions:

- The County Chair and Portland Mayor are both on the Workforce Development Board and over the past year have been working on regional strategies for workforce development. This included the establishment of the Outer SE One Stop center. How does the Lents Town Center Urban Renewal Plan link with the Workforce Development Board's community based one stop career center as called for in the August 1998 Federal Workforce Investment Act and other regional strategies? What is the relationship of the proposed workforce training center to the existing one-stop location? The project is shown at \$1.41 million. If a new center is not constructed (existing buildings rehabilitated, included with PCC proposal, etc.), how else can those funds be used?
- What will be the community process for moving forward on the proposed community center? Who will be asked to participate? In planning for the center, potential for support of community schools should be considered. Will the process include determining how operations will be funded?

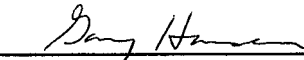
- What commitments will the City of Portland make to assure that the Urban Renewal District increment value will return to the tax rolls without delay from amendments to the plan or for other reasons.
- The Board of County Commissioners would like to review, on an ongoing schedule, data about gentrification in existing urban renewal districts: increases in residential property values and rents, and the number of residents displaced.



Chair Beverly Stein



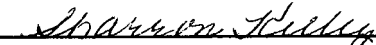
Commissioner Diane Linn



Commissioner Gary Hansen



Commissioner Lisa Naito



Commissioner Sharron Kelley