

PORTLAND DEVELOPMENT COMMISSION
Portland, Oregon

RESOLUTION NO. 6586

**RESOLUTION APPROVING THE AMENDED AND RESTATED
RIVER DISTRICT URBAN RENEWAL PLAN AND DIRECTING
THE AMENDMENT BE SUBMITTED TO THE PORTLAND CITY
COUNCIL FOR ADOPTION**

WHEREAS, the Portland City Council (the "Council") adopted the River District Urban Renewal Plan (the "Plan") on October 21, 1998, by Ordinance No. 172808 to provide tax increment funding and urban renewal authority to eliminate blight and foster development and redevelopment in order to protect the public health, safety, and welfare in the City of Portland;

WHEREAS, the Council established the maximum indebtedness of \$224,780,350 when it adopted the Plan;

WHEREAS, there continues to exist blight and underutilized property within the Plan Area, in accordance with ORS 457.010, that can be addressed through further urban renewal assistance;

WHEREAS, the Plan has a last date to issue bonded indebtedness of October 1, 2020 after which time the City and the Commission will lose the ability to issue additional debt to carry on the important work of alleviating blight in the area;

WHEREAS, a 2004 Central City Urban Renewal Area Study Review Committee recommended to the Portland Development Commission that the needs of Old Town/Chinatown, a portion of the Downtown Waterfront Urban Renewal Area, be addressed with remaining Downtown Waterfront resources and also determine whether certain property should be transferred to River District Urban Renewal Area;

WHEREAS, in April 2007 the Commission appointed an Urban Renewal Advisory Group (the "Advisory Group") to review the status of three downtown urban renewal areas – Downtown Waterfront, South Park Blocks and River District;

WHEREAS, the Advisory Group consisted of members of the Portland Development Commission, Portland City Council, Portland Planning Commission, Multnomah County Board, a private citizen and met nine times through March 2008, receiving broad community input;

WHEREAS, the Advisory Group recommended the Downtown Waterfront and South Park Blocks Urban Renewal Areas should utilize all of their debt capacity but that the current last date to issue bonded indebtedness under those plans should not be extended;

WHEREAS, although the Downtown Waterfront and South Park Blocks Urban Renewal Areas have been successful, there is urban renewal work remaining to be done in those areas that cannot be accomplished within those plans' existing debt capacities;

WHEREAS, the Advisory Group therefore recommended that 47.03 acres be removed from Downtown Waterfront Urban Renewal Area and transferred to River District Urban Renewal Area as described in Exhibit B;

WHEREAS, the Advisory Group further recommended that 3.8 acres be removed from South Park Blocks Urban Renewal Area and transferred to River District Urban Renewal Area as described in Exhibit B, and subsequently Commission directed staff to reduce this to 3.20 acres;

WHEREAS, there are 30.7 acres within the I-405 right-of-way that could be removed from River District Urban Renewal Area as described in Exhibit B, however with citizen input, Commission directed staff to remove 8.25 acres;

WHEREAS, in March, 2008 the Advisory Group released a consensus recommendation to extend the Plan for one year, increase maximum indebtedness and expand the district by a net increase of 42.03 acres, and subsequently Commission directed staff to expand the district by a net increase on 41.98 acres;

WHEREAS, the 50.23 acres for expansion of the Plan Area (less the 8.25 acres to be removed for a net increase of 41.98 acres) includes the blighted property as described in Exhibit D and is necessary to facilitate development and redevelopment of properties as described in Exhibit C which will support the Commission's objective of blight elimination and revitalization by attracting residential and community uses which provide benefit to local residents and the City;

WHEREAS, the Commission has sought and received valuable input from related taxing jurisdictions pursuant to ORS 457.085(5), citizens, and other interested parties in Portland who have requested the continuation of urban renewal activity within the district;

WHEREAS, the amendment of the Plan to extend the life, increase indebtedness and expand the boundary is both financially feasible and conforms to the Plan goals as well as the City's Comprehensive Plan;

WHEREAS, the Commission has caused a summary report to be forwarded to each taxing district affected by the urban renewal plan, and has consulted and conferred with those taxing districts; and

WHEREAS, the amendment of the Plan increases indebtedness and increases the size of the Plan Area beyond one percent of the Area original size, representing a substantial amendment to the Plan which requires review and recommendation by the Portland Planning Commission, approval of the Portland City Council and notice of such action to all property owners, electors, utility customers or postal patrons within the city limits.

NOW, THEREFORE, BE IT RESOLVED that based on the accompanying reports, hereby incorporated by reference, the Commission finds that the existing and expanded Plan area continues to be blighted as described in ORS 457.010 and in need urban renewal assistance to reduce and eliminate the characteristics of blight;

BE IT FURTHER RESOLVED that the Commission finds there is a need to extend the Plan for a period of one year, increase maximum indebtedness by \$324,719,650, and expand the area by 50.23 acres (less the 8.25 acres to be removed for a net increase of 41.98 acres);

BE IT FURTHER RESOLVED that the Amended and Restated River District Urban Renewal Plan in the form attached hereto as Exhibit C (the “Amended and Restated River District Urban Renewal Plan”), which, among other things, changes the expiration date from October 1, 2020 to June 30, 2021, increases the maximum indebtedness from \$224,780,350 to \$549,500,000, and expands the size of the area from 309.21 acres to 351.19 acres, is approved;

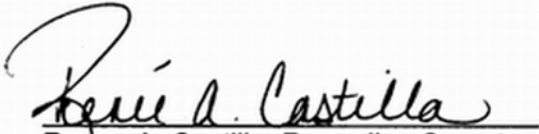
BE IT FURTHER RESOLVED that the Report on the Amended and Restated River District Urban Renewal Plan in the form attached hereto as Exhibit D (the “Technical Report”) is approved;

BE IT FURTHER RESOLVED that the Commission directs the Executive Director to submit the Amended and Restated River District Urban Renewal Plan, Technical Report and supporting materials to the Portland Planning Commission for review and recommendation and to the Portland City Council for final approval in accordance with the terms of the Plan and ORS 457.095;

BE IT FURTHER RESOLVED that the Executive Director shall cause notice of the hearing by the Portland City Council on the adoption of the Amended and Restated River District Urban Renewal Plan to be published in accordance with ORS 457.120; and


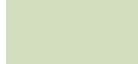




BE IT FURTHER RESOLVED that this resolution shall become effective immediately upon its adoption.

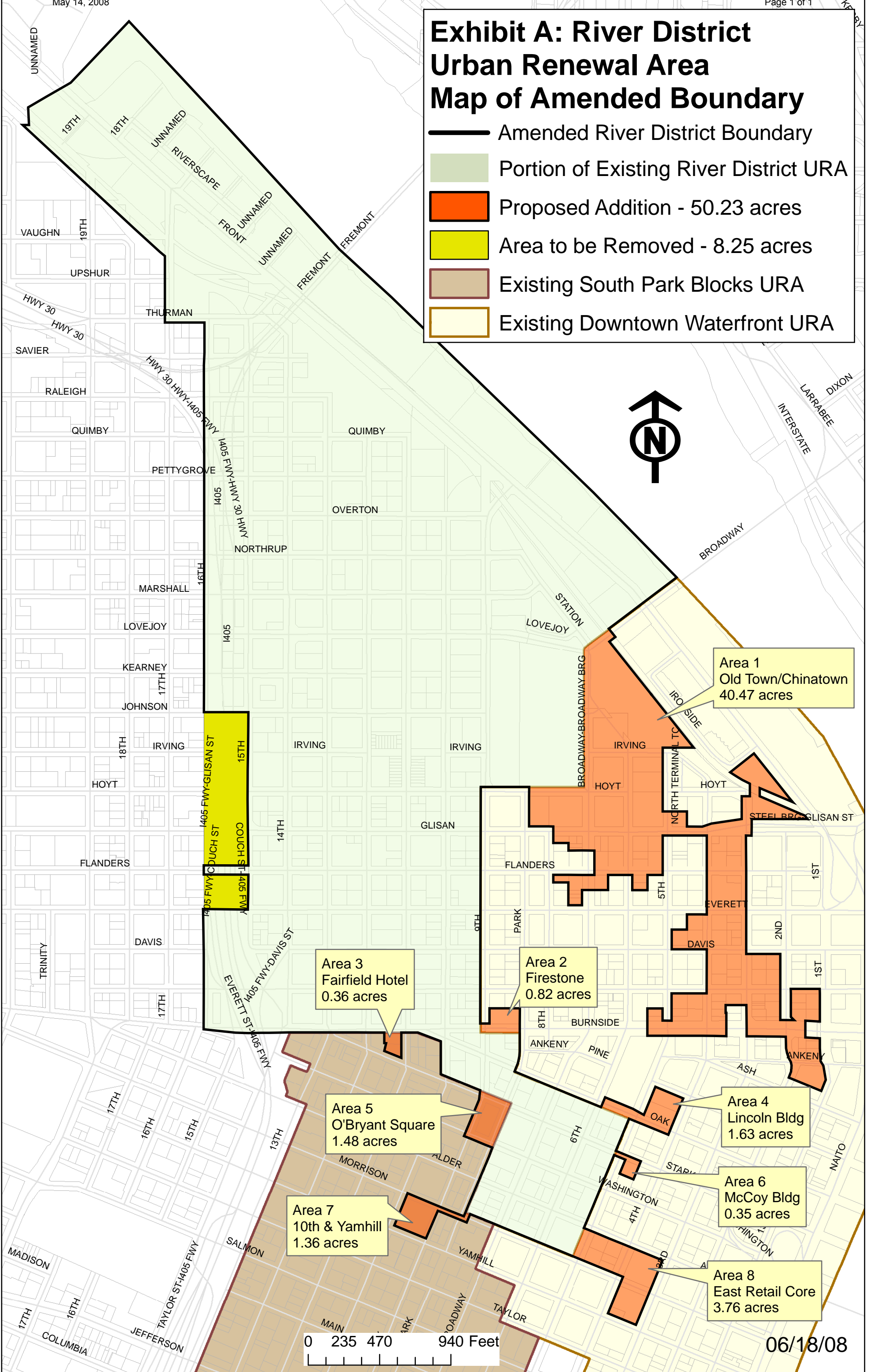
Adopted by the Portland Development Commission on May 14, 2008.



Reree A. Castilla, Recording Secretary

Exhibit A: River District Urban Renewal Area Map of Amended Boundary

-  Amended River District Boundary
-  Portion of Existing River District URA
-  Proposed Addition - 50.23 acres
-  Area to be Removed - 8.25 acres
-  Existing South Park Blocks URA
-  Existing Downtown Waterfront URA



0 235 470 940 Feet

06/18/08

EXECUTIVE SUMMARY

In May of 2007, the Portland Development Commission (PDC) formed the Urban Renewal Advisory Group (Advisory Group) to make recommendations regarding the future of three downtown urban renewal areas (URAs): Downtown Waterfront, South Park Blocks, and River District. This report summarizes the Advisory Group's findings and recommendations.

1. DOWNTOWN WATERFRONT AND SOUTH PARK BLOCKS URBAN RENEWAL AREAS SHOULD BE CLOSED DOWN

The Advisory Group reached an early consensus that urban renewal areas should not be perpetual. Once a district has substantially achieved its goals, it should be closed. In the case of downtown Portland's two older districts (Downtown Waterfront and South Park Blocks), the Advisory Group determined that both districts had been successful and should be closed down.

A. Maximum indebtedness limits should not be increased for either district:

These two districts should be closed down in a way that allows for a phase-out period that provides PDC with the time and resources necessary to complete critical projects. The Advisory Group recommends, however, that PDC limit borrowing in the two districts to that which is necessary to complete those commitments. The Advisory Group recommends no extension or increase to the borrowing authority for either district when that authority expires this year.

B. To the extent possible, the amount of new debt should be limited to that which can be repaid no later than 2024: An Urban Renewal Area continues to exist and collect tax increment resources until all outstanding loans have been paid. The Advisory Group recommends that debt be repaid by 2024 for a full "close-out" of both Downtown Waterfront and South Park Blocks.

2. EXTEND AND EXPAND RIVER DISTRICT URBAN RENEWAL AREA

In order to achieve the 2024 close-out goals for both of the older districts, the Advisory Group recognized and approved moving certain unfinished projects to River District through a River District boundary expansion. Most notably, a considerable amount of unfinished work in the Old Town/Chinatown neighborhood will be moved to River District.

The Advisory Group recognized that River District has been very successful in its first ten years. Unlike the two older districts, however, the Advisory Group recommends that the district should grow in terms of size and financial capacity to pursue: several pending catalytic projects; unfinished elements of its original plan; and those projects that cannot be completed in the two older districts.

A. Extend River District from 2020 to 2021: The Advisory Group recommends extending the district's expiration date by one year. The extension will increase the district's financial capacity by a little more than \$27 million. The additional capacity will be used to support Multnomah County's efforts to replace two aging downtown facilities.

B. Maximum Indebtedness in the River District should be increased: The Advisory Group recommends increasing River District maximum indebtedness from \$225 million to its 2021 financial capacity of \$563 million. This action would create approximately \$416 million for project funding from now until 2021.

C. The boundaries of the River District should be expanded: The Advisory Group recommends expanding River District by approximately 40.5 acres to address blight conditions and development opportunities in Old Town/Chinatown; and approximately ten acres to complete other critical projects that are currently in Downtown Waterfront or South Park Blocks. Up to 11 acres should be designated for future expansions including possible island district formations.

D. Explore creating “Island Districts”: The concept of an “island district” is relatively new. It is a potential mechanism by which to extend the financial capacity of exceptionally successful urban renewal areas such as River District to help other parts of the community that would not otherwise benefit directly from this urban renewal tool.

E. Assist Multnomah County with Capital Needs: The Advisory Group recommends setting aside \$35 million to assist Multnomah County with its capital needs, beginning with \$10 million in 2015.

F. Release acreage under Interstate 405. Approximately 30.7 acres will be removed from River District, because its location under Interstate 405 limits its re-development potential. This is a housekeeping measure with little substantive impact for River District.

3. BEGIN TO SET UP THE NEXT GENERATION OF CENTRAL CITY URBAN RENEWAL ACTIVITIES

As it concluded its work, the Advisory Group also identified steps that should be taken now to prepare for future downtown urban renewal work.

A. Downsize Downtown Waterfront and South Park Blocks. PDC should work with the Office of Management and Finance to determine whether these districts may be reduced in size as part of each district’s close-out strategy, and work with the Bureau of Planning to determine which blocks should be removed from the districts.

B. Identify Potential New Districts. PDC should lead a community effort to identify potential new urban renewal areas for downtown. PDC should collaborate with Portland’s Bureau of Planning to ensure that these urban renewal opportunities and challenges are addressed in the Central Portland Plan Update.

C. Develop Interim Development Strategies. PDC should work in collaboration with Portland’s Bureau of Planning to ensure adequate consideration of urban renewal challenges and opportunities pending completion of the Central Portland Plan Update.

D. Give Multnomah County A Meaningful Voice. The Advisory Group agreed that Multnomah County should have a meaningful voice in major decisions to expand or extend an existing district or to create a new one.

AMENDED AND RESTATED RIVER DISTRICT URBAN RENEWAL PLAN



City of Portland
Portland Development Commission

June 18, 2008

AMENDED AND RESTATED RIVER DISTRICT URBAN RENEWAL PLAN

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This Amended and Restated River District Urban Renewal Plan amends and restates, in its entirety, the River District Urban Renewal Plan adopted by the City Council on October 21, 1998 by Ordinance No. 172808 (the “Original Plan”). To the extent this Amended and Restated River District Urban Renewal Plan is the same as the Original Plan, it is to be considered a continuation thereof. To the extent this Amended and Restated River District Urban Renewal Plan differs from the Original Plan, it is to be considered an amendment thereof.

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 31.82 acre 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 on the east. The Area incorporates sections of Old Town/Chinatown which was formerly in the Downtown Waterfront Urban Renewal Area. Figure 1 shows the boundaries of the River District Urban Renewal Area.

The River District Urban Renewal Area unites six distinct subdistricts:

The *Pearl District* extends from Burnside to the Willamette River 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.

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 and public attractors, e.g. redeveloped Centennial Mill.

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.

South of Burnside This is an area which lies between the boundaries of the Downtown Waterfront Urban Renewal Plan and the South Park Blocks Urban Renewal Plan plus additional properties which were removed from both the Downtown Waterfront Urban Renewal Area and the South Park Blocks Urban Renewal Area.

Broadway Corridor/Union Station extends from Glisan Street to the Broadway Bridge and from the River to NW Park.

Old Town/Chinatown extends from Burnside Street to Glisan and between NW 3rd and NW 5th and South of Burnside in the Ankeny Burnside Area. It includes major portions of the Old Town/Chinatown Neighborhood. .

Figure 1. River District URA Boundary



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, subdistricts 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, the Old Town/Chinatown Visions Plan, the Old Town/Chinatown Development 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

The Commission and City Council adopted a River District Housing Implementation Strategy (RDHIS) in 1994 and updated it in 1999. The RDHIS is a strategy for the River District Planning Area which is inclusive of the River District Urban Renewal Area. The River District Planning Area is North of Burnside, East of I-405, West of the Willamette River, and the South portion of Terminal 1, located North of the Fremont Bridge.

Currently, an updated 2008 River District Housing Implementation Strategy (RDHIS) for the River District Planning Area is underway. The 2008 RDHIS will inform the development and implementation of an effective mixed income strategy with a focus on affordable rental, and homeownership and workforce housing and incorporate City-wide housing policy.

The 1994/1999 RDHIS states that the number of existing housing units affordable to low income households in the River District Planning Area will be maintained. The targets established in the RDHIS are for new housing developments and are intended to supplement the existing housing inventory to produce a mix of housing for households reflective of the income distribution of households City-wide. In 2001 City Council adopted a No Net Loss (NNL) policy for affordable housing in the Central City which states that either through preservation or replacement the Central City will retain at least the current number of housing units affordable to households at or below 60% Area Median Income. In 2006, the City established a minimum 30% Tax Increment Financing (TIF) Set Aside for Affordable Housing policy along with income guidelines that identified low income housing as a high priority for resource allocation. For the River District URA, the guidelines call for 50-70% of the 30% TIF set aside to be allocated to the 0-30% median family income (MFI) category and 20%-40% in the 31-60% MFI category.

The City Council may adjust development priorities to meet the timing and phasing of the targets and may direct that other modifications be made to the development program to ensure progress in meeting the targets.

The following goals outline the objectives and strategies that will be included in the New River District Urban Renewal Area Housing Implementation Strategy.

Goals

The River District Urban Renewal Area Plan will incorporate the goals and strategies of the River District Housing Implementation Strategy for the River District Planning Area.

1) Develop New and Preserve Existing Housing

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 of Portland as a whole.

2) Provide Financial Resources

Provide financial resources to support the development of new housing and the preservation or replacement of existing housing for extremely low, low and moderate income households. Resources include but are not exclusively those derived from Tax Increment Finance.

3) Achieve a Mix of Units by Household Income Categories

A. Establish targets for new housing using the following five categories: 0-30% MFI, 31-60% MFI, 61-80% MFI, 81-120, and 120%+ MFI.

B. Make reasonable assumptions about the total number of unit build out by 2020.

C. Assume no affordable units are removed from service as part of the No-Net-Loss Policy. If units are taken out of service, they will need to be replaced at the income level which they are currently serving.

D. Apply the housing targets to new housing units in the River District Planning Area as a whole, rather than by project or year. Individual projects may contain a mix of housing income levels as long as the overall distribution in the River District Planning Area is consistent with the RDHIS housing targets.

4) Promote Development of Services and Amenities to Support Housing

Include specific amenities to housing developments that recognize that certain populations such as families, elderly, and the homeless may need these amenities. To the extent possible, encourage families with children, elderly and households at all income levels to reside in the River District Planning Area by providing specific development plans that include services and amenities to support this effort.

5) Promote Ownership Housing

Recognize the value of neighborhood stability associated with pride of ownership for all household income levels by encouraging ownership housing whenever feasible.

6) Implement the Ten Year Plan to End Homelessness

Make progress toward transitioning people from transitional housing, shelters and homelessness to permanent housing by incorporating permanent supportive housing units into planned housing development whenever feasible.

7) Preserve Access to Affordable Housing for Low Income Residents of the River District Planning Area.

Provide access to the supply of housing available to low income residents in the River District Planning Area by keeping the stated unit production goals by income a percentage of the total build out.

8) Target the market-rate housing

Target the market-rate housing in the River District Planning Area to as wide a market as possible. Include units of various sizes and affordable to households of all income levels including downtown workers, empty-nesters, and retirees. Although current data indicate that few families are choosing to live in the River District Planning Area today, to the extent possible, families with children should be encouraged to locate in the River District Planning Area.

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. Strong consideration has been given to converting Burnside and Couch into a couplet and to constructing a Streetcar line to improve connections from either side of Burnside as well as from Burnside to neighborhoods on both sides.

5. Parking

Create convenient, accessible surface and structured parking facilities at locations which support full utilization of private parcels and public amenities.

6. Improve Transportation Connections

The Area contains the City's Union Station and Greyhound Bus Terminal, which provides inter-city rail service. Recent additions to the Transit Mall have created intermodal connections between light rail and inter-city rail and bus service. Continued improvements in intermodal connections, including planned additions to Streetcar service and bicycle connections, will complement expected increases in the use of Union Station and the potential for high-speed rail service.

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 and improve streetscapes to support local businesses. 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.

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, recruitment of companies to specific developments and creation of real estate ownership opportunities for companies.

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.

4. Target Industry

Focus on retaining and attracting companies and jobs in key target industries that offer the greatest potential for job growth in the Portland region. And working with industry, identify strategic initiatives that both support target industry

clusters, such as design, creative services and sustainable industry clusters and contribute to Portland's leadership in the global economy.

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 and Parks

Create an attractive setting for area residents. Specific areas for open space and park development will be determined as public and private development plans in the area are finalized.

4. Create Public Attractors

Create public attractors such as redeveloping Centennial Mill along the Willamette River near the Tanner Creek outfall.

5. Historic Preservation

Support the preservation of buildings that contribute to the character of the National Historic Districts within the Urban Renewal Area, such as the Skidmore Old Town National Landmark Historic District.

6. Renovate O'Bryant Square

Assist in the funding for the renovation of O'Bryant Square.

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, major and council approved Plan amendments (see Section 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 six distinct subdistricts within four neighborhoods in the River District Urban Renewal Area: Pearl District Neighborhood, South of Burnside, Tanner Creek Park and Waterfront, Terminal One, Union Station, and Old Town/Chinatown. Each subdistrict 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 subdistrict.

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 Waterfront

The Tanner Creek Park and Waterfront 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. South of Burnside

An 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 Area and the South Park Blocks Urban Renewal Area and includes properties which were transferred from both the Downtown Waterfront Urban Renewal Area and the South Park Blocks Urban Renewal Area. 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 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; housing rehabilitation; and redevelopment of key underutilized parcels of land including but not limited to replacement of aging office space in partnership with Multnomah County.

Additionally, increased office space is contemplated to accommodate key economic development strategies

E. Broadway Corridor/Union Station

The area extends from Glisan Street to the Broadway Bridge and from the River to NW Park, and includes Union Station, the US Post Office, the Greyhound Station and 511 Federal Building. Many of these properties were previously in the Downtown Waterfront Urban Renewal Area. The primary projects in this area are the revitalization of Union Station, construction of the Resource Access Center, redevelopment of Block R and the Greyhound Station, as well as the area's relationship to the Post Office Site, including the possibility of lowering the Broadway Bridge ramp.

F. Old Town/Chinatown

The area extends generally between NW 2nd and 5th Avenues, Burnside and NW Glisan and areas south of Burnside near the Skidmore Fountain known as Ankeny Burnside. These properties were previously in the Downtown Waterfront Urban Renewal Area and still contain elements of blight including underutilized buildings and surface parking lots. Old Town/Chinatown contains many of Portland's oldest buildings and is the location of two National Historic Districts. The primary projects in this area include rehabilitation of underutilized historic buildings that contribute to the National Historic Districts including seismic upgrades, preservation of low income housing, preservation of transitional housing and services, construction of new workforce housing units, commercial and retail development.

V. URBAN RENEWAL AREA MAP AND LEGAL DESCRIPTION

Exhibit 1 contains the narrative legal description of the boundary of the Area. Exhibit 1.A is the Legal Description Map.

Exhibit 1. Legal Description

Commencing in the S.E. 1/4 of Section 28, Township 1 North, Range 1 East, Willamette Meridian, City of Portland, County of Multnomah, State of Oregon, along the westerly Harbor Line of the west bank of the Willamette River at its intersection with the northwesterly projection of a line that is 1.85 feet north of the southerly line of Lot 13 of Block 37 of Sherlock's Addition, Assessor Map 1N1E 28DB for the TRUE POINT OF BEGINNING of the River District Urban Renewal Area Boundary Line;

1. Thence southeasterly 5076 feet more or less on said westerly Harbor Line to its intersection point with the northerly easement line of the N.W. Broadway Avenue Bridge, recorded in Book 537, Page 412, dated 1911, Assessor Map 1N1E 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 559 feet more or less on said N.W. Broadway Avenue Bridge easement line to its intersection with the easterly line of the Portland Terminal Railroad Company, Assessor Map 1N1E 34BB;
3. Thence southeasterly 70 feet more or less along the easterly line of the Portland Terminal Railroad Company to its intersection with the southerly line of said N.W. Broadway Avenue Bridge easement, Assessor Map 1N1E 34BD;
4. Thence southeasterly 50 feet more or less along the southerly easement line of said N.W. Broadway Avenue Bridge easement to its intersection with the westerly line of the Portland Terminal Railroad Company, Assessors Map 1N1E 34BD;
5. Thence southeasterly leaving the southerly line of said N.W. Broadway Avenue Bridge easement 900 feet more or less along the westerly line of the Portland Terminal Railroad Company to its intersection with a east prolongation of the north right-of-way line of N.W. Irving street as shown in the Plat of Couch's Addition, a portion of which is now vacated in Ordinance no. 23258, Assessor Map 1N1E 34BD;
6. Thence west 210 feet more or less along said prolongation and continuing on the north right-or-way line of N.W. Irving Street a portion of which was vacated in Ordinance no. 25258, to its intersection with the west line of N.W. 5th Avenue, Assessor Map 1N1E 34BD;
7. Thence south 420 feet more or less along the west right-of-way line of N.W. 5th Avenue to its intersection with the south line of Lot 5 Block Q of Couch's Addition, Assessor Map 1N1E 34BD;
8. Thence east 160 feet more or less leaving the west right-of-way line of said N.W. 5th Avenue along the west prolongation of the north line of Lot 3 Block P, Couch's Addition to the northeast corner of said Lot 3, Assessor Map 1N 1E 34BD;

9. Thence south 100 feet more or less along the east lines of Lot 3 and Lot 2 Block P Couch's Addition to its intersection with the north right-of-way line of N.W. Glisan Street, Assessor Map 1N1E 34BD;
10. Thence east and northeasterly 357 feet more or less along the northerly right-of-way line of N.W. Glisan Street to its intersection with the west right-of-way line of N.W. 3rd Avenue, Assessor Map 1N1E 34BD;
11. Thence north 150 feet more or less along the west right-of-way line of N.W. 3rd Avenue as shown in the plat of Couch's Addition to its intersection with the south right-of-way line of N.W. Hoyt Street as shown in the plat of Couch's Addition, Assessor Map 1N1E 34BD;
12. Thence east 58 feet more or less along the south right-of-way line of N.W. Hoyt Street to the northwest corner of Book 1486 Page 294 Multnomah County Records, Assessor Map 1N1E 34BD;
13. Thence north 35 feet more or less along the east right-of-way line at the termination of N.W. Hoyt Street to its intersection with the southerly line of the Portland Terminal Railroad Company, Assessor Map 1N1E 34BD;
14. Thence northeasterly 44 feet more or less to the southeast end of a curve on the southwesterly line of Lot 5 Union Station recorded Oct 15, 1996 as Book 1233 Page 1 Multnomah County Records, Assessor Map 1N1E 34BD;
15. Thence northwesterly 183.47 feet along the southerly line of said Lot 5 Union Station to the most westerly corner of said Lot 5 Union Station, Assessor Map 1N1E 34BD;
16. Thence northeasterly 200 feet more or less along the northerly line of said Lot 5 Union Station to the most northerly corner of said Lot 5 Union Station, Assessor Map 1N1E 34BD;
17. Thence southeasterly 410 feet more or less along the easterly line of said Lot 5 Union Station to the most southerly corner of Lot 5 Union Station, Assessor Map 1N 1E 34BD;
18. Thence northwesterly 238.70 feet along the westerly line of said Lot 5 Union Station to a point, Assessor Map 1N1E 34BD;
19. Thence southwesterly 50 feet more or less perpendicular to when measured at right angles to said westerly line of Lot 5 Union Station to its intersection with the southerly line of the Portland Terminal Railroad Company, Assessor Map 1N1E 34BD;
20. Thence southeasterly 331.37 feet along the southerly line of said Portland Terminal Railroad Company to its intersection with the westerly right-of-way line of N.W. Naito Parkway, Assessor Map 1N1E 34BD;
21. Thence southeasterly 100 feet more or less along the westerly right-of-way line of N.W. Naito Parkway to its intersection with the north right-of-way line of N.W. Glisan Street, Assessor Map 1N1E 34BD;
22. Thence west 398 feet more or less along the north right-of-way line of N.W. Glisan Street to its intersection with the east right-of-way line of N.W. 3rd Avenue, Assessor Map 1N1E 34BD;
23. Thence south 60 feet more or less along the east right-of-way line of N.W. 3rd Avenue to its intersection with the south right-of-way line of N.W. Glisan Street, Assessor Map 1N1E 34CA;
24. Thence west 35 feet more or less along the south right-of-way line of N.W. Glisan Street to its intersection with the centerline of the right-of-way of N.W. 3rd Avenue, Assessor Map 1N1E 34CA;
25. Thence south 780 feet more or less along the centerline of the right-of-way of N.W. 3rd Avenue to its intersection with the south right-of-way line of N.W. Davis Street, Assessor Map 1N1E 34CA;

26. Thence east 230 feet more or less along the south right-of-way line of N.W. Davis Street to its intersection with the west right-of-way line of N.W. 2nd Avenue, Assessor Map 1N1E 34CA;
27. Thence south 435 feet more or less along the west right-of-way line of N.W. 2nd Avenue to its intersection with the north right-of-way line of W. Burnside Street, Assessor map 1N1E 34CA;
28. Thence east 90 feet more or less along the north right-of-way line of N.W. Burnside Street to its intersection with the east right-of-way line of N.W. 2nd Avenue, Assessor Map 1N1E 34CA;
29. Thence northwesterly and north 184 feet more or less along the east right-of-way line of N.W. 2nd Avenue to its intersection with the south right-of-way line of N.W. Couch Street, Assessor Map 1N1E 34CA;
30. Thence east 190 feet more or less along the south right-of-way line of N.W. Couch Street to its intersection with the west right-of-way line of N.W. 1st Avenue, Assessor Map 1N1E 34DB;
31. Thence south 185 feet more or less along the west right-of-way line of N.W. 1st Avenue to its intersection with the north right-of-way line of W. Burnside Street, Assessor Map 1N1E 34DC;
32. Thence westerly 95 feet more or less along the northerly right-of-way line of W. Burnside Street to its intersection with the west line of Lot 1 Block 12 Couch's Addition, Assessor Map 1N1E 34DB;
33. Thence south 100 feet more or less to the intersection of the south right-of-way line of W. Burnside Street with the west line of Lot 8 Block 11 Couch's Addition, Assessor Map 1N1E 34DC;
34. Thence east 95 feet more or less along the south right-of-way line of W. Burnside Street to its intersection with the west right-of-way line of N.W. 1st Avenue, Assessor Map 1N1E 34DC;
35. Thence south 262 feet more or less along the west right-of-way line of S.W. 1st Avenue to its intersection with the southeast corner of Lot 1 Block 33 City of Portland, Assessor Map 1N1E 34DC;
36. Thence northwesterly 230 feet more or less along the southerly lines of Lot 1 and Lot 8 Block 33 City of Portland and its westerly prolongation to the centerline of the right-of-way of S.W. 2nd Avenue, Assessor Map 1N1E 34DC;
37. Thence northeasterly 30 feet more or less along the centerline of the right-of-way of S.W. 2nd Avenue parallel with the west line of Block 33 City of Portland to its intersection with the south right-of-way line of S.W. Ankeny Street, Assessor Map 1N1E 34CD;
38. Thence northwesterly 60 feet more or less to the intersection of the westerly prolongation of the south line of Lot 3 Block 11 Couch's Addition, with the centerline of S.W. 2nd Avenue as shown on the plat of Couch's Addition, Assessor Map 1N1E 34CD;
39. Thence north 110 feet more or less along the centerline of the right-of-way of S.W. 2nd Avenue to its intersection with the south right-of-way line of W. Burnside Street, Assessor Map 1N1E 34CD;
40. Thence west 260 feet more or less along the south right-of-way line of W. Burnside street to its intersection with the centerline of the right-of-way of N.W. 3rd Avenue, Assessor Map 1N1E 34CD;
41. Thence north 208 feet more or less along the centerline of the right-of-way of N.W. 3rd Avenue to its intersection with the easterly prolongation of a line that is 23 feet north of the south line of Lot 5 Block 29 Couch's Addition, Assessor Map 1N1E 34CA;

42. Thence west 135 feet more or less along a line that is 23 feet north of the south line of Lot 5 Block 29 Couch's Addition and its easterly and westerly prolongation to its intersection with a line that is 5 feet west of the west line of Lot 5 Block 29 Couch's Addition, Assessor Map 1N1E 34CA;
43. Thence south 45 feet more or less parallel with and 5 feet west of the west line of Lot 4 and Lot 5 Block 29 Couch's Addition to its intersection with the westerly prolongation of a line that is 28 feet north of the south line of Lot 4 Block 29 Couch's Addition, Assessor Map 1N1E 34CA;
44. Thence east 5 feet along the westerly prolongation of a line that is 28 feet north of the south line of Lot 4 Block 29 Couch's Addition to its intersection with the west line of Lot 4 Block 29 Couch's Addition, Assessor Map 1N1E 34CA;
45. Thence south 158 feet more or less along the west line of Lot 4 and Lot 1 Block 29 Couch's Addition and its south prolongation to the south right-of-way line of W. Burnside Street, Assessor Map 1N1E 34CA;
46. Thence west 520 feet more or less along the south right-of-way line of W. Burnside Street to its intersection with the southerly prolongation of the west line of Lot 1 Block 41 Couch's Addition, Assessor Map 1N1E 34CA;
47. Thence north 180 feet more or less along the west line and the southerly prolongation of the west line of Lot 4 and Lot 1 Block 41 Couch's Addition to the northwest corner of Lot 4 Block 41 Couch's Addition, Assessor Map 1N1E 34CA;
48. Thence west 100 feet more or less along the north line of the Lot 4 Block 41 Couch's Addition to its intersection with the west right-of-way line of N.W. 5th Avenue, Assessor Map 1N1E 34CA;
49. Thence south 80 feet more or less along the west right-of-way line of N.W. 5th Avenue to its intersection with the north right-of-way line of W. Burnside Street, Assessor Map 1N1E 34CA;
50. Thence east 60 feet more or less along the north right-of-way line of W. Burnside Street to its intersection with the east right-of-way line of N.W. 5th Avenue, Assessor Map 1N1E 34CA;
51. Thence north 180 feet more or less along the east right-of-way line of N.W. 5th Avenue to its intersection with the south right-of-way line of N.W. Couch Street, Assessor Map 1N1E 34CA;
52. Thence east 230 feet more or less along the south right-of-way line of N.W. Couch Street to its intersection with the centerline of the right-of-way line of N.W. 4th Avenue, Assessor Map 1N1E 34CA;
53. Thence north 290 feet more or less along the centerline of the right-of-way of N.W. 4th to its intersection with the centerline of the right-of-way of N.W. Davis Street, Assessor Map 1N1E 34CA;
54. Thence west 230 feet more or less along the centerline of the right-of-way of N.W. Davis Street to its intersection with the east right-of-way line of N.W. 5th Avenue, Assessor Map 1N1E 34CA;
55. Thence north 130 feet more or less along the east right-of-way line of N.W. 5th Avenue to its intersection with the north line of Lot 3 Block 34 Couch's Addition, Assessor Map 1N1E 34CA;
56. Thence east 100 feet more or less along the north line of Lot 3 Block 34 Couch's Addition to the southwest corner of Lot 5 Block 34 Couch's Addition, Assessor Map 1N1E 34CA;

57. Thence north 100 feet more or less along the west line of Lot 5 and Lot 8 Block 34 Couch's Addition to its intersection with the south right-of-way line of N.W. Everett Street, Assessor Map 1N1E 34CA;
58. Thence east 130 feet more or less along the south right-of-way line of N.W. Everett Street to its intersection with the centerline of the right-of-way of N.W. 4th Avenue, Assessor Map 1N1E 34CA;
59. Thence north 520 feet more or less along the centerline of the right-of-way of N.W. 4th Avenue to its intersection with the south right-of-way line of N.W. Glisan Street, Assessor Map 1N1E 34CA;
60. Thence west 290 feet more or less along the south right-of-way line of N.W. Glisan Street to its intersection with the west right-of-way line of N.W. 5th Avenue, Assessor Map 1N1E 34CA;
61. Thence south 260 feet more or less along the west right-of-way line of N.W. 5th Avenue to its intersection with the south right-of-way line of N.W. Flanders Street, Assessor Map 1N1E 34CA;
62. Thence west 100 feet more or less along the south right-of-way line of N.W. Flanders Street to its intersection with the west line of Lot 8 Block 38 Couch's Addition, Assessor Map 1N1E 34CA;
63. Thence south 100 feet more or less along the west line of Lot 8 and Lot 5 Block 38 Couch's Addition to its intersection with the southeast corner of Lot 6 Block 38 Couch's Addition, Assessor Map 1N1E 34CA;
64. Thence west 100 feet more or less along the south line of Lot 6 Block 38 Couch's Addition to its intersection with the east right-of-way line of N.W. 6th Avenue, Assessor Map 1N1E34CA;
65. Thence north 100 feet more or less along the east right-of-way line of N.W. 6th Avenue to its intersection with the south right-of-way line of N.W. Flanders Street, Assessor Map 1N1E 34CA;
66. Thence west 160 feet more or less along the south right-of-way line of N.W. Flanders Street to its intersection with the northwest corner of Lot 8 Block 47 Couch's Addition, Assessor Map 1N1E 34CA;
67. Thence south 100 feet more or less along the west line of Lot 8 and Lot 5 Block 47 Couch's Addition to its intersection with the southeast corner of Lot 6 Block 47 Couch's Addition, Assessor Map 1N1E 34CA;
68. Thence west 170 feet more or less along the south line and its west prolongation of Lot 6 Block 47 Couch's Addition to its intersection with the west right-of-way line of N.W. Broadway Avenue, Assessor Map 1N1E 34CB;
69. Thence south 100 feet more or less along the west right-of-way line of N.W. Broadway Avenue to its intersection with the north right-of-way line of N.W. Everett Street, Assessor Map 1N1E 34CB;
70. Thence west 90 feet more or less along the north right-of-way line of N.W. Everett Street to its intersection with the southwest corner of Lot 1 Block 50 Couch's Addition, Assessor Map 1N1E 34CB;
71. Thence north 150 feet more or less along the west line of Lot 1, Lot 4, and Lot 5 Block 50 Couch's Addition to the southeast corner of Lot 7 Block 50 Couch's Addition, Assessor Map 1N1E 34CB;
72. Thence west 100 feet more or less along the south line of Lot 7 Block 50 Couch's Addition to its intersection with the east right-of-way line of N.W. 8th Avenue, Assessor Map 1N1E 34CB;

73. Thence north 50 feet more or less along the east right-of-way line of N.W. 8th Avenue to its intersection with the south right-of-way line of N.W. Flanders Street, Assessor Map 1N1E 34CB;
74. Thence east 280 feet more or less along the south right-of-way line of N.W. Flanders Street to its intersection with the east right-of-way line of N.W. Broadway Avenue, Assessor Map 1N1E 34CB;
75. Thence north 160 feet more or less along the east right-of-way line of N.W. Broadway Avenue to its intersection with the northwest corner of Lot 3 Block 48 Couch's Addition, Assessor Map 1N1E 34CB;
76. Thence west 180 feet more or less along the west prolongation of the north line of Lot 3 Block 48 Couch's Addition and the south line of Lot 5 Block 49 Couch's Addition to the southwest corner of Lot 5 Block 49 Couch's Addition, Assessor Map 1N1E 34CB;
77. Thence north 50 feet more or less along the west line of Lot 5 Block 49 Couch's Addition to the southeast corner of Lot 7 Block 49 Couch's Additions, Assessor Map 1N1E 34CB;
78. Thence west 100 feet more or less along the south line of Lot 7 Block 49 Couch's Addition to its intersection with the east right-of-way line of N.W. 8th Avenue, Assessor Map 1N1E 34CB;
79. Thence north 110 feet more or less along the east right-of-way line of N.W. 8th Avenue to its intersection with the north right-of-way line of N.W. Glisan Street. Assessor Map 1N1E 34CB;
80. Thence west 160 feet more or less along the north right-of-way line of N.W. Glisan Street to its intersection with the east right-of-way line of N.W. Park Avenue, Assessor Map 1N1E 34CB;
81. Thence north 260 feet more or less along the east right-of-way line of N.W. Park Avenue to its intersection with the north right-of-way line of N.W. Hoyt Street, Assessor Map 1N1E 34CB;
82. Thence west 320 feet more or less along the 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 1N1E 34CB;
83. Thence south 1560 feet more or less along the west right-of-way line of N.W. 9th Avenue to its intersection with the north right-of-way line of W. Burnside Street, Assessor Map 1N1E 34CB;
84. Thence east 60 feet more or less along the north right-of-way line of W. Burnside Street to its intersection with the east right-of-way line of N.W. 9th Avenue, Assessor Map 1N1E 34CB;
85. Thence north 100 feet more or less along the east right-of-way line of N.W. 9th Avenue to the northwest corner of Lot 3 Block 56 Couch's Addition, Assessor Map 1N1E 34CB;
86. Thence east 200 feet more or less along the north line of Lot 3 and Lot 4 Block 56 Couch's Addition to its intersection with the west right-of-way line of N.W. Park Avenue, Assessor Map 1N1E 34CB;
87. Thence south 435 feet more or less along the 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 1N1E 34CC;
88. Thence easterly 620 feet more or less along the southerly right-of-way line of S.W. Oak Street to its intersection with the easterly right-of-way line of S.W. 6th Avenue, Assessor Map 1N1E 34CC;
89. Thence north 60 feet more or less along the easterly right-of-way line of S.W. 6th Avenue to its intersection with the northerly right-of-way line of S.W. Oak Street, Assessor Map 1N1E 34CD;

90. Thence easterly 280 feet more or less along the northerly right-of-way line of S.W. Oak Street to the southwest corner of Lot 5 Block 66 City of Portland, said point being on the easterly right-of-way line of S.W. 5th Avenue, Assessor Map 1N1E 34CD;
91. Thence northerly 200 feet more or less along the easterly right-of-way line of S.W. 5th Avenue to its intersection with the southerly right-of-way line of S.W. Pine Street, Assessor Map 1N1E 34CD;
92. Thence easterly 200 feet more or less along the southerly line of S.W. Pine Street to its intersection with the westerly right-of-way line of S.W. 4th Avenue, Assessor Map 1N1E 34CD;
93. Thence southerly 260 feet more or less along the westerly right-of-way line of S.W. 4th Avenue to its intersection with the southerly right-of-way line of S.W. Oak Street, Assessor Map 1N1E 34CD;
94. Thence westerly 280 feet more or less along the southerly right-of-way of S.W. Oak Street to its intersection with the westerly right-of-way line of S.W. 5th Avenue, Assessor Map 1N1E 34CD;
95. Thence southerly 230 feet more or less along the westerly right-of-way line of S.W. 5th Avenue to its intersection with the centerline of the right-of-way of S.W. Stark Street, Assessor Map 1N1E 34CD;
96. Thence easterly 180 feet more or less along the centerline of the right-of-way of S.W. Stark Street to its intersection with the northerly prolongation of the east line of Lot 8 Block 64 City of Portland, Assessor Map 1N1E 34CD;
97. Thence southerly 130 feet more or less along the east line and its northerly prolongation of Lot 8 and Lot 7 Block 64 City of Portland to the southeast corner of Lot 7 Block 64 City of Portland, Assessor Map 1N1E 34CD;
98. Thence westerly 100 feet more or less along the southerly line of Lot 7 Block 64 City of Portland to its intersection with the easterly right-of-way line of S.W. 5th Avenue, Assessor Map 1N1E 34CD;
99. Thence northerly 100 feet more or less along the easterly right-of-way line of S.W. 5th Avenue to its intersection with the southerly right-of-way line of S.W. Stark Street, Assessor Map 1N1E 34CD;
100. Thence westerly 80 feet more or less along the southerly right-of-way line of S.W. Stark Street to its intersection with the westerly right-of-way line of S.W. 5th Avenue, Assessor Map 1N1E 34CD;
101. Thence southerly 550 feet more or less along the westerly right-of-way line of S.W. 5th Avenue to its intersection with the southerly right-of-way line of S.W. Alder Street, Assessor Map 1N1E 34CD;
102. Thence easterly 560 feet more or less along the southerly right-of-way line of S.W. Alder Street to its intersection with the westerly right-of-way line of S.W. 3rd Avenue, Assessor Map 1S1E 3BA;
103. Thence southerly 460 feet more or less along the westerly right-of-way line of S.W. 3rd Avenue to its intersection with the northerly right-of-way line of S.W. Yamhill Street, Assessor Map 1S1E 3BA;
104. Thence westerly 200 feet more or less along the north right-of-way line of S.W. Yamhill Street to its intersection with the east right-of-way line of S.W. 4th Avenue, Assessor Map 1S1E 3BA;
105. Thence northerly 260 feet more or less along the east right-of-way line of S.W. 4th Avenue to its intersection with the north right-of-way line of S.W. Morrison Street, Assessor Map 1S1E 3BA;

106. Thence westerly 920 feet more or less along 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, said point being common to the South Park Blocks Urban Renewal Area Boundary Line, Assessor Map 1S1E 3BB;

SAID RIVER DISTRICT URBAN RENEWAL AREA BOUNDARY LINE IS COMMON TO THE SOUTH PARK BLOCKS URBAN RENEWAL AREA BOUNDARY LINE, TAX CODE AREA NO. 885 AS FOLLOWS:

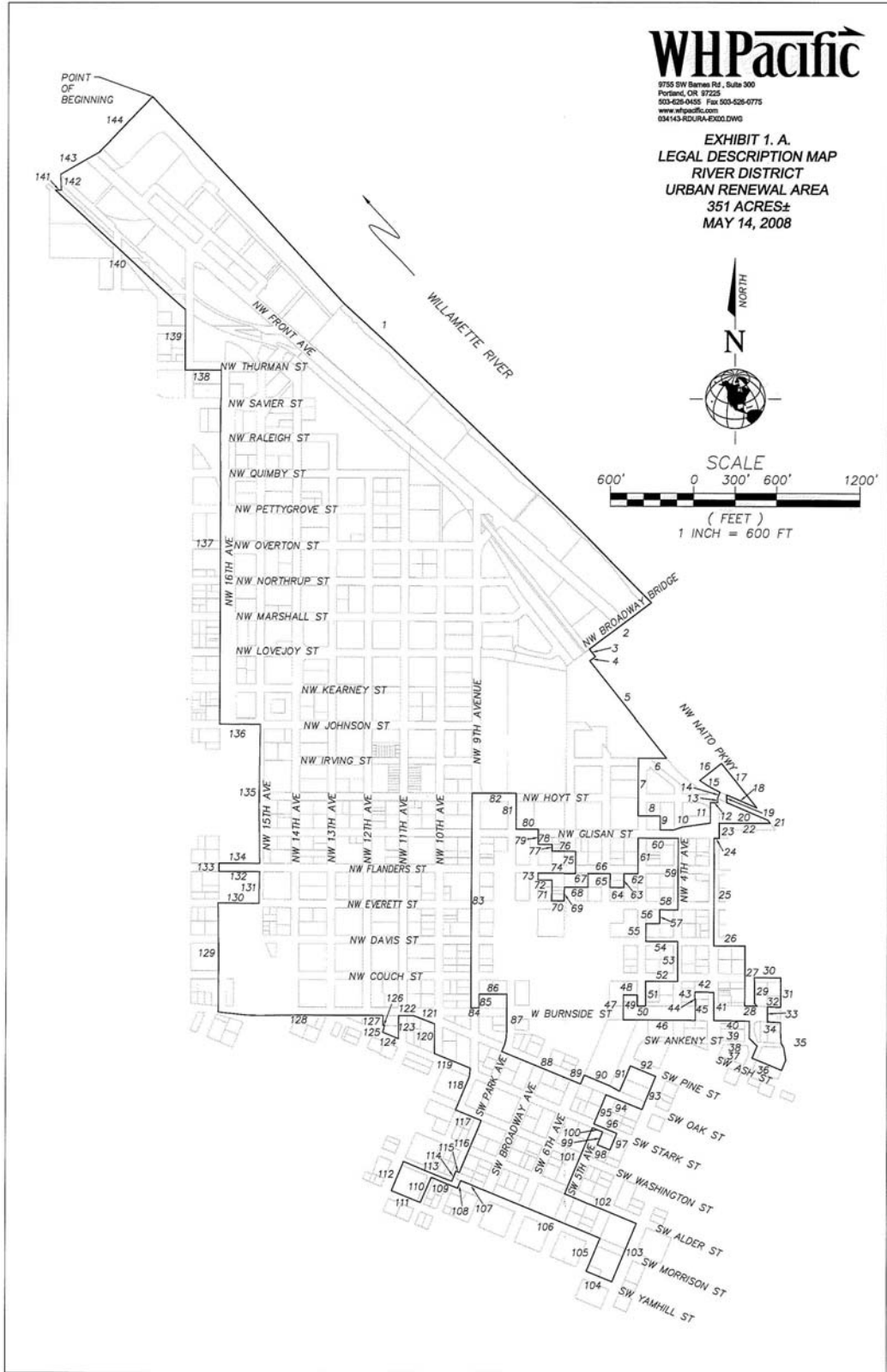
107. Thence continuing westerly 200 feet more or less along said northerly right-of-way line of S.W. Morrison Street to its intersection with the easterly right-of-way line of S.W. Park Avenue, Assessor Map 1N1E 34CC;
108. Thence southerly 60 feet more or less along the easterly right-of-way line of S.W. Park Street to its intersection with the southerly right-of-way line of S.W. Morrison Street, Assessor Map 1N1E 34CC;
109. Thence westerly 175 feet more or less along the southerly right-of-way line of S.W. Morrison Street to its intersection with the centerline of the right-of-way of S.W. 9th Avenue, Assessor Map 1N1E 34CC;
110. Thence southerly 200 feet more or less along the centerline of the right-of-way of S.W. 9th Avenue to its intersection with the northerly right-of-way line of S.W. Yamhill Street, Assessor Map 1N1E 34CC;
111. Thence westerly 225 feet more or less along the northerly right-of-way line of S.W. Yamhill Street to its intersection with the east right-of-way line of S.W. 10th Avenue, Assessor Map 1N1E 34CC;
112. Thence northerly 230 feet more or less along the easterly right-of-way line of S.W. 10th Avenue to its intersection with the centerline of the right-of-way of S.W. Morrison Street, Assessor Map 1N1E 34CC;
113. Thence easterly 375 feet more or less along the centerline of the right-of-way of S.W. Morrison Street to its intersection with the centerline of the right-of-way of S.W. Park Avenue, Assessor Map 1N1E 34CC;
114. Thence northeasterly 80 feet more or less along the centerline of the right-of-way of S.W. Park Avenue to its intersection with the westerly prolongation of the north line of Lot 5 Block 212 City of Portland, Assessor Map 1N1E 34CC;
115. Thence easterly 25 feet more or less along the westerly prolongation of the north line of Lot 5 Block 212 City of Portland to its intersection with the easterly right-of-way line of S.W. Park Avenue, Assessor Map 1N1E 34CC;
116. Thence northerly 410 feet more or less on the easterly right-of-way line of S.W. Park Avenue to its intersection with the southerly right-of-way line of S.W. Washington Street, Assessor Map 1N1E 34CC;
117. Thence westerly 200 feet more or less along the southerly right-of-way line of S.W. Washington Street to its intersection with the westerly right-of-way line of S.W. 9th Avenue, Assessor Map 1N1E 34CC;
118. Thence northerly 320 feet more or less along the westerly right-of-way line of S.W. 9th Avenue to the southeasterly corner of Block 86 ½ Raleigh's Addition Replat, Assessor Map 1N1E 34CC;
119. Thence westerly 280 feet more or less along 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 1N1E 34CC;

120. Thence north 222 feet more or less along 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 1N1E 34CC;
121. Thence westerly 150 feet more or less along 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 1N1E 34CC;
122. Thence westerly 118 feet more or less along the south right-of-way line of W. Burnside Street to its intersection with the west right-of-way line of S.W. 11th Avenue, Assessor Map 1N1E 34CC;
123. Thence south 168 feet more or less along the west right-of-way line of S.W. 11th Avenue to its intersection with the north right-of-way line of S.W. Stark Street, Assessor Map 1N1E 33DD;
124. Thence northwesterly 120 feet more or less along the north right-of-way line of S.W. Stark Street to its intersection with the southwest corner of a Special Warranty Deed recorded January 25, 2001 as fee number 2001-011584 Multnomah County records, Assessor Map 1N1E 33DD;
125. Thence northerly 52 feet more or less along the westerly line of said fee number 2001-011584 to its intersection with the south line of Carson Building Condominiums recorded Jan. 24, 2007 as Book 1281 Page 88 Multnomah County records, said point being 12.02 feet more or less east of the southwest corner of said Book 1281 Page 88, Assessor Map 1N1E 33DD;
126. Thence west 12.02 feet more or less along the south line of said Book 1281 Page 88 to the southwest corner of said Book 1281 Page 88, Assessor Map 1N1E 33DD;
127. Thence north 71 feet more or less along the west line of said Book 1281 Page 88 to its intersection with the south right-of-way line of W. Burnside Street, Assessor Map 1N1E 33DD;
128. Thence west 1150 feet more or less along the south right-of-way line of W. Burnside Street to its intersection with the east right-of-way line of N.W. 16th Avenue, Assessor Map 1N1E 33DA;
129. Thence north 810 feet more or less along the west right-of-way line N.W. 16th Avenue to the intersection with the centerline of the right-of-way of N.W. Everett Street, Assessor Map 1N1E 33DA;
130. Thence leaving said original River District Urban Renewal Area Boundary Line east 290 feet more or less along the centerline of the right-of-way of N.W. Everett Street to its intersection with the centerline of the right-of-way of N.W. 15th Avenue, Assessor Map 1N1E 33DA;
131. Thence north 230 feet more or less along the centerline of the right-of-way of N.W. 15th Avenue to its intersection with the south right-of-way line of N.W. Flanders Street, Assessor Map 1N1E 33DA;
132. Thence west 290 feet more or less along the south right-of-way line of N.W. Flanders Street to its intersection with the west right-of-way line of N.W. 16th Avenue, said point being common to the original River District Urban Renewal Area Boundary Line, Assessor Map 1N1E 33DA;
133. Thence north 60 feet more or less along the west right-of-way line of N.W. 16th Avenue to its intersection with the north right-of-way line of N.W. Flanders Street, Assessor Map 1N1E 33DA;
134. Thence leaving said original River District Urban Renewal Area Boundary Line east 290 feet more or less along the north right-of-way line of N.W. Flanders Street to its

- intersection with the centerline of the right-of-way of N.W. 15th Avenue, Assessor Map 1N1E 33DA;
135. Thence north 1,112 feet more or less along the centerline of the right-of-way of N.W. 15th Avenue to its intersection with the centerline right-of-way of N.W. Johnson Street, as shown in the plat of Watson's Addition, Assessor Map 1N1E 33DD;
 136. Thence west 290 feet more or less along the centerline of the right-of-way of N.W. Johnson Street to its intersection with the west right-of-way line of N.W. 16th Avenue, said point being common with the original River District Urban Renewal Area Boundary line, Assessor Map 1N1E 33AD;
 137. Thence north 2,569 feet more or less along 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 1N1E 28DD;
 138. Thence west 260 feet more or less along 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 1N1E 28DC;
 139. Thence north 440 feet more or less along the west right-of-way line of N.W. 17th Avenue to its intersection with a point being 120.38 feet, 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 1N1E 28DC;
 140. Thence northwesterly 1250 feet more or less along the easterly line of Book 2517 Page 780 Multnomah County records and its northwesterly prolongation to the northeast corner of Partition Plat 1991-35 Multnomah County Survey Records, then continuing along said east line of said Partition Plat to its intersection with the easterly prolongation of the south right-of-way line of N.W. New York Street, Assessor Map 1N1E 28DB;
 141. Thence east 40 feet more or less along the easterly prolongation of the south right-of-way line of said N.W. New York Street to its intersection with the westerly line of a vacation ordinance number 41380, Assessor Map 1N1E 28DB;
 142. Thence north 115 feet more or less to an angle point in the south line of Partition Plat No. 1994-116, said point being northeasterly 25 feet from the easterly right-of-way line of N.W. Sherlock Avenue, Assessor Map 1N1E 28DB;
 143. Thence northeasterly along said south line of Partition Plat No. 1994-116 and its easterly prolongation to an angle point that is northerly 1.85 feet and easterly 40 feet more or less from the southwest corner of Lot 13 Block 37 Sherlock's Addition, Assessor Map 1N1E 28DB;
 144. Thence northeasterly along said line that is 1.85 north of the southerly line of Lot 13 Block 37 Sherlock's Addition to its intersection with the Westerly Harbor Line of the Willamette River, Assessor Map 1N1E 28DB, which point is the TRUE POINT OF BEGINNING.

Said River District Urban Renewal Area Boundary Line delineates an Area containing 351 acres, more or less, and lying entirely within the City of Portland, County of Multnomah, State of Oregon.

Exhibit 1.A. Legal Description Map



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 rail yards 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 north of NW Lovejoy to 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.

Additional streetcar lines may be developed in the Area, including the Eastside Streetcar line and the Burnside/Couch Streetcar line.

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. Parks and Greenway Improvements

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.

The project will be pursued in conjunction with park design, land acquisition, utility construction, and park development.

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 along this portion of riverfront, to additionally enhance the area as a magnet for visitors and residents.

A park project in the area is O'Bryant Square which is the location of a SmartPark at 800 SW Stark Street and an associated park. The Plan anticipates spending funds to redevelop the park which may include one or more public buildings and continued public parking. The public buildings will serve the Area by providing park-related facilities for Area residents and the public parking, if included, will support retail and commercial uses in the Area.

Other park improvements throughout the Area may be considered as future projects (e.g. neighborhood and formal parks and greenways).

10. 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.

11. 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

Parking projects in the Area are:

- 10th and Yamhill Parking Garage (SmartPark) at 730 SW 10th Avenue is a public parking structure which supports the retail and commercial uses in the Area. The Plan anticipates spending funds to incorporate this public parking into a more desirable mixed-use development, all or a portion of which may be publicly owned.
- 3rd and Alder Parking Garage (SmartPark) at 607 SW 3rd Avenue is a public parking structure which supports the retail and commercial uses in the Area. The Plan anticipates spending funds to incorporate this public parking into a more desirable mixed-use development, all or a portion of which may be publicly owned.

Other parking improvements throughout the Area may be considered as future projects.

12. Burnside Couch Couplet

Reconstruction of Burnside and Couch Streets to enhance the Area's pedestrian atmosphere and resolve safety issues.

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.

To meet the housing objectives in the Plan, the Commission will provide financial resources to support the development of new housing and the preservation or replacement of existing housing for extremely low, low and moderate-income households. Due to implementation of the TIF Set-Aside Policy adopted by the City of Portland in 2006, at least 30% of all TIF resources expended after adoption of the policy will be allocated for this purpose. Based on the RDHIS, the identified unit production goals by income category will be based on percentages of the total build out projections in proportion to the income distribution for the City of Portland as a whole. In 2006 the TIF Set Aide Policy also established guidelines for allocation of the affordable housing TIF resources by income categories. Resources for homeownership and workforce housing targeted to households making over 80% MFI will come from TIF and other resources not allocated to affordable housing.

Specific areas for improvements and projects include but are not limited to:

1. Resource Access Center Permanent Supportive Housing

The City's 10 Year Plan to End Homelessness calls for the addition of permanent supportive housing and the creation of a new access center for people who are homeless.

2. The Fairfield Hotel

The Fairfield, located at 1103-21 SW Stark Street, is owned by the Portland Development Commission. It presently is comprised of approximately 82 units with 81 units Project Based Section 8 designations and one market rate unit. The Plan anticipates spending funds to rehabilitate the Fairfield. When rehabilitated, this building will assist in Portland's efforts to maintain the existing number of low income housing units (No Net Loss Policy). It serves the area by providing much needed housing to low income individuals.

3. Post Office Area

Implement the 2001 Pearl District Development Plan specifically, Objective 6: *Reduce the dominance of the Post Office and integrate it into the fabric of the community.* The city should reestablish a partnership with the U.S. Postal Service to redevelop and re-use portions of the site, especially the parking areas along NW Ninth Avenue. Over the long term, encourage the relocation of the regional distribution facility, while retaining a postal facility to serve the River District.

4. Broadway Corridor/Union Station Area

Rehabilitation of Union Station in coordination with redevelopment and development projects in the Broadway Corridor including Blocks U and R and the 511 Building.

5. North Old Town/Chinatown Area

Creation of a northern gateway to Chinatown at 3rd and Glisan that potentially includes the conversion of eastbound Glisan between 3rd and 4th into a public plaza. Projects in this area include Rehabilitation, Development and Redevelopment Assistance to property owners.

6. 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. Additional projects in support of the downtown retail core may be implemented.

7. 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. This site has been identified as a pivotal redevelopment opportunity for this area of town.

8. Mc Coy Building

The Mc Coy Building at 426 SW Stark Street is owned by Multnomah County. It is entirely occupied by the Multnomah County Health Department. The plan anticipates spending funds to rehabilitate this building. The building provides a health clinic and administration. The health clinic provides services to residents of the Area.

C. Economic Development

The Commission will undertake an economic development strategy for the River District URA as an expansion of the Central Business District. This strategy will inform the development and implementation of an effective job retention/creation plan with a focus on target industry development, namely creative design and sustainability. This strategy will include the identification and prioritization of projects and programs to support the formation, growth and expansion of businesses within the URA in key industries. While the Commission is authorized to establish financial assistance programs and to provide below-market interest rate and market rate interest loans and other forms of financial assistance to business owners, this strategy will serve to determine the efficacy of existing programs in meeting Commission objectives and whether other tools/resources are needed.

The River District is a competitive location for office development for companies seeking a headquarters location, for green building services and industrial/material design activated by projects such as Mercy Corps headquarters and the University of Oregon

expansion. This, in addition to increased coordination of economic development, job creation goals and planning among the Central City Plan, the new Economic Development Strategy, the Regional Partners and the advent of Greenlight Greater Portland, offers a significant opportunity. This area can serve to anchor the creative services cluster given its central location, access to public transportation, bike paths, and demonstrated by a number of companies already located within this area.

Several development projects that will move from the DTWF to the RD meet multiple objectives including quality job retention/creation; elimination of blight and housing. An economic development strategy will promote several opportunity sites within the URA.

D. 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.

E. 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.

F. 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 public improvements.

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 to acquire property within the Area to achieve the objectives of the Plan, including but not limited to the following:

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.

Properties which may be acquired by the Commission from willing sellers include:

United States Postal Service Processing and Distribution Center
Block 25
Grove Hotel

Other properties may also be acquired to implement 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 Mill
Weststar Electric
Freemont Place I & II

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 – May of 2001, the City of Portland's Comprehensive Plan is a guide for all land use related development within the City. The River District Urban Renewal -Area 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 2.9 - Residential Neighborhoods: Allow for a range of housing types to accommodate increased population growth while improving and protecting the city's residential neighborhoods.

Policy 2.10 - 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 2.12 - Transit Corridors: Provide a mixture of activities along major transit routes Major Transit Priority Streets, Transit Access Streets, 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. Increase residential densities on residentially-zoned lands within one-quarter mile of existing and planned transit routes to transit-supportive levels. Require development along transit routes to relate to the transit line and pedestrians and to provide on-site pedestrian connections.

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 2.19 - Infill and Redevelopment: Encourage infill and redevelopment as a way to implement the Livable City growth principles and accommodate expected increases in population and employment. Encourage infill and redevelopment in the Central City, at transit stations, along Main Streets, and as neighborhood infill in existing residential, commercial and industrial areas.

Policy 2.25 - Central City Plan: Encourage continued investment within Portland's Central City while enhancing its attractiveness for work, recreation and living. Through the implementation of the Central City Plan, coordinate development, provide aid and protection to Portland's citizens, and enhance the Central City's special natural, cultural and aesthetic features.

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 3.3 - Neighborhood Diversity: Promote neighborhood diversity and security by encouraging a diversity in age, income, race and ethnic background within the City's neighborhoods.

Policy 3.4 - Historic Preservation: Preserve and retain historic structures and areas throughout the city.

Goal 4 – Housing: Enhance Portland's vitality as a community at the center of the region's housing market by providing housing of different types, tenures, density, sizes, costs, and locations that accommodate the needs, preferences, and financial capabilities of current and future households.

Policy 4.1 - Housing Availability: Ensure that an adequate supply of housing is available to meet the needs, preferences, and financial capabilities of Portland's households now and in the future.

Objective D: Encourage the efficient use of existing housing.

Objective E. Encourage the efficient use of infrastructure by focusing well-designed new and redeveloped housing on vacant, infill, or underdeveloped land.

Objective H: Create alternatives to the demolition, without replacement, of structurally sound housing on residentially zoned property.

Policy 4.3 - Sustainable Housing: Encourage housing that supports sustainable development patterns by promoting the efficient use of land, conservation of natural resources, easy access to public transit and other efficient modes of transportation, easy access to services and parks, resource efficient design and construction, and the use of renewable energy resources.

Objective A: Place new residential developments at locations that increase potential ridership on the regional transit system and support the Central City as the region's employment and cultural center.

Policy 4.4 – Housing Safety: Ensure a safe and healthy built environment and assist in the preservation of sound existing housing and the improvement of neighborhoods.

Objective A: Ensure safe housing for Portland's citizens of all income levels.

Policy 4.5 - Housing Conservation: Restore, rehabilitate, and conserve existing sound housing as one method of maintaining housing as a physical asset that contributes to an area's desired character.

Policy 4.7 - Balanced Communities: Strive for livable mixed-income neighborhoods throughout Portland that collectively reflect the diversity of housing types, tenures (rental and ownership) and income levels of the region.

Objective B: Maintain income diversity within neighborhoods by 1) allowing a mix of housing types and tenures, including houses, houses on smaller lots, small houses, duplexes, attached housing, accessory dwelling units, multi-dwelling housing, and mixed-use developments; and 2) ensure that income diversity is maintained over the long-term.

Objective G: Encourage the development and preservation of housing that serves a range of household income levels at locations near public transit and employment opportunities.

Policy 4.10 - Housing Diversity: Promote creation of a range of housing types, prices, and rents to 1) create culturally and economically diverse neighborhoods; and 2) allow those whose housing needs change to find housing that meets their needs within their existing community.

Objective E: Support opportunities for renter households by providing a range of housing types, sizes, and rent levels throughout the city.

Policy 4.11 - Housing Affordability: Promote the development and preservation of quality housing that is affordable across the full spectrum of household incomes.

Objective B: Ensure the availability of housing that meets the needs of all Portland households.

Policy 4.12 - Housing Continuum: Ensure that a range of housing from temporary shelters, to transitional, and to permanent housing for renters and owners is available, with appropriate supportive services for those who need them.

Objective A: Plan and coordinate the provision of housing opportunities for households whose needs are not met by the private for-profit market.

Objective B: Promote the preservation and development of a sufficient supply of transitional and permanent housing affordable to extremely low-income individuals and households with children in order to reduce or prevent homelessness.

Objective D: Stimulate production of a variety of housing types that are affordable and responsive to the needs of very low, low, moderate, and middle-income households.

Policy 4.14 - Neighborhood Stability: Stabilize neighborhoods by promoting: 1) a variety of homeownership and rental housing options; 2) security of housing tenure; and 3) opportunities for community interaction.

Objective C: Protect, preserve, and restore the City's single-room occupancy (SRO) and low-income housing.

Objective D: Encourage the retention of existing rental housing at rent levels affordable to area residents.

Objective E: Increase opportunities for construction, acquisition, or preservation of housing affordable to area residents in locations where rising property values and gentrification contribute to their involuntary displacement.

Goal 5 - Economic Development: Foster a strong and diverse economy which 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.

Objective B: Support programs and policies which serve to maintain Downtown Portland and the Lloyd District as the major regional employment, cultural, business, and governmental center. Implement the Central City Plan and carry out the urban development goals of the Comprehensive Plan.

Objective D: Provide for a diversity of housing types and price ranges to meet the varied needs of Portland citizens, including market, moderate and low income housing.

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

Policy 5.4 - Transportation System: Promote a multi-modal regional transportation system that stimulates and supports long term economic development and business investment.

Objective D: Support transit-supportive development and redevelopment along designated transit streets and in the vicinity of transit stations.

Objective E: Promote safe and pleasant bicycle and pedestrian access to and circulation within commercial areas.

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 5.5 - Infrastructure Development: Promote public and private investments in public infrastructure to foster economic development in Council-designated target areas.

Objective E: Use public investment as a catalyst to foster private development in Council-designated target 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.

Objective A: Promote business, economic growth, formation of capital and the creation and retention of jobs in designated commercial areas.

Objective B: Encourage new commercial businesses to locate in established commercial areas. Where suitable sites in those areas are not available, encourage those businesses to locate in other designated commercial areas.

Objective C: Sustain the role of designated commercial areas in providing shopping and employment opportunities for city residents.

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: Develop a balanced, equitable, and efficient transportation system that provides a range of transportation choices; reinforces the livability of neighborhoods; supports a strong and diverse economy; reduces air, noise, and water pollution; and lessens reliance on the automobile while maintaining accessibility.

Policy 6.19 - Transit-Oriented Development: Reinforce the link between transit and land use by encouraging transit-oriented development and supporting increased residential and employment densities along transit streets, at existing and planned light rail transit stations, and at other major activity centers.

Policy 6.22 - Pedestrian Transportation: Plan and complete a pedestrian network that increases the opportunities for walking to shopping and services, schools and parks, employment, and transit.

Policy 6.23 - Bicycle Transportation: Make the bicycle an integral part of daily life in Portland, particularly for trips of less than five miles, by implementing a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer.

Policy 7.4 - Energy Efficiency through Land Use Regulations: The City shall promote residential, commercial, industrial, and transportation energy efficiency and the use of renewable resources.

Objective C: Promote medium to high density residential near proposed transit stations and medium density residential development along major transit routes.

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

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.

Policy & Objective 11.1(A) - 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;

Policy 11.2 - Orderly Land Development: Urban development should occur only where urban public facilities and services exist or can be reasonably made available.

Policy 11.4 - Capital Efficiency: Maximum use of existing public facilities and services should be supported through encouraging new development to occur at the maximum densities allowed by the Comprehensive Plan and through the development of vacant land within presently developed areas.

Policy 11.9 - Project Selection: Through the capital improvement program process, give priority consideration to transportation projects that will contribute to a reduction in vehicle miles traveled per capita, while supporting economic vitality and sustainability.

Objective A: Promote a compact urban form by supporting development in high-priority 2040 Growth Concept areas, including facilities and improvements that support mixed-use, pedestrian-friendly development and increase walking, bicycling, and transit use.

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.

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.

Objective C: Foster the development of an attractive urban character along Portland's commercial streets and in its commercial districts. Accommodating pedestrians as shoppers and visitors in commercial areas is a major priority of development projects. Commercial areas should allow the development of a mixture of uses, including residential uses. Add new building types to established areas with care and respect for the context that past generations of builders have provided

Policy 12.3 - Historic Preservation: Enhance the City's identity through the protection of Portland's significant historic resources. Preserve and reuse historic artifacts as part of Portland's fabric. Encourage development to sensitively incorporate preservation of historic structures and artifacts.

Objective A: Preserve and accentuate historic resources as part of an urban environment that is being reshaped by new development projects.

Policy 12.4 - Provide for Pedestrians: Portland is experienced most intimately by pedestrians. Recognize that auto, transit and bicycle users are pedestrians at either end of every trip and that Portland's citizens and visitors experience the City as pedestrians. Provide for a pleasant, rich and diverse experience for pedestrians. Ensure that those traveling on foot have comfortable, safe and attractive pathways that connect Portland's neighborhoods, parks, water features, transit facilities, commercial districts, employment centers and attractions.

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 Area.

Policy 1I: Economic Development: Build upon the Central City as the economic heart of the Columbia Basin, and guide its growth to further the City's prosperity and livability.

Policy 1(F): Support the retention and expansion of existing businesses while attracting and encouraging new businesses in 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 3A: Promote the construction of at least 15,000 new housing units in the Central City by the year 2010.

Policy 3B: Preserve and encourage rehabilitation of existing housing.

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 4E: Encourage the use of bicycles and other alternative modes of transportation for general access into and within the Central City by improving the pleasure and safety of the transportation system.

Policy 5D: Protect and preserve the City's single-room occupancy (SRO) housing resource.

Policy 5H: Ensure that necessary social services and facilities are available as needed and are integrated into the Central City in a manner that is consistent with the City of Portland and Multnomah County's coordinated housing and social service plans.

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 8B: Meet the open space and recreation needs of each of the Central City districts.

Policy 8D: Ensure that a balance of passive and active parks and open space is provided.

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 11A: Protect historically significant sites and architecturally important structures

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 14B: Continue to actively foster the growth and attractiveness of the Downtown, enhancing its competitive position over other commercial areas in the region.

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 17G: Pursue implementation and completion of the Chinatown Development Plan.

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.

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 Figures 2 and 3 (Comprehensive Plan and Zoning Designations respectively) shall thereafter incorporate the relevant amendments, additions or deletions. To the extent this Section XI. and Figures 2 and 3 conflict with the Comprehensive Plan or Zoning Code, the Comprehensive Plan 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 Figures 2 and 3 respectively.

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

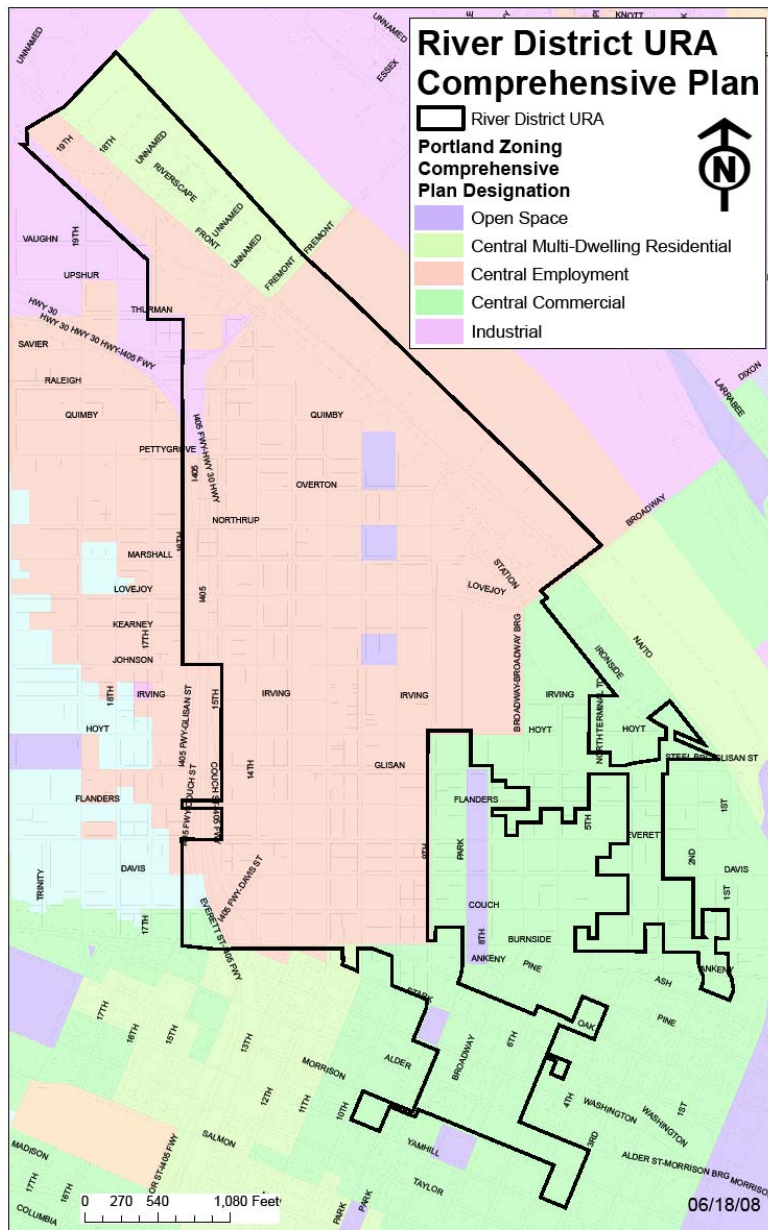
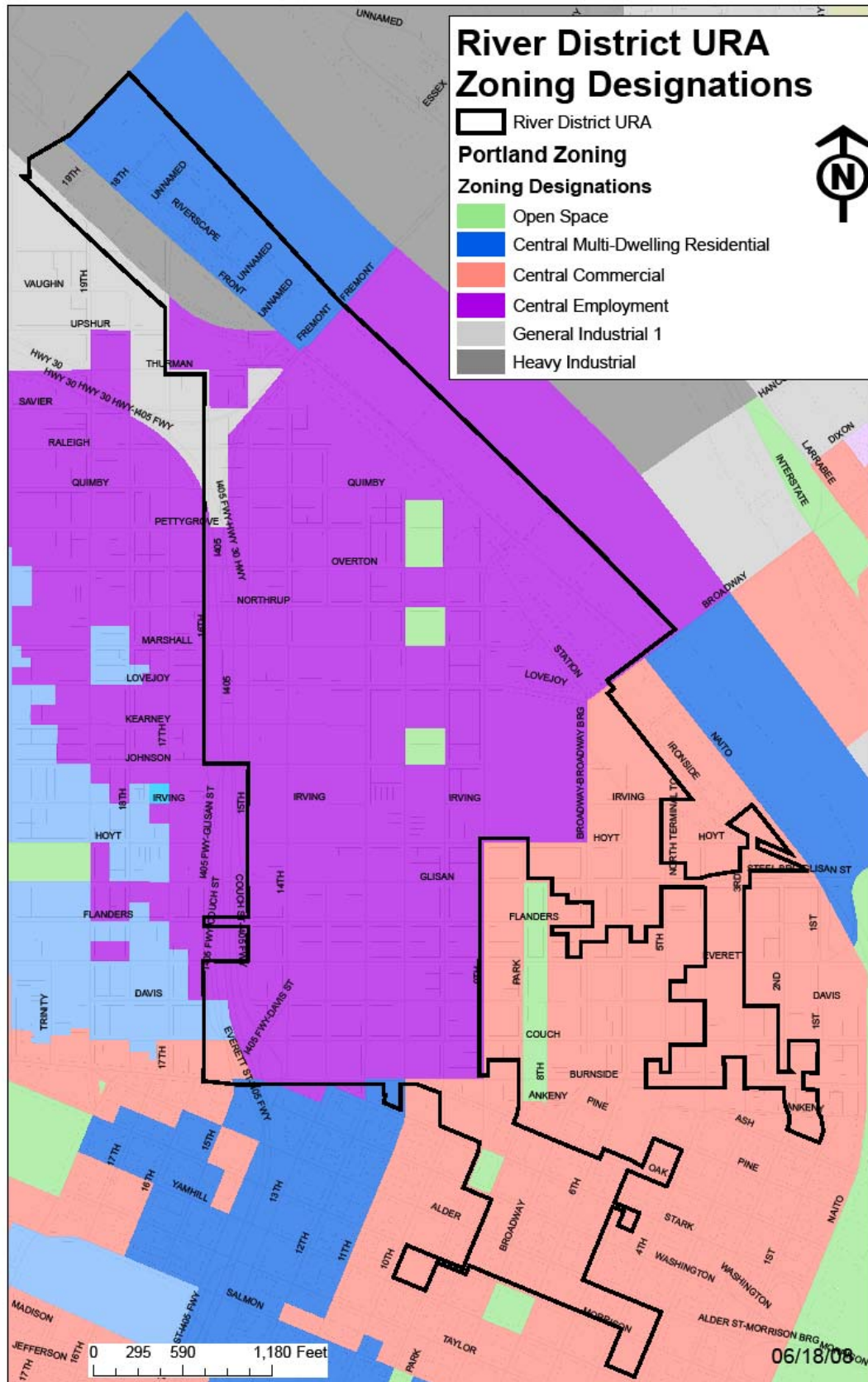


Figure 3. Zoning Designations



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 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;
- Revenue bond financing, partial property tax abatements, Low Income Housing Tax Credits, applicable fee and SDC waivers; 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 \$549,500,000. 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 June 30, 2021 whichever comes first.

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 are solely amendments:

1. 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.
2. Increasing the maximum amount of indebtedness that can be issued or incurred under the plan.

Substantial amendments shall require the same approval process as required for initial plan adoption including the approval process as provided in ORS 457.095 and the notice requirement set forth in ORS 457.120.

B. Major Amendments.

A major amendment is solely an amendment:

1. Adding land to the urban renewal area that totals not more than one percent of the existing area of the urban renewal area.

Major amendments shall be forwarded to the Planning Commission for recommendations as described in ORS 457.085(4) and shall require City Council approval as provided in ORS 457.095, but shall not require the notice described in ORS 457.120 or compliance with the procedures described in ORS 457.085(5). A report as required by ORS 456.085(3) shall accompany the amendment.

C. Council-Approved Amendments.

Council-approved amendments are solely amendments:

1. Changing the Goals of the Plan.
2. Removing land from the urban renewal area.
3. Extending the last date to issue debt.
4. Identifying a building in a project as a public building and explaining how the building serves or benefits the urban renewal area.

Council-approved amendments require approval by the Portland Development Commission by resolution and by the City Council, which may approve the amendment by resolution. Council-approved amendments do not require any of the procedural or notice requirements found in ORS Chapter 457, including but limited to the procedures set forth in ORS 457.085(4) and (5).

D. Minor Amendments

Minor amendments are amendments that are neither substantial, major, nor council-approved amendments. Minor amendments are effective upon adoption of a resolution by the Portland Development Commission approving the amendment

XIV. PROJECTS INCLUDING PUBLIC BUILDINGS

The following possible projects under the Plan include public buildings and set forth below is an explanation of how those building serve or benefit the Area:

- Union Station, located at 800 NW 6th Avenue is a publicly owned building. Amtrak, the commuter rail system serving Portland, operates out of Union Station. The Plan anticipates spending funds to renovate the building. It serves as a major transportation center for the Area. There are also commercial and retail businesses located in Union Station which support the Area.
- The Fairfield, located at 1103-21 SW Stark Street, is owned by the Portland Development Commission. It presently is comprised of approximately 82 units with 81 units Project Based Section 8 designations and one market rate unit. The Plan anticipates spending funds to rehabilitate the Fairfield. When rehabilitated, this building will assist in Portland's efforts to maintain the existing number of low income housing units (No Net Loss Policy). It serves the area by providing much needed housing to low income individuals.
- O'Bryant Square is the location of a SmartPark at 800 SW Stark Street and an associated park. The Plan anticipates spending funds to redevelop the park which may include one or more public buildings and continued public parking. The public buildings will serve the Area by providing park-related facilities for Area residents and the public parking, if included, will support retail and commercial uses in the Area.
- 10th and Yamhill Parking Garage (SmartPark) at 730 SW 10th Avenue is a public parking structure which supports the retail and commercial uses in the Area. The Plan anticipates spending funds to incorporate this public parking into a more desirable mixed-use development, all or a portion of which may be publicly owned.

- 3rd and Alder Parking Garage (SmartPark) at 607 SW 3rd Avenue is a public parking structure which supports the retail and commercial uses in the Area. The Plan anticipates spending funds to incorporate this public parking into a more desirable mixed-use development, all or a portion of which may be publicly owned.
- The Mc Coy Building at 426 SW Stark Street is owned by Multnomah County. It is entirely occupied by the Multnomah County Health Department. The plan anticipates spending funds to rehabilitate this building. The building provides a health clinic and administration. The health clinic provides services to residents of the Area.
- The Plan anticipates spending funds for the development of a Resource Access Center (RAC) on Block U. The RAC may end up in public ownership. The RAC will provide transitional housing and other assistance to the homeless in the Area and provide other services low-income Area residents.

**REPORT ACCOMPANYING THE AMENDED AND
RESTATED RIVER DISTRICT URBAN RENEWAL
PLAN**

**City of Portland
Portland Development Commission**

June 18, 2008

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I. INTRODUCTION

The River District Urban Renewal Area Report (the “Report”) accompanies the Amended and Restated River District Urban Renewal Plan (the “Amended Plan”) and contains background information and project details for the first amendment to the River District Urban Renewal Area Plan (the “Plan”) which is incorporated in the Amended Plan. The Report is not a legal part of the Plan but is intended to provide public information and a basis for the findings made by the City Council as part of its approval of the Plan.

This is the first amendment to the Plan, which was adopted in 1998. The amendment consists of changes to the existing Plan, which will expand the boundary of the River District Urban Renewal Area (the “Area”) and impact both the financing and the expected physical, social, economic and fiscal impacts of the Plan. Specifically, this Plan amendment will:

1. Extend the last date to issue maximum indebtedness to June 30, 2021.
2. Adjust boundaries for a net increase of 41.98 acres:
 - a) Add 40.47 acres of the Old Town Chinatown District which was formerly incorporated into the Downtown Waterfront Plan.
 - b) Add 9.76 acres of the Retail/Commercial Core District which was formerly in the South Park Blocks and the Downtown Waterfront Plans.
 - c) Delete approximately 8.25 acres of right of way under the I-405 freeway.
3. Extend the life of the Plan by approximately one year, from 2020 to 2021.
4. Increase the maximum indebtedness by \$324,719,650 to \$549,500,000, shown in Section XII. (C). of this report.
5. Update the Introduction to include the areas being added and to redefine the areas in the Plan.
6. Update the Housing, Transportation, Utility, Job Creation, and Parks, Open Spaces and Other Public Amenities Goal sections (Section II) to reflect additional area being added and to update original Plan information.
7. Update Section IV. Urban Renewal Area Outline to reflect the additional area being added and to update the original Plan information.
8. Update Section V. Urban Renewal Area Map and Legal Description to reflect the additional area being added. New map and legal description added.
9. Update Section VI. Urban Renewal Projects to reflect the additional area being added and to delete one project which has been eliminated (Tanner Creek Daylighting).
10. Update Section VII. Property Acquisition Policies and Procedures to reflect new state law.
11. Update Section X. Relationship to Local Plans and Objectives to reflect the additional area being added and changes to plans since original Plan was adopted.

12. Update Section XI. Land Use Plan to reflect the additional area being added and changes to designations since original Plan adoption.
13. Update Section XII. to Provide a Financial Analysis of the Plan to enumerate other potential revenue sources, reflect the areas being added, show the increase in maximum indebtedness and the extension of the Plan by one year.
14. Replace Section XIII. Amendments to the Plan.
15. Add new Section XIV. Projects Involving Public Buildings

The reasons, rationale and purpose for these changes are guided by the recommendations of the Westside Study Urban Renewal Advisory Group (URAG). These changes to the Plan will enable tax increment revenues generated within the Area to continue to finance projects and activities that support the goals and objectives of the Plan.

Notice of a proposed amendment to an urban renewal plan must be provided pursuant to ORS 457.120 when the amendment will have the effect of either: (a) increasing the amount of maximum indebtedness authorized under the Plan, or (b) 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. The first amendment to the River District Urban Renewal Plan qualifies as such an amendment under both criteria because it increases the maximum indebtedness of the Plan and adds land totaling 16.24% of the Area's existing acreage.

1. Public Participation Process

A joint process of public participation began in 2006 with the Portland Development Commission (PDC) and the City of Portland staff interviewing 35 stakeholders to obtain their thoughts and ideas about the future of the downtown area, specifically concerning an update to the Central Portland Plan and reviewing three downtown urban renewal areas.

The Westside Study officially started in May 2007 when the PDC Commission directed staff in PDC Resolution #6474 to look at the downtown urban renewal areas. Two of the URAs, Downtown Waterfront (DTWF) and South Park Blocks (SPB), are due to expire in 2008 but still have important projects to complete. This expiration refers to the last date a URA can issue bonded indebtedness, which was set during the creation of the URA. The River District (RD) URA has performed beyond expectations and a boundary change could allow uncompleted projects in the DTWF and SPB URAs to be completed as part of the RD Urban Renewal Plan. A Public Participation Plan was developed in cooperation with PDC staff and community stakeholders to ensure that there will be sufficient public input around the critical decisions about the future of these URAs.

2. Urban Renewal Advisory Group Formed

The PDC created the URAG in May of 2007. The URAG includes two PDC Commissioners (Charles Wilhoite and Mark Rosenbaum), two City Council members (Erik Sten and Dan Saltzman), Multnomah County Commissioner Jeff Cogen, Planning Commissioner Chairman Don Hanson and citizen budget committee member Jon Kruse.

As an extension of City Council/PDC's FY 07-08 Budget Advisory Committee, the URAG reflects the new relationship between the Council and PDC created by last year's city charter change, providing for greater Council involvement in the development of PDC's budget. The new advisory group also includes other local officials in recognition of the broad potential impact of this community discussion.

The charge to the URAG was to make recommendations regarding the future of three downtown URAs: DTWF, SPB and RD. Specifically, they were asked to address the following questions:

- Should PDC expand the RD by up to 61 acres?
- Should PDC increase the maximum indebtedness of the RD, which will likely be reached in 2011-12?
- Should PDC extend the last date to issue debt for DTWF and SPB?

The URAG met over ten months through February 2008 and heard from a variety of stakeholders including:

- Pearl District Neighborhood Association
- Portland Downtown Neighborhood Association
- Old Town/Chinatown Neighborhood Association
- Old Town/Chinatown Visions Committee
- League of Women Voters
- Portland State University
- University of Oregon
- Portland Business Alliance/Downtown Retail Council
- Chinese Consolidated Benevolent Association
- Regional Arts and Culture Commission
- Representatives from non-profit and for profit housing organizations
- City of Portland Bureau representatives including Planning, Transportation, Housing and Community Development, and Parks

3. Additional Community Meetings

PDC staff also briefed stakeholders at community meetings including:

- Downtown Neighborhood Association National Night Out event in the South Park Blocks
- Downtown Neighborhood Association Land use committee
- Old Town/Chinatown Neighborhood Association
- Pearl District Planning and Transportation Committee
- Old Town/Chinatown Visions Committee

4. Electronic Communications

PDC staff created a web page dedicated to the Future of Urban Renewal that includes the opportunity for collecting comments electronically. People accessing the web site could also sign up for email notifications about the project.

5. URAG Recommendations

The URAG developed seven recommendations involving the RD URA:

- Expand the RD URA by adding approximately 50 acres to the original RD URA boundaries.
- Remove 30.7 acres of Right of Way (ROW) from the original RD URA boundaries. (With citizen input, Commission directed staff to remove 8.25 acres of ROW.)
- Increase the maximum indebtedness of the RD URA.
- Extend the last date to issue maximum indebtedness for the RD URA from 2020 to 2021.
- Remove 3.8 acres from the SPB URA boundaries and add this area to the RD URA for completion of projects on those parcels. (By Commission direction, this acreage was later reduced to 3.20 acres.)
- Remove 47.03 acres from the DTWF URA and add this area to the RD URA for completion of projects on those parcels.
- Do not extend the last date to issue debt for DTWF URA and SPB URA, but utilize full financial capacity using existing 2008 expiration date.

6. Report Format

The format of the Report is based on statute, ORS 457.085(3). It requires that an urban renewal plan amendment which is a significant change, requiring a substantial amendment to the plan, be accompanied by a report which provides:

- A. A description of physical, social and economic conditions in the urban renewal areas of the plan, and expected impact, including the fiscal impact, of the plan (or change) in light of added services and increased population;
- B. Reasons for selection of each urban renewal area in the plan;
- C. The relationship between each project to be undertaken 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 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 285.045 - 285.105; and
- c) An enumeration, by cost range, of the existing housing in the urban renewal areas of the plan which are to be destroyed or altered, and of the new units to be added.

This report will address each of the required information categories.

II. 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

This section of the Report describes existing conditions within the eight individual areas to be added by this Amendment, documenting the occurrence of “blighted areas” as defined by ORS 457.010(1). This Plan amendment will expand the Area’s boundary by a net 41.98 acres, increasing the size of the Area to 351.19 acres (adding 50.23 acres and deleting 8.25 acres of right of way under the I-405 freeway). Further, this Amendment will increase the maximum indebtedness of the Plan from \$224,780,350 to \$549,500,000 and extend the last date that bonded indebtedness can be issued to June 30, 2021.

Accordingly, tax increment revenues generated under the Plan between the date of this amendment and the expiration of the URA will be used to finance projects and activities that will improve economic, physical and social conditions within the Area and generally further the goals and objectives of the Plan. At the same time, overlapping taxing districts will forgo revenues on the incremental assessed value generated under the Plan through 2027.

A description of existing conditions within the areas to be added by this Amendment (identified in Figure 1) is provided below, documenting the occurrence of “blighted areas” as defined by ORS 457.010(1). The blight analysis will be done for eight distinct areas to be added, the areas are identified as Old Town /Chinatown, Firestone, Fairfield, Lincoln Building, O’Bryant Square, Mc Coy Building, 10th and Yamhill and the East Retail Core. The conditions of blight within the existing RD Area have been described in the Report accompanying the original RD Urban Renewal Plan. A similar analysis is conducted for the area to be deleted, the I-405 Freeway right-of-way.

Table numbering for the separate areas is as follows:

Table 1: Existing Land Uses

Table 2: Building Conditions

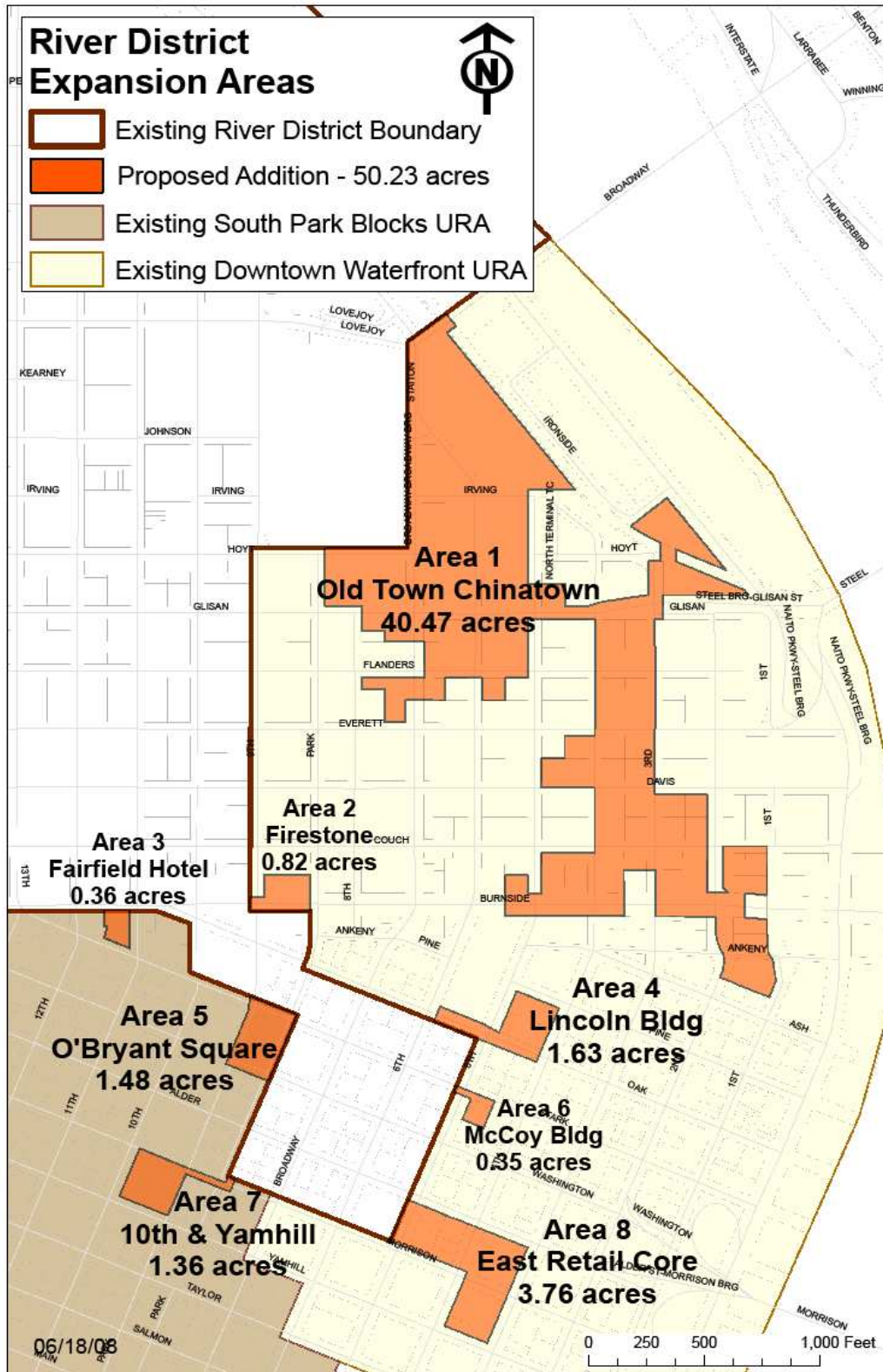
Table 3: Age of Buildings

Table 4: Social Conditions

Table 5: Improvement to Land Ratio

For each expansion area, the table numbers 1-5 above are the same in each expansion areas, while the number following the period designates that expansion area, i.e. Table 3.1 is the “Age of Buildings” for the 1st expansion area, Old Town/Chinatown,.

Figure 1. Expansion Areas



1. Old Town/Chinatown Expansion Area

A. Physical Conditions

1. Land Use

An analysis of property classification data from Multnomah County's 2007-08 Assessment and Taxation database was used to determine the land use designation of parcels in each of the expansion areas.

The Old Town/Chinatown Expansion Area, shown in Figure 1 above as Area 1, contains approximately 40.47 acres, including an estimated 13.05 acres of public right-of-way (ROW). Table 1.1 below illustrates the land use classifications as determined by the County Assessor.

Table 1.1. Existing Land Uses

Land Use	Parcels	Acres	% of Total Acres
Commercial	44	17.20	62.72%
Converted Commercial	47	10.02	36.53%
Multifamily	1	0.21	0.75%
<i>Total</i>	<i>92</i>	<i>27.42</i>	<i>100.00%</i>

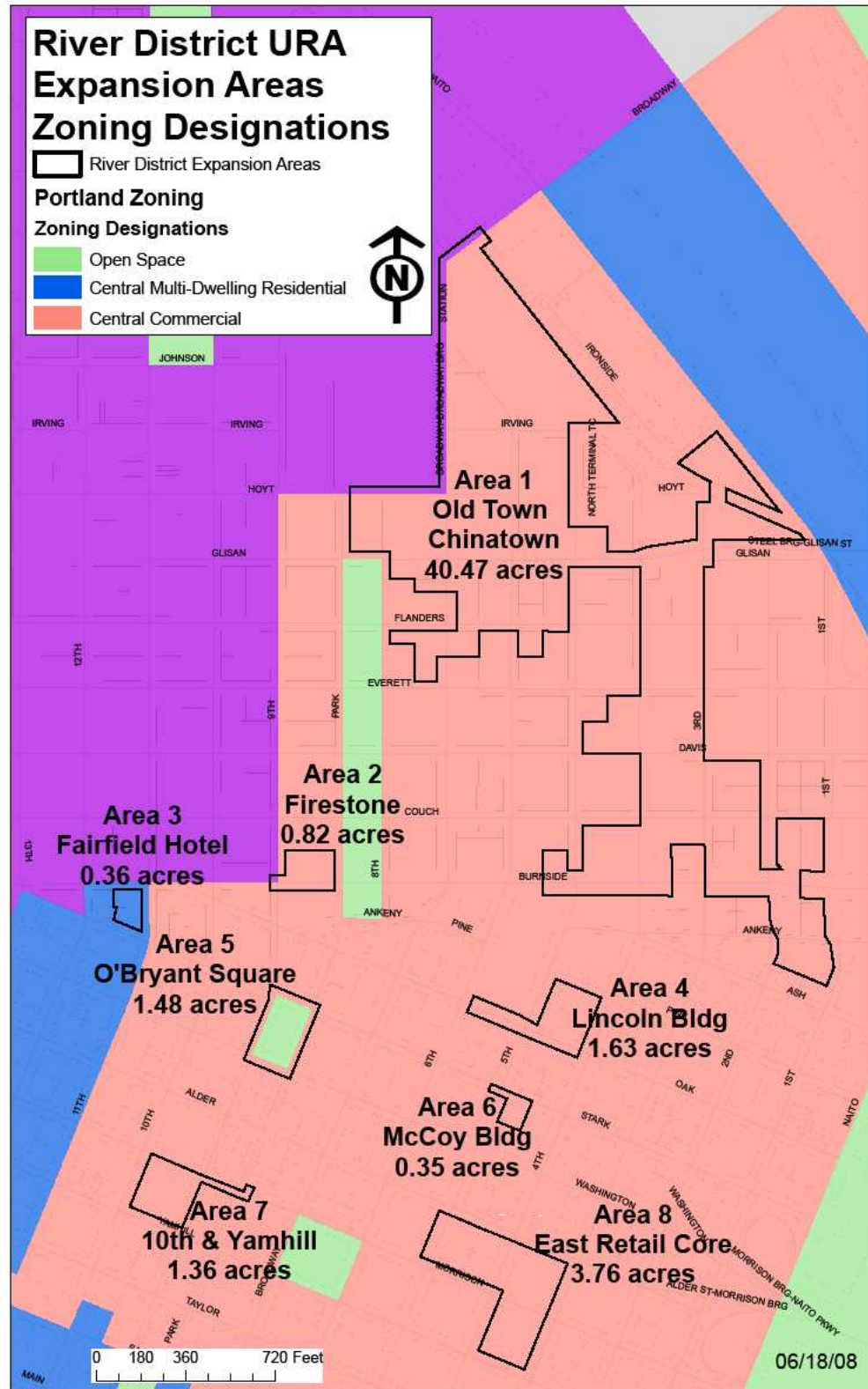
Source: Multnomah County Assessor

2. Zoning

As illustrated in Figure 2, 27.42 acres (100 percent) of the Old Town/Chinatown Area is zoned as central commercial.

Figure 2 represents the zoning for the River District Expansion Areas.

Figure 2. River District Urban Renewal Area Expansion Areas Zoning



3. Building Condition

The condition of the buildings within the added Old Town/Chinatown Expansion Area was generally surveyed in March 2008. Table 2.1 illustrates the conditions of the structures. The results indicate 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.

Historic buildings are noted, but they are also included in the A, B, or C ranking according to the condition of the building.

Table 2.1 Building Condition of Old Town/Chinatown Expansion Area

Building Condition	Buildings	% of total
A	26	34%
B	44	58%
C	6	8%
Total	77	100%
Surface Parking Lot	15	
Historic Buildings	69	90%

Source: PDC

Twenty six buildings (34 percent) were in new or nearly new condition while forty four buildings (58 percent) were classified as needing rehabilitation and six buildings (8 percent) were designated as dilapidated. This information represents blight in the area per ORS 457.010(1)(a)(A), (E) as sixty six percent of the structures either needed rehabilitation or were beyond rehabilitation. These buildings are characterized by obsolescence, deterioration, dilapidation, defective design and quality of physical construction and, therefore, can be characterized as blighted areas.

4. Age of Buildings

There are 77 buildings in the Old Town/Chinatown Expansion Area on which the assessor’s office has age information. The ages of the buildings are shown below in Table 3.1. Of the 77 buildings, 65 (84.42 percent) are over 80 years old. While this alone is not a qualifier of blight, when this information is added to the condition of the buildings, blight is evident throughout the Old Town/Chinatown Expansion Area.

Table 3.1. Age of Buildings

Age of Buildings (Years)	Buildings	% of Total
0 – 9	1	1.30%
10 – 19	0	0.00%
20 – 29	1	1.30%
30 – 39	2	2.60%
40 – 49	1	1.30%
50 – 59	0	0.00%
60 – 69	1	1.30%
70 – 79	6	7.79%
80 – 89	16	20.78%
90 – 99	22	28.57%
100 – 109	11	14.29%
110 – 119	6	7.79%
120 – 129	8	10.39%
130 – 139	2	2.60%
<i>Total</i>	<i>77</i>	<i>100.00%</i>

Source: Multnomah County Assessor

5. Streets and Utilities Condition

Streets

Traffic classifications: The added Old Town/Chinatown Expansion Area is served by two major transportation corridors throughout the area. Burnside Street is designated as a Major City Traffic Street. Broadway from the Broadway Bridge to Lovejoy Street is also designated as a Major City Traffic Street. The remainder of the streets are classified as Traffic Access Streets.

Transit classifications: Burnside Street is designated as a Major Transit Priority Street, while NW 1st Avenue, NW 5th Avenue and NW 6th Avenue are designated as Regional Transitway and Major Transit Priority Streets. NW Everett Street and NW Glisan Street are designated as Transit Access Streets.

Bicycle classifications: Broadway, 2nd Avenue and 3rd Avenue, NW Couch Street and NW Everett Street and the portion of NW Everett Street which extends to the Steel Bridge and NW Glisan Street, a small portion of NW 4th Avenue, and a small portion of NW Hoyt Street, NW Flanders Street and Burnside Street to 3rd Avenue are designated as City Bikeways.

Pedestrian classifications: The following roads are Central City Transit Pedestrian streets: 1st Avenue, 5th Avenue and 6th Avenue, NW Glisan Street to 6th Avenue. City walkways are: 2nd Avenue, 4th Avenue, Broadway, and Burnside Street.

The condition of the streets was surveyed by the Portland Department of Transportation in April, 2008. The conditions were identified as:

- NW 3rd Avenue – Burnside Street to Hoyt Street is a two lane street in “poor” to “very poor” condition. There is parking on both sides. It is being used for a bus re-route by Tri-Met. Glisan Street to Hoyt Street is under construction.
- NW 4th Avenue – Burnside Street to Glisan Street is a two lane street in “fair” condition. There is parking on both sides. It is being used for a bus re-route by Tri-Met.
- NW 6th Avenue– Flanders Street to Irving Street is one lane asphalt and one lane rail in concrete. It is new construction for the Mall Light Rail Extension.
- NW Broadway – Everett Street to Hoyt Street is a three lane street in “good” condition. There is parking on both sides. The bridge ramp north of Hoyt Street is not maintained by the City.
- W Burnside – 2nd Avenue to 6th Avenue is at least two lanes in either direction, with parking in some places, turning lanes, and bus areas. There is a landscaped median down the center. This segment was last overlaid in August of 1995. The street is currently under construction for a Sewer Project. When last rated, in September 2006 this section was in “fair” condition. It is difficult to give a condition rating with the construction in progress.
- NW Couch Street – 2nd Avenue to 4th Avenue is a two lane street with parking on both sides. 2nd Avenue to 3rd Avenue is in “very poor” condition. 3rd Avenue to 4th Avenue is in “good” condition.
- NW Davis Street – 3rd Avenue to 4th Avenue is a two lane street with parking on both sides. It is a newly completed “Festival Street” in excellent condition.
- NW Everett St – 3rd Avenue to 4th Avenue is a two lane street in “good” condition. There is parking on both sides.
- NW Flanders St – 5th Avenue to Broadway is a two lane street with parking on both sides. 5th Avenue to 6th Avenue is in “poor” condition. 6th Avenue to Broadway is in “very poor” condition.
- NW Flanders Street – 3rd Avenue to 4th Avenue is a two lane street with parking on both sides. It is a newly completed “Festival Street” in excellent condition.

- NW Glisan Street – 3rd Avenue to 8th Avenue is a two lane street with parking on both sides. 3rd Avenue to 5th Avenue is in “very poor” condition. 5th Avenue to 6th Avenue is in “poor” condition. 6th Avenue to Broadway is in “very poor” condition. Broadway to 8th Avenue is in “good” condition.
- NW Hoyt Street – Broadway to Park Avenue is a three lane street in “fair” to “poor” condition. There is parking on both sides. Broadway to 6th Avenue is two lanes with a few parking spaces. The condition is “fair”. The Greyhound Bus station occupies the area between 5th Avenue and 6th Avenue.
- NW Irving Street – Broadway to 5th Avenue – Broadway to 6th Avenue is three lanes in “good” to “fair” condition. 6th Avenue to 5th Avenue is new construction with light rail.
- SW Ankeny Street – 1st Avenue to 2nd Avenue is a one lane street in “fair” condition.

The Capital Improvement Projects (CIP) scheduled for the Old Town/Chinatown Area are:

- NW 4th Avenue from Burnside to NW Glisan Street - 2008-2012.
- NW 3rd Avenue from Burnside to NW Glisan Street – 2008-2012.
- NW Everett Street from Naito Parkway to NW 23rd - 2013-2017.
- Traffic Signal rehabilitation at NW Everett and Broadway.

Water

In April of 2008 the Water Bureau provided the following information about the conditions of the water system in the Old Town/Chinatown Expansion Area:

In general the Old Town/Chinatown is well served with water lines in almost all of the streets. Water is available for future renewal/development. The conditions of the water mains in the area are good to very good with the following two exceptions.

- 110 feet on NW Everett from Broadway to the west.
- 260 feet on NW 8th Ave from Flanders Street to Glisan Street.

Both of these are included in the Water Bureau’s needs data base but are not high enough on the priority list to be included in their current CIP projects. They are also monitoring the water main in NW 3rd Avenue from NW Couch Street to NW Glisan Street.

Storm water & Wastewater

In April of 2008 the Bureau of Environmental Services (BES) provided the following information about the conditions of the storm water and wastewater systems in the Old Town/Chinatown Expansion Area:

In general, the area is well served by storm water and wastewater systems. The systems which have conditions rating as poor-bad are shown below.

- Broadway from NW Hoyt Street to NW Irving Street and a small section of Broadway at the north end of the area.
- NW Glisan Street from 3rd Avenue to 5th Avenue.
- NW 6th Avenue from Glisan Street to Irving Street.
- Burnside Street from 4th Avenue to 6th Avenue.

A CIP project (#5486) NW Burnside Sewer Reconstruction is presently underway.

6. Parks and Open Space

There are no parks or open space in the Old Town/Chinatown Expansion Area.

7. Public Spaces

There are two Festival Streets, NW Davis Street from 3rd Avenue to 4th Avenue, and NW Flanders Street from 3rd Avenue to 4th Avenue.

8. Public Parking

There is public parking associated with Union Station in the Old Town/Chinatown Expansion Area. It is owned by the City of Portland, but leased to a private entity.

9. Public Buildings

The public buildings in the Old Town/Chinatown Expansion Area are:

- Union Station, located at 800 NW 6th Avenue is a publicly owned building. Amtrak, the commuter rail system serving Portland, operates out of Union Station. There are also commercial and retail businesses located in Union Station.

The City of Portland also owns buildings at:

- 510 NW 3rd Avenue which is leased to Tri Met and may involve future demolition.
- 421-439 NW 3rd Avenue, which is leased to a private entity and may involve future demolition.

The Federal Government also owns the building at 511 NW Broadway, which is leased as commercial space may be the future home of the Pacific Northwest College of the Arts.

B. Social Conditions

Currently, the Old Town/Chinatown Expansion Area in the amendment contains approximately 690 residential dwellings (derived from the 2005 Central City Housing Inventory). The following social information in Table 4.1 is for the Expansion Areas in general based on available data.

Table 4.1 Social Conditions

New River District URA and City of Portland	New River URA	City of Portland	Original River URA	Expansion Areas
Population	3576	551302	2035	1541
Households	1944	234726	1530	414
Families	242	122,127	232	10
Average Household Size	1.47	2.29	1.26	
Median Age	39.3	36.9	34.6	
Race & Ethnicity				
White Alone	2776 (77.6%)	412133 (74.8%)	1679 (82.5%)	1097 (71.2%)
Black Alone	303 (8.5%)	38650 (7.0%)	104 (5.1%)	199 (12.9%)
American Indian Alone	93(2.6%)	5607 (1.0%)	31(1.5%)	62 (4%)
Asian Alone	127 (3.6%)	42479 (7.7%)	87(4.3%)	40 (2.6%)
Pacific Islander Alone	13 (0.4%)	2252 (0.4%)	7(0.3%)	6 (0.4%)
Some Other Race Alone	120 (3.4%)	25771 (4.7%)	51(2.5%)	69 (4.5%)
Two or More Races	145 (4.1%)	24409 (4.4%)	76 (3.8%)	69 (4.5%)
Hispanic Origin (Any Race)	282 (7.9%)	49,719 (9.0%)	138 (6.8%)	144 (9.4%)
Median Household Income	\$28,479	\$52,206	\$38,140	
Source: ESRI Business Analyst, 2007				

The key summary points from this are:

- The average household size is likely to go up for the RD Area as the Expansion Areas have larger household sizes.
- The median household income will likely go down as the median income in the Expansion Areas is lower than that in the existing area.
- The median age will likely go up as the Expansion Areas house older populations.

C. Economic Conditions

1. Taxable Value of Property Within the Area

The taxable value of land (assessed value), improvements and personal property in the Old Town/Chinatown Expansion Area is \$39,464,160.

2. Land and Improvement Values

An analysis of property values can be used to evaluate the economic condition of real estate investments in a given area. The relationship of a property's improvement value (the value of buildings and other improvements to the property) to its land value is generally an accurate indicator of the condition of real estate investments. This relationship is referred to as the "Improvement to Land Ratio" or "I:L". The values used are real market values. In urban renewal areas, the I:L may be used to measure the intensity of development or the extent to which an area has achieved its short- and long-term development objectives.

For instance, a property on a 10,000 square foot lot might have a land value of \$120,000 at \$12.00 per square foot. A three-story development with ground floor retail and professional offices on the upper floors containing 12,000 square feet valued at \$65.00 per square foot might have an improvement value of \$780,000. The I:L ratio for this example would be 6.5:1.

Land to improvement value ratios for "healthy" properties in areas adjacent to the Old Town/Chinatown Expansion Area range from 4:1 to 5:1. The majority of the parcels within the Old Town/Chinatown Expansion Area have an I:L ratio below 1:1 and can be improved with strategic redevelopment investments.

Table 5.1, "Improvement to Land Ratio," shows the improvement to land ratios for properties within the Old Town/Chinatown Expansion Area. The I:L ratios for improved properties in the urban renewal study area are very low, constituting blight per ORS 457.010 (1)(h). The low property values in the Old Town Chinatown Expansion Area are resulting in a stagnant and unproductive condition. The properties, if upgraded, are potentially valuable and useful to the public health, safety and welfare of the community, thereby eliminating blight.

Table 5.1. Improvement to Land Ratio

I:L Ratio	Parcels	Acres	% of Total (Acres)
No Improvements	6	3.02	11.03%
0.0 - 0.5	33	8.06	29.38%
0.5 - 1.0	18	9.30	33.92%
1.0 - 1.5	8	2.01	7.31%
1.5 - 2.0	7	0.86	3.14%
2.0 - 2.5	4	0.62	2.27%
2.5 - 3.0	7	0.75	2.75%
3.0 - 4.0	8	1.46	5.32%
4.0 - 5.0	1	0.22	0.80%
>5.0	2	1.12	4.08%
<i>Total</i>	<i>94</i>	<i>27.42</i>	<i>100.00%</i>

Source: Multnomah County Assessor

D. Expected Impact, Including Fiscal Impact of Plan Amendment in Light of Added Services or Increased Population

The fiscal impact of tax increment financing on taxing districts that levy taxes within the Area (“affected taxing districts”) is described in Section IX of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

All of the property being taken into the RD is property which came from another urban renewal area. The impact on municipal services does not increase by moving a property from one area to another. Plans for the development of these properties have been identified in long range planning documents and have been adopted by governmental agencies. Although there may be additional funds in the RD which may help encourage development at a faster pace than if the properties were left in other urban renewal areas, the future development of the properties has been expected and anticipated.

The proposed development assistance would add value to properties, thereby potentially adding to the tax base, providing increment during the length of the Plan and tax revenues once the Plan is terminated. The development of new businesses would add business license fees and provide employment opportunities. This improvement of stagnant and unproductive land and expected development of new businesses would result in benefits to the public health, safety and welfare of the Old Town/Chinatown Expansion Area.

The assistance to property owners through economic development programs is not expected to have a negative fiscal impact in terms of demand on municipal services. The assistance would add value to properties, thereby potentially adding to the tax base, providing increment during the length of the Plan and tax revenues once the Plan is terminated. Various system development charges for each new development

will help offset increased demand on municipal services. In addition, the business license fees help augment the general fund to pay for services.

Housing development is anticipated to both help retain the existing number of low income housing units, and replace low income housing units lost through improved market conditions in the central city, as well as supply new workforce and affordable housing in the future. By retaining and replacing low income housing units, the city is effectively managing the limited resources available for low income housing. Other municipal resources would not have to be used for this purpose, which allows for the funds to be used for other services. Providing work force housing in the central core, in close proximity to jobs and retail, helps eliminate traffic and resulting pollution by reducing automobile trips and supports the retail trade in the central core thereby keeping a healthy economy in the area and a socio-economic balance. These potential housing developments will turn stagnant and unproductive land into land which contributes positively to the overall public health, safety and welfare of the Old Town/Chinatown Expansion Area.

Transportation improvements funded through tax increment resources help reduce the need to finance those improvements through other municipal resources, which allows for the funds to be used in other ways.

The combination of housing, transportation, economic development and commercial development assistance in the Old Town/Chinatown Expansion Area will address a growing lack of proper utilization that is resulting in stagnant and unproductive condition of land. This assistance will result in a positive benefit to the overall public health, safety and welfare of the community, by addressing factors of blight.

2. Firestone Expansion Area

A. Physical Conditions

1. Land Use

The Firestone Expansion Area is shown in Figure 1 as Area 2. The Firestone Expansion Area contains approximately 0.82 acres, including an estimated 0.36 acres of ROW. An analysis of property classification data from Multnomah County's 2007-08 Assessment and Taxation database was used to determine the land use designation of parcels in each of the expansion areas. This area includes 1 individual parcel classified as converted commercial use and is shown as 0.46 acres.

2. Zoning

As illustrated in Figure 2, 0.46 acres (100 percent, excluding ROW) of the Firestone Expansion Area is zoned as central commercial. The FAR is 6:1, indicating the site could be much more densely developed than it presently is, considering the current building is only one story.

3. Building Condition

The condition of the buildings within the Firestone Expansion Area was surveyed in March of 2008. The structure is rated "A", a well maintained older building.

4. Age of Building

There is one building in the Firestone Expansion Area. It was built in 1933, making it 75 years old.

5. Streets and Utilities Condition

Streets

Burnside Street is designated as a Major City Traffic Street. It is also designated as a City Walkway. The condition of the street was surveyed by the Portland Department of Transportation in April, 2008. The condition was identified as:

W Burnside Street – Park Avenue to 9th Avenue has two lanes in either direction, and is in "fair" condition.

Burnside Street is part of a plan for future development into what is termed the Burnside Couch Couplet, which would dramatically alter the traffic flow on both Burnside and Couch and improve the pedestrian access throughout the area.

Water

In April of 2008 the Water Bureau provided the following information about the conditions of the water system in the Old Town/'Chinatown Area:

In general the Firestone Expansion Area is well served with water lines in almost all of the streets. Water is available for future renewal/development.

Storm water & Wastewater

In April of 2008 the Bureau of Environmental Services (BES) provided the following information about the conditions of the storm water and wastewater systems in the area:

The systems in the Firestone Expansion Area are rated “good”.

6. Parks and Open Space

There are no parks or open spaces in the Firestone Expansion Area.

7. Public Spaces

There are no public spaces in the Firestone Expansion Area.

8. Public Parking

There is no public parking in the Firestone Expansion Area.

9. Public Buildings

There are no public buildings in the Firestone Expansion Area.

B. Social Conditions

The general social conditions described for the first amendment area, the Old Town/Chinatown Expansion Area, applies to all amendment areas. There is no additional specific information to this Firestone Expansion Area as there are no residents in the Firestone Expansion Area.

C. Economic Conditions

1. Taxable Value of Property Within the Area.

The taxable value (assessed value) of land, improvements and personal property in the Firestone Expansion Area is \$1,002,380.

2. Land and Improvement Values

The general land to improvement explanation for the first amendment area, Old Town/Chinatown Expansion Area, applies to all Expansion Areas.

Land to improvement value ratios for “healthy” properties in areas adjacent to the Firestone Expansion Area range from 5:1 to 7:1. The specific land to improvement ratio for this Firestone Expansion Area is: 0.28:1 and can be improved with strategic redevelopment investments.

The I:L for this area is grossly under valued for the capacity of the parcel as established in the zoning code. The value of the property in the Firestone Expansion Area is low, resulting in a stagnant and unproductive condition of land. The property, if upgraded, is potentially useful and valuable to contributing to the public health, safety and welfare of the community, thereby eliminating blight. This constitutes blight in the area per ORS 457.010(1)(h).

D. Expected Impact, Including Fiscal Impact of Plan Amendment in Light of Added Services or Increased Population

The fiscal impact of tax increment financing on taxing districts that levy taxes within the Area (“affected taxing districts”) is described in Section IX of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

All of the property being taken into the RD is property which came from another urban renewal area. The impact on municipal services does not increase by moving a property from one area to another. Plans for the development of these properties have been identified in long range planning documents and have been adopted by governmental agencies. Although there may be additional funds in the RD which may help encourage development at a faster pace than if the properties were left in other urban renewal areas, the future development of the properties has been expected and anticipated.

The proposed development assistance would add value to property, thereby potentially adding to the tax base, providing increment during the length of the Plan and tax revenues once the Plan is terminated. The development of new businesses would add business license fees and provide employment opportunities.

Various system development charges for each new development will help offset increased demand on municipal services. In addition, the business license fees help augment the general fund to pay for services.

This is a single story structure that is now operated by a business. If this site is redeveloped, there would be a much higher level of use of the parcel. The redevelopment would also provide increased tax revenues that would eventually be realized by the taxing districts once the Area is terminated. Redevelopment could provide additional employment opportunities by providing additional improved office space and potential additional retail space. Additional employees will help support the retail core. The direct fiscal impact of the urban renewal plan would be the potential assistance in future redevelopment within the Firestone Expansion Area.

This improvement of stagnant and unproductive land and expected development of new businesses would result in benefits to the public health, safety and welfare of the Firestone Expansion Area.

3. Fairfield Expansion Area

A. Physical Conditions

1. Land Use

The added Fairfield Expansion Area, shown in Figure 1 as Area 3, contains approximately 0.36 acres. An analysis of property classification data from Multnomah County's 2007-08 Assessment and Taxation database was used to determine the land use designation of parcels in each of the expansion areas. This area includes two individual properties classified as converted commercial use.

2. Zoning

As illustrated in Figure 2, 0.36 acres (100 percent) of the Fairfield Expansion Area is zoned central commercial.

3. Building Condition

The condition of the buildings was surveyed in March of 2008. One building, the Fairfield, was rated "B", in need of rehabilitation. The other building, the Carson Building, was rated "A". The Fairfield is in need of extensive renovation as it presently exhibits dilapidation and obsolescence. The condition of the Fairfield represents blight per ORS 457.010(1)(a)(E).

4. Age of Buildings

There are two buildings in the Fairfield Expansion Area, the Fairfield Building and the Carson Building. The Fairfield was built in 1911. There is no age data in the assessor's information on the Carson Building.

5. Streets and Utilities Condition

Streets, Storm water & Wastewater, Water

There are no streets being added in this area, only a structure. There are also no stormwater, wastewater or water lines except those directly related to the structure. However, information provided by the BES and the Water Bureau in April of 2008 indicate the systems in the connecting street are "good".

6. Parks and Open Space

There are no parks or open space in the Fairfield Expansion Area.

7. Public Spaces

There are no public spaces in the Fairfield Expansion Area.

8. Public Parking

There is no public parking in the Fairfield Expansion Area.

9. Public Buildings

The Fairfield is owned by the Portland Development Commission. It presently is comprised of approximately 82 units with 81 units Project Based Section 8 designations and one market rate unit. When rehabilitated, this building will assist in Portland's efforts to maintain the existing number of low income housing units (as stated in the No Net Loss Policy).

B. Social Conditions

The general social conditions described for the Old Town/Chinatown Expansion Area apply to all amendment areas. Specific to this Fairfield Expansion Area is the following information:

There are approximately 80 residents in the Fairfield Hotel. They receive HUD Section 8 rental assistance, which requires that their incomes are 30% MFI or below.

C. Economic Conditions

1. Taxable Value of Property Within the Area.

The taxable value (assessed value) of the land, improvements and personal property in the Fairfield Expansion Area is \$1,965,635.

2. Land and Improvement Values

The general Land to Improvement explanation for the first amendment area, Old Town/Chinatown Expansion Area, applies to all amendment areas. Land to improvement value ratios for "healthy" properties in areas adjacent to the Fairfield Expansion Area range from 4:1 to 5:1. The land to improvement value in the Fairfield Expansion Area is 3.59.

3. Rehabilitation Estimates

The Fairfield is scheduled to undergo rehabilitation for critically needed repairs for a 5-7 year stabilization period not later than FY 2010/2011. The estimated cost for the stabilization rehabilitation is \$2 million. Additional funding for major (60 year) rehabilitation including the potential addition of two floor and seismic upgrade is anticipated. The estimated cost for the major rehabilitation is \$11-14 million. Without the assistance of tax increment financing, this structure would not be able to provide housing to the lowest income Portland residents. Since the Fairfield is in need of extensive renovation as it presently exhibits dilapidation and obsolescence, it qualifies as blighted per ORS 457.010(1)(a)(A).

D. Expected Impact, Including Fiscal Impact of Plan Amendment in Light of Added Services or Increased Population

The fiscal impact of tax increment financing on taxing districts that levy taxes within the Area (“affected taxing districts”) is described in Section IX of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

All of the property being taken into the RD is property which came from another urban renewal area. The impact on municipal services does not increase by moving a property from one area to another. Plans for the development of these properties have been identified in long range planning documents and have been adopted by governmental agencies. Although there may be additional funds in the RD which may help encourage development at a faster pace than if the properties were left in other urban renewal areas, the future development of the properties has been expected and anticipated.

Housing development is anticipated to both help retain the existing number of low income housing units, and replace low income housing units lost through improved market conditions, in the central city, as well as supply new workforce and affordable housing in the future. By retaining and replacing low income housing units, the city is effectively managing the limited resources available for low income housing. Other municipal resources would not have to be used for this purpose, which allows for the funds to be used for other services. Providing work force housing in the central city core in close proximity to jobs and retail helps eliminate traffic and resulting pollution by reducing automobile trips. Supporting the retail trade in the central core keeps a healthy economy in the area and a socio-economic balance.

The rehabilitation of the Fairfield will allow it to continue to house low income Portland residents. This will follow the City’s No Net Loss policy and eliminate the need to locate alternative housing for low income residents, as they can continue to be housed in the Fairfield. The rehabilitation should reduce demands on fire and life safety needs as the structure will be improved. There should be no negative impact on social service providers or other city and county services as the structure already exists and the population is already being served.

This redevelopment of the Fairfield would improve the condition of a blighted building and would result in contributing to the public health, safety and welfare of the Firestone Expansion Area.

4. Lincoln Building Expansion Area

A. Physical Conditions

1. Land Use

The Lincoln Building Expansion Area, shown on Figure 1 as Area 4, contains approximately 1.63 acres, including an estimated 0.71 acres of ROW. An analysis of property classification data from Multnomah County's 2007-08 Assessment and Taxation database was used to determine the land use designation of parcels in each of the expansion areas. The area includes two individual properties classified by the Multnomah County Assessor's 07/08 tax roll as commercial use.

2. Zoning

As illustrated in Figure 2, 0.92 acres (100 percent excluding ROW) of the Lincoln Building Expansion Area is zoned as central commercial use. The FAR is 15:1.

3. Building Condition

The condition of the building within the added Lincoln Building Expansion Area was surveyed in March 2008. As a result of the visual survey, the building was rated as "A", a well maintained older building. However, the Lincoln building is estimated to need approximately six million dollars of seismic renovation. The building has safety issues because it was designed and constructed before current seismic requirements. The safety issues arising from the seismic risk associated with the Lincoln Building constitute blight for this area per ORS 457.010(1)(a)(A).

4. Age of Building

The Lincoln Building was constructed in 1895. It has received major renovations in the 1900's.

5. Streets and Utilities Condition

Streets

SW Oak is classified as a Traffic Access Street.

The condition of the street was surveyed by the Portland Department of Transportation in April, 2008.

The condition was identified as:

- SW Oak Street – 4th Avenue to 6th Avenue is a two lane street which is “fair” condition between 4th Avenue and 5th Avenue, and in “very poor” condition between 5th Avenue and 6th Avenue. The CIP for the Transit Mall cross Oak at 5th Avenue and 6th Avenue.

Water

In April of 2008 the Water Bureau provided the following information about the conditions of the water system in the area:

In general the Lincoln Building Expansion Area is well served with water lines. Water is available for future renewal/development.

Storm water, and Wastewater

In April of 2008 the Bureau of Environmental Services (BES) provided the following information about the conditions of the storm water and wastewater systems in the area:

The systems in the connecting streets are “poor to bad”.

6. Parks and Open Space

There are no parks or open space in the Lincoln Building Expansion Area.

7. Public Spaces

There are no public spaces in the Lincoln Building Expansion Area.

8. Public Parking

There is no public parking in the Lincoln Building Expansion Area.

9. Public Buildings

There are no public buildings in the Lincoln Building Expansion Area.

B. Social Conditions

There are no residents in the Lincoln Building Expansion Area.

C. Economic Conditions

1. Taxable Value of Property Within the Area.

The taxable value (assessed value) of land, improvements and personal property in the Lincoln Building Expansion Area is \$12,574,160.

2. Land and Improvement Values

The general Land to Improvement explanation for the Old Town/Chinatown Area applies to all amendment areas. Land to improvement value ratios for “healthy” properties in areas adjacent to the Lincoln Building Expansion Area range from 10:1 to 11:1. The specific land to improvement ration for this building is 10:1.

3. Floor Area Ratio

The FAR is 15:1.

D. Expected Impact, Including Fiscal Impact of Plan Amendment in Light of Added Services or Increased Population

The fiscal impact of tax increment financing on taxing districts that levy taxes within the Area (“affected taxing districts”) is described in Section IX of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

All of the property being taken into the RD is property which came from another urban renewal area. The impact on municipal services does not increase by moving a property from one area to another. Plans for the development of these properties have been identified in long range planning documents and have been adopted by governmental agencies. Although there may be additional funds in the RD which may help encourage development at a faster pace than if the properties were left in other urban renewal areas, the future development of the properties has been expected and anticipated.

The building is presently a 40% occupied office building, with ground floor retail. The building is in need of seismic upgrading. Since the use of the building would not change, there would be no negative impact of rehabilitation of the structure. No additional school or county services would be required. Any rehabilitation should reduce the fire and life safety needs of the building as it would be in better overall condition. The fiscal impact of the urban renewal area would be the potential provision of funds for rehabilitation and or acquisition from a willing seller.

Upgrading the Lincoln Building would allow the building to contribute to the safety health and welfare of the community.

5. O'Bryant Square Expansion Area

A. Physical Conditions

1. Land Use

The O'Bryant Square Expansion Area, shown in Figure 1 as Area 5, contains approximately 1.48 acres, including 1.02 acres of ROW. An analysis of property classification data from Multnomah County's 2007-08 Assessment and Taxation database was used to determine the land use designation of parcels in each of the expansion areas. This area includes 1 individual parcel classified as a converted commercial use.

2. Zoning

As illustrated in Figure 2, 0.46 acres (100 percent, excluding ROW) of the O'Bryant Square Expansion Area is zoned as Open Space.

3. Building Condition

There is a subterranean parking structure that is in poor condition. The height of the floors is insufficient for adequate operations. The facility is deteriorating.

4. Age of Building

The parking structure was built in 1974, making it 34 years old.

5. Streets and Utilities Condition

Streets

SW Washington Street, SW 9th Avenue and Park Avenue are classified as a Local Service Traffic Streets. Stark Street is classified as a Traffic Access Street. SW Washington, SW 9th Avenue and Park Avenue are also classified as City Walkways. The condition of the streets was surveyed by the Portland Department of Transportation in April, 2008. The conditions were identified as:

- SW Washington Street – Park Avenue to 9th Avenue is a two lane street in “good” condition. There is parking on both sides.
- SW Stark Street – Park Avenue to 9th Avenue is a two lane street in “poor” condition. There is parking on both sides.
- SW Park Avenue – Washington Street to Stark Street is a one lane street in “fair” condition. There is parking on both sides.
- SW 9th Avenue – Washington Street to Stark Street is a one lane street in “fair” condition. There is parking on both sides.

Water

In April of 2008 the Water Bureau provided the following information about the conditions of the water system in the area.

In general the O'Bryant Square Expansion Area is well served with water lines. Water is available for future renewal/development.

Storm water & Wastewater

In April of 2008 the Bureau of Environmental Services (BES) provided the following information about the conditions of the storm water and wastewater systems in the area:

The systems in the connecting streets are "poor" with the exception of a small segment of the system at the north east corner of the O'Bryant Expansion Area, which is characterized as "bad".

6. Parks and Open Space

The O'Bryant Square Expansion Area is a public park. The park is deficient and is scheduled by the City of Portland Parks and Recreation Bureau for future major renovations. The need for extensive renovations constitutes blight per ORS 457.010(1)(e). The park is inadequate open space which is characterized by obsolescence and deterioration. The public safety, health and welfare of the community would be improved by the improvements to the Park.

7. Public Spaces

There are no additional public spaces other than the park referenced above.

8. Public Parking

There is presently a publicly owned SmartPark below grade in the O'Bryant Square Expansion Area. There are 123 spaces.

9. Public Buildings

The SmartPark is a public building in the O'Bryant Square Expansion Area. It provides parking to support the retail and commercial uses in the area.

B. Social Conditions

There are no residents in the O'Bryant Square Expansion Area.

C. Economic Conditions

1. Taxable Value of Property Within the Area

Since this is a park, there is no taxable value of property. The Parking Garage also has no taxes assessed.

2. Land and Improvement Values

The general description for Land to Improvement Values for the first amendment area, Old Town/Chinatown Expansion Area, applies to all amendment areas. The land to improvement value in the O'Bryant Square Expansion Area is 0.59:1. This reflects the value of the subterranean SmartPark. The area is very undervalued, but that is to be expected as it is a public park with underground parking. The open space in the area is inadequate, showing obsolescence and deterioration, contributing to the detrimental impact on the safety, health and welfare of the community.

E. Expected Impact, Including Fiscal Impact of Plan Amendment in Light of Added Services or Increased Population

The fiscal impact of tax increment financing on taxing districts that levy taxes within the Area ("affected taxing districts") is described in Section IX of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

All of the property being taken into the RD is property which came from another urban renewal area. The impact on municipal services does not increase by moving a property from one area to another. Plans for the development of these properties have been identified in long range planning documents and have been adopted by governmental agencies. Although there may be additional funds in the RD, which may help encourage development at a faster pace than if the properties were left in other urban renewal areas, the future development of the properties has been expected and anticipated.

Rehabilitation of a park has no expected impact for school or county services nor for additional city services. The city is already responsible for maintenance of the park, and if the park was improved, this would reduce maintenance requirements. The fiscal impact is the potential need for funding for improvements.

It would be a great benefit to the city if tax increment financing were available to assist with the park improvements, as it would reduce the costs for improvements which would have to come from the city's general fund. In addition, the resulting improved park would be a benefit to the area residents and office workers.

The potential park improvement would be a positive benefit to the health, safety and welfare of the community by improving a deteriorated park.

6. Mc Coy Building Expansion Area

A. Physical Conditions

3. Land Use

The Mc Coy Building Expansion Area, shown on Figure 1 as Area 6, contains approximately 0.35 acres, including an estimated 0.12 acres of ROW. An analysis of property classification data from Multnomah County's 2007-08 Assessment and Taxation database was used to determine the land use designation of parcels in each of the expansion areas. This area includes 1 individual parcel which is 0.23 acres and is classified as a commercial use.

4. Zoning

As illustrated in Figure 2, 0.23 acres (100 percent, excluding ROW) of the Mc Coy Building Expansion Area is zoned as central commercial.

5. Building Condition

The condition of the building within the Mc Coy Building Expansion Area was surveyed in March of 2008. The structure is rated "B" because the building is in need of either major renovation or demolition to clear the way for the construction of a new building. The building is in need of seismic upgrading as well as extensive upgrades. This is evidence of blight per ORS 451.010(1)(a)(A) and (E).

6. Age of Building

There is one building in the Mc Coy Building Expansion Area. It was built in 1923.

7. Streets and Utilities Condition

Streets

SW Stark Street is classified as a Traffic Access Street.

The condition of the street was surveyed by the Portland Department of Transportation in April, 2008. The condition was identified as:

- SW Stark Street – 5th Avenue to ½ block south is a two lane street in "poor" condition. There is parking on both sides.

Water

In April of 2008 the Water Bureau provided the following information about the conditions of the water system in the area.

In general the Mc Coy Building Expansion Area is well served with water lines. Water is available for future renewal/development.

Storm water & Wastewater

In April of 2008 the Bureau of Environmental Services (BES) provided the following information about the conditions of the storm water and wastewater systems in the area:

The systems in the connecting streets are “good”.

8. Parks and Open Space

There are no parks or open spaces in the Mc Coy Building Expansion Area.

9. Public Spaces

There are no public spaces in the Mc Coy Building Expansion Area.

10. Public Parking

There is no public parking in the Mc Coy Building Expansion Area.

11. Public Buildings

The Mc Coy Building is owned by Multnomah County. It is entirely occupied by the Multnomah County Health Department. It provides a health clinic and administration. The health clinic provides services to residents of the RD Area, including the residents of the proposed expansion areas in this amendment.

B. Social Conditions

There are no residents in the Mc Coy Building Expansion Area.

C. Economic Conditions

1. Taxable Value of Property Within the Area

The taxable value (assessed value) of land, improvements and personal property in the Mc Coy Building Expansion Area is \$1,351,840.

2. Land and Improvement Values

The general Land to Improvement explanation for the Old Town/Chinatown Expansion Area applies to all amendment areas. Land to improvement value ratios

for “healthy” properties in areas adjacent to the Mc Coy Building Expansion Area range from 3:1 to 4:1. The specific I:L ratio for this area is: 3:1.

D. Expected Impact, Including Fiscal Impact of Plan Amendment in Light of Added Services or Increased Population

The fiscal impact of tax increment financing on taxing districts that levy taxes within the Area (“affected taxing districts”) is described in Section IX of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

All of the property being taken into the RD is property which came from another urban renewal area. The impact on municipal services does not increase by moving a property from one area to another. Plans for the development of these properties have been identified in long range planning documents and have been adopted by governmental agencies. Although there may be additional funds in the RD, which may help encourage development at a faster pace than if the properties were left in other urban renewal areas, the future development of the properties has been expected and anticipated.

This property is presently occupied by Multnomah County and used to provide health clinic services to area residents. Renovation of the building would prove to be an asset to Multnomah County and could help offset the impact of lost revenues due to tax increment financing.

Upgrading the McCoy Building would allow the building to contribute to the safety health and welfare of the community.

7. 10th and Yamhill Expansion Area

A. Physical Conditions

1. Land Use

The 10th and Yamhill Expansion Area, shown in Figure 1 as Area 7, contains approximately 1.36 acres, including an estimated 0.44 acres of ROW. An analysis of property classification data from Multnomah County's 2007-08 Assessment and Taxation database was used to determine the land use designation of parcels in each of the expansion areas. The area includes 1 individual parcel classified as commercial use.

2. Zoning

As illustrated in Figure 2, 0.92 acres (100 percent, excluding ROW) of the 10th and Yamhill Expansion Area is zoned as central commercial.

3. Building Condition

The condition of the building within the 10th and Yamhill Expansion Area was surveyed in March of 2008. The 10th and Yamhill parking structure is in need of renovation. It requires seismic upgrading as well as reconfigured retail spaces on the ground floor. The rehabilitation plans consist of approximately 800 parking spaces, 30,000 square feet of improved retail and approximately 390,000 square feet of added office and commercial and/or residential uses. The existing parking structure shows defective design and quality of physical construction and a growing lack of proper utilization of areas, resulting in a stagnant and unproductive condition of land which is potentially useful for contributing to the public health, safety and welfare of the community. This represents blight per ORS 457.010(1)(a)(A), and (h).

4. Age of Building

There is one building in the 10th and Yamhill Expansion Area, built in 1979.

5. Streets and Utilities Condition

Streets

SW 9th Avenue is designated as Local Service Transit Streets and as a City Walkways. The condition of the streets was surveyed by the Portland Department of Transportation in April, 2008. The conditions were identified as:

- SW 9th Avenue – Yamhill to Morrison Street is one lane in “very good” condition. This appears to be new construction connected to the south Park Block Project.

Water

In April of 2008 the Water Bureau provided the following information about the conditions of the water system in the area.

In general the 10th and Yamhill Expansion Area is well served with water lines. Water is available for future renewal/development.

Storm water & Wastewater

In April of 2008 the Bureau of Environmental Services (BES) provided the following information about the conditions of the storm water and wastewater systems in the area:

The systems in the connecting streets are “good”.

6. Parks and Open Space

There are no parks or open spaces in the 10th and Yamhill Expansion Area.

7. Public Spaces

There are no public spaces in the 10th and Yamhill Expansion Area.

8. Public Parking

There is a SmartPark public parking structure that has approximately 794 parking spaces in the 10th and Yamhill Expansion Area. The proposed renovation of the parking garage would rehabilitate the parking structure which is necessary for future economic growth of the area including office space and expanded retail business.

9. Public Buildings

The public parking is structured parking in a public building. The parking serves the downtown retail core portion of the RD.

B. Social Conditions

There are no residents in the 10th and Yamhill Expansion Area.

C. Economic Conditions

1. Taxable Value of Property Within the Area.

The taxable value (assessed value) of land, improvements and personal property in the 10th and Yamhill Expansion Area is \$3,203,660.

2. Land and Improvement Values

The general Land to Improvement explanation for the Old Town/Chinatown Expansion Area applies to all amendment areas. Land to improvement value ratios for “healthy” properties in areas adjacent to the 10th and Yamhill Expansion Area range from 10:1 to 15:1. The parcel in 10th and Yamhill Expansion Area has an I:L ratio of 1.7:1 and can be improved with strategic redevelopment investments.

The property, if upgraded, is potentially useful and valuable to contributing to the public health, safety and welfare of the community, thereby eliminating blight.

D. Expected Impact, Including Fiscal Impact of Plan Amendment in Light of Added Services or Increased Population

The fiscal impact of tax increment financing on taxing districts that levy taxes within the Area (“affected taxing districts”) is described in Section IX of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

All of the property being taken into the RD is property which came from another urban renewal area. The impact on municipal services does not increase by moving a property from one area to another. Plans for the development of these properties have been identified in long range planning documents and have been adopted by governmental agencies. Although there may be additional funds in the RD which may help encourage development at a faster pace than if the properties were left in other urban renewal areas, the future development of the properties has been expected and anticipated.

Development assistance would add value to properties, thereby potentially adding to the tax base, providing increment during the length of the Plan and tax revenues once the Plan is terminated. The development of new businesses would add business license fees and provide employment opportunities.

If the 10th and Yamhill area is redeveloped, a much higher level of use would be expected, as described above in building condition. This could require additional infrastructure, however most of that infrastructure is already in place.

Redevelopment in the Area should not require additional city, county or school district services. Redevelopment could provide additional employment opportunities by providing additional improved office space and potential additional retail space. Additional employees will help support the retail core. The fiscal impact would be the potential assistance in future redevelopment.

This renovation of the parking structure to address safety issues and the improvement of stagnant and unproductive land (retail spaces in the parking garage) and expected development of new businesses would result in contributing to the public health, safety and welfare of the 10th and Yamhill Expansion Area.

8. East Retail Core Expansion Area

A. Physical Conditions

1. Land Use

The East Retail Core Expansion Area, shown in Figure 1 as Area 8, contains approximately 3.76 acres, including an estimated 1.0 acre of ROW. An analysis of property classification data from Multnomah County’s 2007-08 Assessment and Taxation database was used to determine the land use designation of parcels in each of the expansion areas. Table 1.8 below illustrates the land use classifications.

Table 1.8. Existing Land Uses

Use	Parcels	Acres	% of Total Acres
Commercial	6	2.41	87.32%
Converted Commercial	2	0.35	12.68%
<i>Total</i>	8	2.76	100.00%

Source: Multnomah County Assessor

2. Zoning

As illustrated in Figure 2, 2.76 acres (100 percent, excluding ROW) of the East Retail Core Expansion Area is zoned central commercial. The FAR is 12:1.

3. Building Condition

The condition of the buildings within the East Retail Core Expansion Area was surveyed in March of 2008. Table 2.8 illustrates the conditions of the structures. The results indicate the majority of the buildings are in new, near new, or older building well maintained condition.

Table 2.8 Building Condition

Building Condition	Buildings	% of total
A	7	88%
B	1	12%
C	0	0%
<i>Total</i>	8	100%

The majority of the buildings in the East Retail Core Expansion Area are in need of seismic upgrading. The buildings have safety issues because they were designed and constructed before current seismic requirements. The safety issues arising from the seismic risk associated with the buildings in the East Retail Core Expansion Area constitute blight for this area per ORS 457.010(1)(a)(A).

In addition to building condition information, building use was surveyed. The SmartPark on SW 3rd and Alder Street has vacant, underutilized retail spaces. The faulty interior arrangement and exterior spacing of the retail spaces in the parking garage is evidence of blight per ORS 457.010(1)(a)(B) and (E).

4. Age of Building

There are 6 buildings in the East Retail Core Expansion Area on which the assessor’s office has age information. The age of the buildings are shown below in Table 3.8. Of the 6 buildings, 4 of them (66.66 percent) are over 50 years old.

Table 3.8. Age of Buildings

Age Range	Buildings
1 – 24	1
25 – 49	1
50 – 74	2
75 – 99	2
<i>Total</i>	6

Source: Multnomah County Assessor

5. Streets and Utilities Condition

Streets

SW 5th Avenue, SW 4th Avenue and SW Morrison Street are classified as Local Service Traffic Streets. Their transit designation of SW 5th Avenue and SW Morrison Street are is Regional Transitway and Major Transit Priority Streets. SW 5th Avenue and SW Morrison Street are Central City Transit/Pedestrian Streets and SW 4th Avenue is a City Walkway.

The condition of the streets was surveyed by the Portland Department of Transportation in April, 2008. The conditions were identified as:

- SW 5th Avenue – Morrison Street to Alder Street is under construction for the Mall Light Rail Extension Project. The rail is in place and there is new asphalt. There is building renovation on the east side of 5th Avenue.
- SW 4th Avenue – Morrison Street to Alder Street is a four lane street in “poor” condition. There is parking on both sides. Tri-Met is using 4th Avenue for a bus re-route.
- SW Morrison Street – 3rd Avenue to 4th Avenue is one lane of asphalt and a second with rail in brick. The asphalt is in “fair” condition.

There is a CIP Project scheduled for SW 4th Avenue from Lincoln Street to Burnside Street in 2013-2017.

Water

In April of 2008 the Water Bureau provided the following information about the conditions of the water system in the area.

In general the East Retail Core Expansion Area is well served with water lines. Water is available for future renewal/development.

Storm water & Wastewater

In April of 2008 the Bureau of Environmental Services (BES) provided the following information about the conditions of the storm water and wastewater systems in the area:

The systems in the connecting streets are “good”.

6. Parks and Open Space

There are no parks or open space in the East Retail Core Expansion Area.

7. Public Spaces

There are no public spaces in the East Retail Core Expansion Area.

8. Public Parking

The East Retail Core Expansion Area contains the SmartPark at 818 SW 4th Avenue. It has 640 spaces.

9. Public Buildings

The SmartPark at 818 SW 4th Avenue is a public building. It is crucial to a healthy retail core as it provides much needed parking for downtown shoppers. The proposed renovation of the parking garage would rehabilitate the parking structure which is necessary for future economic growth of the area including office space and expanded retail business.

B. Social Conditions

There are no residents in the East Retail Core Expansion Area.

C. Economic Conditions

1. Taxable Value of Property Within the Area.

The taxable value (assessed value) of land, improvements and personal property in the East Retail Core Expansion Area is \$43,522,140.

2. Land and Improvement Values

The general Land to Improvement ratio explanation for the Old Town/Chinatown Expansion Area applies to all amendment areas. Land to improvement value ratios for “healthy” properties in areas adjacent to the East Retail Core Expansion Area range from 6:1 to 7:1. The majority of the parcels within the East Retail Core Expansion Area have an I:L ratio below 3:1 and can be improved with strategic redevelopment investments.

The specific I:L ratios for the East Retail Core Expansion Area are:

Table 5.8 Improvement to Land Ratio

I:L Ratio	Parcels	Acres	% of Total (Acres)
No Improvements	1	0.23	8.33%
0.0 - 0.5	0	0.00	0.00%
0.5 - 1.0	2	1.15	41.67%
1.0 - 1.5	1	0.11	4.17%
1.5 - 2.0	1	0.11	4.17%
2.0 - 2.5	1	0.11	4.17%
2.5 - 3.0	1	0.23	8.33%
3.0 - 4.0	1	0.80	29.17%
4.0 - 5.0	0	0.00	0.00%
>5.0	0	0.00	0.00%
Total	8	2.74	100.00%

Source: Multnomah County Assessor

In the area of the city with the same zoning and Floor Area Ratio (FAR) of 12:1, the I:L ratios range from an I:L above 10 (3 of 47 properties), to an I:L of 5-10 (7 of 47 properties), and the remainder of the properties have an I:L ratio below 5:1. This shows that a very healthy property in the downtown core will have an I:L value above 5:1.

None of the properties in the East Retail Core Expansion Area exceed the 5:1 I:L. There is only one building with an I:L above 3:1. The properties, if upgraded, are potentially useful and valuable to contributing to the public health, safety and welfare of the community, thereby eliminating blight.

3. Economic Vitality

General Growth Properties, Inc., owner of the Rotunda Building at SW Third Avenue and Yamhill Street, has indicated that “the Rotunda Building’s current structural design would severely handicap any retailer in today’s retail world. In order to fully realize the potential of the building, the block will require a major change to the structural layout of the building, and with that change, significant structural and seismic upgrades will be needed to ensure compliance to codes and current market conditions.” They further state the “design has severely undermined the Rotunda’s ability to meet the overall goal originally conceived.” The third floor of the building is not well designed and there is a faulty interior arrangement. It is not performing to the level expected for this type of retail space. The ability to renovate this building is vital to the proposed rehabilitation and redevelopment of the adjacent properties.

Success of retail is based on the connectivity of the retail. The Rotunda Building is hampered by poor retail linkages to other successful retail components of the area. Improving the 3rd and Alder garage and the structures and retail spaces on the adjoining block will compliment the continued growth strategy that the Downtown Urban Renewal Area was initially formed to foster. The current retail conditions to the north and east of the Rotunda continue to suffer and the redevelopment of the

Rotunda and the adjacent two blocks in this area would be a major catalyst to revitalize the entire downtown retail core. These conditions constitute blight under ORS 457.010(1)(a)(A) and (B).

D. Expected Impact, Including Fiscal Impact of Plan Amendment in Light of Added Services or Increased Population

The fiscal impact of tax increment financing on taxing districts that levy taxes within the Area (“affected taxing districts”) is described in Section IX of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

All of the property being taken into the RD is property which came from another urban renewal area. The impact on municipal services does not increase by moving a property from one area to another. Plans for the development of these properties have been identified in long range planning documents and have been adopted by governmental agencies. Although there may be additional funds in the RD which may help encourage development at a faster pace than if the properties were left in other urban renewal areas, the future development of the properties has been expected and anticipated.

Any rehabilitation should reduce the fire and life safety needs of the buildings as they would be in better overall condition. The fiscal impact of the seismic upgrading and rehabilitation on the urban renewal area would be the potential provision of funds for seismic upgrading and rehabilitation. Development assistance would add value to properties, thereby potentially adding to the tax base, providing increment during the length of the Plan and tax revenues once the Plan is terminated. The development of new businesses would add business license fees and provide employment opportunities.

The area to be added is in the retail core of downtown Portland. Any additional office space will provide potential for additional employment opportunities and additional retail will both supply employment opportunities and provide valuable retail services to the citizens of Portland. These employment opportunities and retail services will contribute to the overall improvement of the safety, health and welfare of the community. There is not an expected impact for social services, schools or other county services.

9. I-405 Freeway Right-of-Way Deletion Area

A. Physical Conditions

1. Land Use

The 8.25 acres to be removed from the RD URA are all in the I-405 Freeway ROW. Figure 3 shows these areas. The existing use is ROW.

Figure 3. River District Removal Area



2. Zoning

The I-405 Freeway Right of Way Deletion Area is zoned central employment.

3. Building Condition

There are no buildings in the I-405 Freeway Right of Way Deletion Area.

4. Age of Building

There are no buildings in the I-405 Freeway Right of Way Deletion Area.

5. Streets and Utilities Condition

Streets, Storm water & Wastewater, Water

These do not apply as the I-405 Freeway Right of Way Deletion Area is ROW.

6. Parks and Open Space

There are no parks or open space in the I-405 Freeway Right of Way Deletion Area. The I-405 Freeway Right of Way Deletion Area is not developed, but is not traditionally considered open space.

7. Public Spaces

There are no public spaces in the I-405 Freeway Right of Way Deletion Area.

8. Public Parking

There is no public parking in the I-405 Freeway Right of Way Deletion Area.

9. Public Buildings

There is a Portland Streetcar Maintenance Facility in the I-405 Freeway Right of Way Deletion Area. It is used specifically for maintenance to the streetcar that serves the Area.

B. Social Conditions

There are no residents in the area.

C. Economic Conditions

1. Taxable Value of Property Within the Area.

There is no taxable property within the area to be removed from I-405 Freeway Right of Way Deletion Area.

2. Land and Improvement Values

Land to Improvement values are irrelevant in this analysis as the I-405 Freeway Right of Way Deletion Area is to be deleted.

D. Expected Impact, Including Fiscal Impact of Plan Amendment in Light of Added Services or Increased Population.

The fiscal impact of tax increment financing on taxing districts that levy taxes within the Area (“affected taxing districts”) is described in Section IX of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services. There are no expected fiscal impacts or impacts in light of added services or increased population by removing the I-405 Freeway Right of Way.

III. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN

The reasons for selection of the Expansion Areas are set forth below. The reasons for selection of areas within the existing RD Area have been described in the Report accompanying the original RD Urban Renewal Plan. (The numbers for the areas below correspond to the areas shown on Figure 1, Expansion Areas.)

1. Old Town/Chinatown Expansion Area

Old Town Chinatown Expansion Area has been in the DTWF Urban Renewal Area since its inception in 1974. The area is in need of continued assistance to promote development and to upgrade the existing structures in the area, some of which are contributing to two historic districts within the Old Town/Chinatown neighborhood. Assistance is also required to maintain the existing number of low income housing units, facilitate improvements for social service delivery, provide work force housing, support living wage job creation and improve the street level environment by attracting additional multi-cultural retail uses. Upgrading this Area will provide a more positive and attractive entrance to the RD as a whole and create a stronger connection to the River. An expected spin off benefit is the improved conditions for private investment in the RD Area.

Amending the Area's boundary to include this section of Old Town Chinatown will help improve the area and prevent the future occurrence of blighted areas as defined in ORS 457.010(1)(a)(A)(E), and (h).

2. Firestone Expansion Area

The Firestone Expansion Area is an underdeveloped parcel at the edge of the existing RD and abutting Burnside Street. The parcel is at a prominent location (along Burnside) and presents an opportunity for future development. It is expected that to fully develop the property, public assistance from the use of tax increment financing will be required. It's location along Burnside Street also allows for a future opportunity for public funding for projects on Burnside Street. This could be a key component in the Burnside Couch couplet.

Amending the Area's boundary to include this area will help improve the area and prevent the future occurrence of blighted areas as defined in ORS 457.010(1)(h).

3. Fairfield Expansion Area

The River District Housing Implementation Strategy calls for a diversity of types of housing that will support a community that reflects the income distributions of the City as a whole. One way to create the desired economic diversity is to preserve existing affordable housing. The Fairfield is an important part of the inventory of affordable housing downtown.

The 1911 Fairfield Hotel is located south of Burnside at 1117 SW Stark and previously has been within the SPB URA boundaries. The building is subsidized by the Housing Authority of Portland and is currently owned by the PDC. The building serves 81 extremely low income households 0-30% MFI and the monthly rent range is 35 percent of

income. The building is in need of a major 60 year rehabilitation within the next 5 to 10 years, including seismic upgrades.

Adding acreage from SPB just south of Burnside Street and adjacent to the RD URA is appropriate because it is contiguous, the buildings on this acreage fit the definition of blight, and because the current use supports the affordable housing goals of the RD Planning Area.

Inclusion of this acreage also helps meet a number of the City's policies related to housing. First, Portland's No-Net-Loss policy, adopted in 2001, establishes a long-term goal of retaining, through preservation or replacement, at least the current number of housing units affordable to households at or below the 60 percent Area Median Income. Preservation of the Fairfield through rehabilitation, rather than losing the units to neglect, contributes to meeting the No-Net-Loss policy. Currently under consideration is a two phase rehabilitation including short-term rehabilitation for critically needed repairs in the next three years and a long-term major (60 year) rehabilitation in five to ten years.

In addition to meeting the No-Net-Loss policy, preservation of the Fairfield could also include the addition of two floors of new units. The RD housing report shows a need to build at least 253 new 0-30% MFI units to meet the 1999 extremely low income housing goals. The long-term major rehabilitation proposal includes the potential addition of two floors to add studio units to the mix of existing single occupancy units. The approximate cost of renovation is \$154,000/unit. The total cost of the project is approximately \$20 million and the PDC sources are projected to be \$11-\$14 million net present value.

Amending the Area's boundary to include this area will help improve the area and prevent the future occurrence of blighted areas as defined in ORS 457.010(1)(a)(A) and (E).

4. Lincoln Building Expansion Area

The Lincoln Building Expansion Area currently has an active office use, however, if the building changes ownership and use, it would be in need of rehabilitation, specifically seismic upgrading. Inclusion of the property in the RD would allow for the potential use of tax increment funding for the rehabilitation and potentially a portion of the acquisition from a willing seller.

Amending the Area's boundary to include the site will help improve the area and prevent the future occurrence of blighted areas as defined in ORS 457.010(1)(a)(A).

5. O'Bryant Square Expansion Area

O'Bryant Square is a part of the park improvements proposed by the City of Portland Parks Bureau. The park was dedicated to the City of Portland in 1973. Redevelopment of the park is supported by the Park Avenue Vision, adopted by City Council in 2004, and the Parks 2020 Vision, PP&R's guiding document to plan for future park needs. PP&R has completed a concept plan for complete renovation of the park which includes demolition of the existing underground parking garage and its streetscapes. The concept design for O'Bryant Square, as presented in 2007, features a multifunctional plaza on grade with

multiple water features. The concept references the Park Blocks context of the square, and is expected to serve the needs of future residents of this neighborhood, reinforce the existing retail core, and provide an amenity to both commercial office space and residential uses. In recognition of these goals, PP&R appropriated \$1M from the 2003 Parks Levy to upgrade O'Bryant Square; however, based on public input PP&R set aside this money to leverage additional public and private funding to complete the renovation. The current vision, including streetscaping of SW Park and Ninth Avenues, is estimated to cost \$8M in 2010 dollars. PP&R expects that full funding for this significant renovation could be achieved in 3-4 years.

The redevelopment of the park will reinforce the existing retail core and provide an amenity to both commercial office space and residential uses.

Amending the boundary to include this area will help improve the area and prevent the future occurrence of blighted areas as defined in ORS 457.010(1)(a)(A) and (e).

6. Mc Coy Building Expansion Area

The Mc Coy Building is owned by Multnomah County. Its offices are occupied by Multnomah County employees providing both a health clinic and administrative support for health services. It provides social services to the area. The building is in poor condition and requires rehabilitation. The inclusion of the McCoy Building would allow for potential use of tax increment funding in the rehabilitation of the building.

Amending the boundary to include this area will help improve the area and prevent the future occurrence of blighted areas as defined in ORS 457.010(1)(a)(A) and (E).

7. 10th and Yamhill Expansion Area

The 10th and Yamhill site is presently a public parking garage in need of both seismic and structural upgrades together and with ground floor retail that is primarily vacant. Redevelopment of the garage is supported by the 2002 Downtown Retail Strategy and the Park Avenue Vision, adopted by City Council in 2004. In December of 2004, a study of the parking facility was completed and presented to PDC on the feasibility of proposed capital improvements to remodel the garage and “retenant” the ground floor retail spaces. Proposed improvements are also intended to leverage private investment on adjacent properties. The present proposal is to redevelop the site with a dense, mixed-use project, including an improved garage and ground floor retail and new residential and commercial uses above. However, to provide the incentive for the full development of this area according to the plans, public funding is required to complete garage improvements and leverage private financing. This parcel was formerly in the SPB URA, but there was not sufficient funding in that area to complete the development of this project. Public funding for the project is anticipated to be shared with the City of Portland, owners of the public parking garage.

Amending the Area's boundary to include the site will help improve the area and prevent the future occurrence of blighted areas as defined in ORS 457.010(1)(a)(A) and (h).

8. East Retail Core Expansion Area

The East Retail Core is occupied by retail businesses, which are a vital part of the downtown core. Maintaining a healthy retail environment is critical to the overall success of retail in the downtown. The parcels will reinforce the existing retail core and add commercial office space. The area also has a SmartPark parking structure which is in need of upgrading, and the upgrading will support the existing retail core.

Amending the boundary to include this area will help improve and prevent the future occurrence of blighted areas as defined in ORS 457.010(1)(a)(A), (B), (E) and (h).

IV. THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA

The relationship between urban renewal projects and the existing conditions in the Expansion Areas is set forth below. The relationship between urban renewal projects and existing conditions within the existing RD Area have been described in the Report accompanying the original RD Urban Renewal Plan.

A. Project Areas

1. Old Town/ Chinatown Expansion Area: The projects in this area are in two main categories:
 - a) Broadway Corridor/Union Station – The Broadway Corridor includes Portland’s Union Station, the properties directly south of Union Station, some of which are currently owned by PDC, adjacent to the Post Office Area. PDC has undertaken a study to evaluate the current opportunities for this area including the rehabilitation of Union Station which involves an upgrade of the rail facility into a multi-modal transportation hub with the additions of inter-city bus, light rail, streetcar and improved bicycle and pedestrian connections, redevelopment of the Post Office property into a regional quality jobs attractor, complement to anticipated housing and development by educational institutions and potential extension of the North Park Blocks city parks attractor. This project area would include, but not be limited to, the following projects.
 - (1) Public Improvements:
 - (a) *Central City Streetcar,*
 - (2) Rehabilitation, Development and Redevelopment Assistance
 - (a) *Resource Access Center Permanent Supportive Housing*
 - (b) *Broadway Corridor/Union Station Area*
 - (3) Economic Development Programs
 - (4) Land Acquisition, Improvement, and Disposition for Redevelopment Projects

Existing Conditions: The area is undeveloped and underdeveloped. Blocks U and R are undeveloped. Union Station is in need of major renovation to rebuild the tile roof, which leaks badly and to reconfigure office and public space for more efficient use. It is anticipated that the federally owned Post Office property will be sold in the near future and be fully redeveloped. Other properties in the area are also in need of renovation.

- b) Old Town/Chinatown – Continued redevelopment of the Chinatown corridor between NW 3rd Avenue and 4th Avenue, Burnside Street and NW Glisan Street, between NW 2nd Avenue and 5th Avenue at Burnside Street and Couch Street, and areas south of Burnside Street near the Skidmore Fountain known as Ankeny Burnside. Redevelopment of these areas would leverage past investment in streetscapes, the Portland Classical Chinese Garden, Pacific Tower and Old Town Loft housing development, expected investment to improve access across Burnside and continued investment in the Ankeny Burnside area. The focus of redevelopment is expected to occur on Blocks 25 and 26 between Everett Street and Glisan Street, Burnside Street and Couch Street, and Ankeny Street and Burnside Street east of SW 2nd Avenue. Other blocks also in and adjacent to this area contain historic buildings ripe for rehabilitation. This project area would include, but not be limited to, the following projects.

(1) Public Improvements:

(a) Burnside Couch Couplet

(2) Rehabilitation, Development and Redevelopment Assistance

(a) North Old Town/Chinatown Area

(3) Economic Development Program

Existing Conditions: The area is in need of renovation. There are undeveloped and underdeveloped properties throughout the area. As was evident in the blight analysis above, many of the buildings are either in need of renovation or should be demolished. See Section II of this report for a full analysis of the existing conditions in the Area.

2. Firestone Expansion Area

This project area would include, but not be limited to, the following projects.

(1) Public Improvements:

(a) Burnside Couch Couplet

(2) Rehabilitation, Development and Redevelopment Assistance

(a) North Old Town/Chinatown Area

(3) Economic Development Program

Existing Conditions: The area is underdeveloped given the entitlements under the zoning code. See Section II of this report for a full analysis of the existing conditions in the Area.

3. Fairfield Expansion Area

This project area would include, but not be limited to, the Rehabilitation, Development and Redevelopment Program.

Existing Conditions: The Fairfield Hotel which is in this area is in need of rehabilitation to be able to continue to provide housing options for low income residents. See Section II of this report for a full analysis of the existing conditions in the Area.

4. Lincoln Building Expansion Area

This project area would include, but not be limited to, the Rehabilitation, Development and Redevelopment and Economic Development Programs.

Existing Conditions: The Lincoln Building is in need of seismic upgrading and potentially other redevelopment. See Section II of this report for a full analysis of the existing conditions in the Area.

5. O'Bryant Square Expansion Area

This project area would include, but not be limited to, the Public Improvements: Parks and Greenway Improvements Program.

Existing Conditions: The park at O'Bryant Square is dilapidated and is in need of upgrading. The parking is designed poorly and is in need of upgrading. See Section II of this report for a full analysis of the existing conditions in the Area.

6. Mc Coy Building Expansion Area

This project area would include, but not be limited to, the Rehabilitation, Development and Redevelopment and Economic Development Programs.

Existing Conditions: The Mc Coy Building is owned and operated by Multnomah County. According to their building analysis, the building is dilapidated and is in need of upgrading. See Section II of this report for a full analysis of the existing conditions in the Area.

7. 10th and Yamhill Expansion Area

This project area would include, but not be limited to, the following projects.

- (1) Public Improvements: Parking Facilities Program
- (2) Rehabilitation, Development and Redevelopment
- (3) Economic Development Program

Existing Conditions: The 10th and Yamhill SmartPark is in need of upgrading. There are retail spaces which are not performing to expectations. The structure shows defective design and quality of physical construction and a growing lack of proper utilization of areas, resulting in a stagnant and unproductive condition of land which is potentially useful for contributing to the public health, safety and welfare of the community. See Section II of this report for a full analysis of the existing conditions in the Area.

8. East Retail Core:

This project area would include, but not be limited to, the following projects.

- (1) Pubic Improvements: Parking Facilities,
- (2) Rehabilitation, Redevelopment and Development
 - (a) *Major Retail Redevelopment*
- (3) Economic Development Program

Existing Conditions: The majority of the buildings are in need of seismic upgrading. The SmartPark has retail spaces which are not performing to expectations and the facility needs to be upgraded. See Section II of this report for a full analysis of the existing conditions in the Area.

B. Administration

The Commission will undertake administration of all aspects of the Plan including staffing, materials & services and overhead.

Existing conditions: The Commission currently incurs administrative expenses for implementation of the Plan. Increasing the indebtedness and adding new projects, new areas and expanded funding for existing projects will continue the needs for administrative support from the Commission.

V. THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS

Table 6 below shows the estimated total cost of each project and the estimated sources of funds to address such costs for projects to be completed with new resources to be made available under the Amended Plan, with all figures in year of expenditure dollars. See section VI of the Plan, Urban Renewal Projects, for detailed descriptions of projects within expenditure categories. Estimated costs for other projects are in the Report accompanying the original RD Urban Renewal Plan. This analysis is based on known projects at the time of preparation of the Amended Plan and does not include projects that may be authorized by the Amended Plan, but are unknown at this time. Specific projects and expenditures are determined solely in the annual budget process.

Table 6. Estimated Project Expenditures and Revenues (In Year of Expenditure Dollars)

Resources	
Long-Term Debt	\$187,400,138
Short-Term Debt	\$137,319,512
Total	\$324,719,650
Requirements	
Public Improvements	
Eastside Streetcar	\$17,000,000
Other Public Improvements	\$12,775,702
Rehabilitation, Development, and Redevelopment Assistance: (Affordable Housing)	
Access Center	\$17,000,000
Hoyt Street Properties Affordable Rental	\$6,000,000
Fairfield Preservation	\$500,000
Other Affordable Housing	\$50,219,627
Rehabilitation, Development and Redevelopment Assistance: (Commercial Development)	
Centennial Mills	\$4,000,000
Retail Loan Program	\$3,515,000
Post Office Site Redevelopment	\$27,500,000
Multnomah County	\$35,000,000
Union Station	\$2,500,000
Other Commercial Redevelopment/Revitalization	\$37,775,702
Economic Development	
Target Industry Development	\$10,000,000
Other Economic Development Programs	\$44,025,702
Administration/Planning	\$36,604,262
Administration: Bond Issuance Costs/Reserves	\$20,303,655
Total	\$324,719,650

VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

Projects to be completed with new resources made available under the Plan as amended are anticipated to be undertaken starting Fiscal Year (FY) 2009 and completed by FY 2021. Anticipated completion dates for other projects are in the Report accompanying the original RD Urban Renewal Plan.

VII. THE ESTIMATED AMOUNT OF MONEY REQUIRED IN EACH 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 ORS 457.460.

Under this amendment, the Plan's maximum indebtedness will be increased by \$324,719,650 to make a new maximum indebtedness of \$549,500,000 to finance additional projects that are in the area added to the River District Urban Renewal Area by this amendment.

Table 7 shows the yearly tax increment revenues and their allocation to loan repayments, reimbursements, debt service and debt service reserve funds for the entire maximum indebtedness to be incurred under the Plan, as amended. It is anticipated that all debt will be retired by the end of FY 2026/27.

Table 7. Tax Increment Revenues, Debt Service and Debt Service Reserves

Fiscal Year Ending June 30	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16
Beginning Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Revenues						
Tax Increment to Raise (before Compression)	\$26,956,618	\$28,696,653	\$30,315,205	\$32,292,733	\$34,369,138	\$36,549,364
Less Compression	(1,347,831)	(1,434,833)	(1,515,760)	(1,614,637)	(1,718,457)	(1,827,468)
Tax Increment Imposed (after Compression)	25,608,787	27,261,820	28,799,445	30,678,097	32,650,681	34,721,895
Less Adjustments for Discounts, Delinquencies, Interest Earnings	(1,024,351)	(1,090,473)	(1,151,978)	(1,227,124)	(1,306,027)	(1,388,876)
TOTAL NET TAX INCREMENT REVENUES	\$24,584,435	\$26,171,348	\$27,647,467	\$29,450,973	\$31,344,654	\$33,333,020
Expenditures						
Bond/Line of Credit Debt Service						
Line of Credit Draw 1	\$532,736	\$1,065,472	\$0	\$0	\$0	\$0
Bond 1	0	0	4,403,085	4,403,085	4,403,085	4,403,085
Line of Credit Draw 2	0	0	656,713	1,313,427	1,313,427	1,313,427
Line of Credit Draw 3	0	0	0	540,873	1,081,745	1,081,745
Line of Credit Draw 4	0	0	0	0	401,041	802,082
Bond 2	0	0	0	0	0	0
Line of Credit Draw 5	0	0	0	0	0	0
Line of Credit Draw 6	0	0	0	0	0	0
Line of Credit Draw 7	0	0	0	0	0	0
Line of Credit Draw 8	0	0	0	0	0	0
Bond 3	0	0	0	0	0	0
Total Bond/Line of Credit Debt Service	\$532,736	\$1,065,472	\$5,059,798	\$6,257,384	\$7,199,297	\$7,600,339
Short Term Debt Repayment	\$13,967,773	\$14,542,343	\$11,127,977	\$11,730,813	\$12,681,975	\$14,269,866
Subtotal Expenditures for Plan Amendment	\$14,500,510	\$15,607,815	\$16,187,775	\$17,988,197	\$19,881,272	\$21,870,205
Expenditures Associated with Original Plan	\$10,083,926	\$10,563,533	\$11,459,692	\$11,462,776	\$11,463,382	\$11,462,814
Bond Defeasance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL EXPENDITURES	\$24,584,435	\$26,171,348	\$27,647,467	\$29,450,973	\$31,344,654	\$33,333,019
Ending Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Table 7. Tax Increment Revenues, Debt Service and Debt Service Reserves, continued.

Fiscal Year Ending June 30	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
Beginning Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$17,827,741
Revenues						
Tax Increment to Raise (before Compression)	\$38,838,600	\$41,242,298	\$43,766,182	\$46,416,259	\$48,642,324	\$50,957,432
Less Compression	(1,941,930)	(2,062,115)	(2,188,309)	(2,320,813)	(2,918,539)	(3,057,446)
Tax Increment Imposed (after Compression)	36,896,670	39,180,184	41,577,873	44,095,446	45,723,785	47,899,986
Less Adjustments for Discounts, Delinquencies, Interest Earnings	(1,475,867)	(1,567,207)	(1,663,115)	(1,795,934)	(1,861,067)	46,958
TOTAL NET TAX INCREMENT REVENUES	\$35,420,803	\$37,612,976	\$39,914,758	\$42,331,628	\$43,862,717	\$47,946,944
Expenditures						
Bond/Line of Credit Debt Service						
Line of Credit Draw 1	\$0	\$0	\$0	\$0	\$0	\$0
Bond 1	4,403,085	4,403,085	4,403,085	4,403,085	4,403,085	4,403,085
Line of Credit Draw 2	0	0	0	0	0	0
Line of Credit Draw 3	0	0	0	0	0	0
Line of Credit Draw 4	0	0	0	0	0	0
Bond 2	6,356,114	6,356,114	6,356,114	6,356,114	6,356,114	6,356,114
Line of Credit Draw 5	441,994	883,988	883,988	883,988	883,988	0
Line of Credit Draw 6	0	465,829	931,658	931,658	931,658	0
Line of Credit Draw 7	0	0	487,510	975,020	975,020	0
Line of Credit Draw 8	0	0	0	510,895	1,021,791	0
Bond 3	0	0	0	0	0	7,054,992
Total Bond/Line of Credit Debt Service	\$11,201,192	\$12,109,015	\$13,062,354	\$14,060,759	\$14,571,655	\$17,814,191
Short Term Debt Repayment	\$12,755,644	\$14,044,244	\$15,392,082	\$16,806,797	\$0	\$0
Subtotal Expenditures for Plan Amendment	\$23,956,836	\$26,153,259	\$28,454,436	\$30,867,556	\$14,571,655	\$17,814,191
Expenditures Associated with Original Plan	\$11,463,967	\$11,459,717	\$11,460,322	\$11,464,072	\$11,463,322	\$11,462,822
Bond Defeasance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL EXPENDITURES	\$35,420,803	\$37,612,976	\$39,914,758	\$42,331,628	\$26,034,977	\$29,277,013
Ending Balance	\$ -	\$ -	\$ -	\$ -	\$17,827,741	\$36,497,672

Table 7. Tax Increment Revenues, Debt Service and Debt Service Reserves, continued.

Fiscal Year Ending June 30	2022-23	2023-24	2024-25	2025-26	2026-27
Beginning Balance	\$36,497,672	\$58,279,457	\$88,190,747	\$121,910,822	\$159,398,126
Revenues					
Tax Increment to Raise (before Compression)	\$53,365,144	\$55,869,164	\$58,473,345	\$60,843,150	\$63,295,898
Less Compression	(3,201,909)	(3,352,150)	(3,508,401)	(3,650,589)	(3,797,754)
Tax Increment Imposed (after Compression)	50,163,235	52,517,014	54,964,945	57,192,561	59,498,145
Less Adjustments for Discounts, Delinquencies, Interest Earnings	893,963	1,937,588	3,298,442	4,838,056	6,550,747
TOTAL NET TAX INCREMENT REVENUES	\$51,057,198	\$54,454,603	\$58,263,387	\$62,030,617	\$66,048,892
Expenditures					
Bond/Line of Credit Debt Service					
Line of Credit Draw 1	\$0	\$0	\$0	\$0	\$0
Bond 1	4,403,085	4,403,085	4,403,085	4,403,085	4,403,085
Line of Credit Draw 2	0	0	0	0	0
Line of Credit Draw 3	0	0	0	0	0
Line of Credit Draw 4	0	0	0	0	0
Bond 2	6,356,114	6,356,114	6,356,114	6,356,114	6,356,114
Line of Credit Draw 5	0	0	0	0	0
Line of Credit Draw 6	0	0	0	0	0
Line of Credit Draw 7	0	0	0	0	0
Line of Credit Draw 8	0	0	0	0	0
Bond 3	7,054,992	7,054,992	7,054,992	7,054,992	7,054,992
Total Bond/Line of Credit Debt Service	\$17,814,191	\$17,814,191	\$17,814,191	\$17,814,191	\$17,814,191
Short Term Debt Repayment	\$0	\$0	\$0	\$0	\$0
Subtotal Expenditures for Plan Amendment	\$17,814,191	\$17,814,191	\$17,814,191	\$17,814,191	\$17,814,191
Expenditures Associated with Original Plan	\$11,461,222	\$6,729,122	\$6,729,122	\$6,729,122	\$6,729,122
Bond Defeasance	\$ -	\$ -	\$ -	\$ -	\$147,596,779
TOTAL EXPENDITURES	\$29,275,413	\$24,543,313	\$24,543,313	\$24,543,313	\$172,140,092
Ending Balance	\$58,279,457	\$88,190,747	\$121,910,822	\$159,398,126	\$53,306,926

VIII. FINANCIAL ANALYSIS OF THE PLAN WITH SUFFICIENT INFORMATION TO DETERMINE FEASIBILITY

The estimated tax increment revenues of an additional \$324,719,650 shown in Table 8 are based on projections of the assessed value of development within the Area which in turn are based on historical trends in the Area since its establishment. The projected total assessed value is based on average annual growth rates, which are also shown in Table 8. These rates reflect the recent reduction in the extraordinary growth rate this district has recently shown. The rates also decrease at a point in the future to avoid the exaggeration in growth resulting from a constant growth rate over time.

Table 8 shows the projected incremental assessed value, projected tax rates that would produce tax increment revenues, and the annual tax increment revenues (not adjusted for undercollection, penalties and interest). These, in turn, provide the basis for the projections in Table 7 showing sufficient tax increment revenues to support the maximum indebtedness under the Plan, as amended. As referenced in Table 6 the estimated tax increment revenues of an additional \$324,719,650 are sufficient to cover the estimated projects under the amendment.

Table 8: Projected Incremental Assessed Value, Tax Rates and Tax Increment Revenues

Fiscal Year Ending June 30	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16
Projected Assessed Value Growth						
Frozen Base	\$461,768,339	\$461,768,339	\$461,768,339	\$461,768,339	\$461,768,339	\$461,768,339
Incremental Assessed Value	1,314,956,966	1,417,118,671	1,515,760,239	1,614,636,668	1,718,456,918	1,827,468,181
Total Assessed Value	\$1,776,725,305	\$1,878,887,010	\$1,977,528,578	\$2,076,405,007	\$2,180,225,257	\$2,289,236,520
Growth Rate on Existing AV	6.00%	5.75%	5.25%	5.00%	5.00%	5.00%
Incremental AV Growth	8.28%	7.77%	6.96%	6.52%	6.43%	6.34%
Consolidated Tax Rate	\$20.5000	\$20.2500	\$20.0000	\$20.0000	\$20.0000	\$20.0000
Tax Increment to Raise (before Compression)	\$26,956,618	\$28,696,653	\$30,315,205	\$32,292,733	\$34,369,138	\$36,549,364
Less Compression	(1,347,831)	(1,434,833)	(1,515,760)	(1,614,637)	(1,718,457)	(1,827,468)
Tax Increment Imposed (after Compression)	\$25,608,787	\$27,261,820	\$28,799,445	\$30,678,097	\$32,650,681	\$34,721,895

Table 8: Projected Incremental Assessed Value, Tax Rates and Tax Increment Revenues, continued.

Fiscal Year Ending June 30	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
Projected Assessed Value Growth						
Frozen Base	\$461,768,339	\$461,768,339	\$461,768,339	\$461,768,339	\$461,768,339	\$461,768,339
Incremental Assessed Value	1,941,930,007	2,062,114,925	2,188,309,088	2,320,812,959	2,432,116,211	2,547,871,593
Total Assessed Value	\$2,403,698,346	\$2,523,883,264	\$2,650,077,427	\$2,782,581,298	\$2,893,884,550	\$3,009,639,932
Growth Rate on Existing AV	5.00%	5.00%	5.00%	5.00%	4.00%	4.00%
Incremental AV Growth	6.26%	6.19%	6.12%	6.06%	4.80%	4.76%
Consolidated Tax Rate	\$20.0000	\$20.0000	\$20.0000	\$20.0000	\$20.0000	\$20.0000
Tax Increment to Raise (before Compression)	\$38,838,600	\$41,242,298	\$43,766,182	\$46,416,259	\$48,642,324	\$50,957,432
Less Compression	(1,941,930)	(2,062,115)	(2,188,309)	(2,320,813)	(2,918,539)	(3,057,446)
Tax Increment Imposed (after Compression)	\$36,896,670	\$39,180,184	\$41,577,873	\$44,095,446	\$45,723,785	\$47,899,986

Table 8: Projected Incremental Assessed Value, Tax Rates and Tax Increment Revenues, continued.

Fiscal Year Ending June 30	2022-23	2023-24	2024-25	2025-26	2026-27
Projected Assessed Value Growth					
Frozen Base	\$461,768,339	\$461,768,339	\$461,768,339	\$461,768,339	\$461,768,339
Incremental Assessed Value	2,668,257,190	2,793,458,211	2,923,667,273	3,042,157,520	3,164,794,925
Total Assessed Value	\$3,130,025,529	\$3,255,226,550	\$3,385,435,612	\$3,503,925,859	\$3,626,563,264
Growth Rate on Existing AV	4.00%	4.00%	4.00%	3.50%	3.50%
Incremental AV Growth	4.72%	4.69%	4.66%	4.05%	4.03%
Consolidated Tax Rate	\$20.0000	\$20.0000	\$20.0000	\$20.0000	\$20.0000
Tax Increment to Raise (before Compression)	\$53,365,144	\$55,869,164	\$58,473,345	\$60,843,150	\$63,295,898
Less Compression	(3,201,909)	(3,352,150)	(3,508,401)	(3,650,589)	(3,797,754)
Tax Increment Imposed (after Compression)	\$50,163,235	\$52,517,014	\$54,964,945	\$57,192,561	\$59,498,145

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

This Amendment authorizes the extension of the last date for issuance of bonded indebtedness under the Plan for an additional year. In addition, as described above, a maximum of \$324,719,650 more in bonded indebtedness may be issued before June 30, 2021. These changes to the Plan will impact overlapping taxing districts.

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value. Small increases in property tax rates for General Obligation bonds and the City’s Fire and Police Retirement and Disability (FPDR) levy will occur as a result of tax increment financing.

Note that for Portland Public Schools and Multnomah County Educational Service District, under current school funding law, permanent rate property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes foregone are replaced with State School Fund revenues. The impact for current local option levies are shown below.

Table 9 shows the property tax revenue foregone by overlapping taxing districts during the use of tax increment financing.

Table 9. Projected Impact on Taxing District Permanent Rate Levies During Use of Tax Increment Financing Through FY 2026/27

Taxing District	Impacts Based on Original Plan	Impacts Based on Amended & Restated Plan	Impacts Based on Amendment Only	Present Value of Impacts due to Amendment
<i>LOCAL GOVERNMENT</i>				
City of Portland (Permanent Rate and Local Option)	\$69,058,558	\$193,770,877	\$124,712,319	\$65,009,788
Multnomah County (Permanent Rate and Local Option)	70,156,085	188,503,362	118,347,277	61,691,832
Metro	1,396,129	4,028,249	2,632,119	1,372,066
Port of Portland	1,013,133	2,923,191	1,910,058	995,671
<i>EDUCATION DISTRICTS</i>				
Portland Public Schools (Local Option)	10,460,889	10,460,889	-	-
Portland Community College	4,087,219	11,792,844	7,705,625	4,016,773
TOTAL ALL DISTRICTS	\$156,172,014	\$411,479,412	\$255,307,398	\$133,086,129

Table 10 shows the expected recovery of permanent rate levies to the overlapping taxing jurisdictions after tax increment bonds are repaid beginning in FY 2027-28. By FY 2052-53, cumulative revenues recovered by the taxing districts would exceed the revenues foregone while indebtedness was outstanding for the River District urban renewal area. The present value of the impacts of the amendment to FY 2007-08, the year of the amendment, is also shown.

Table 10. Additional Revenues Obtained After Termination of Tax Increment Financing

Taxing District	Impacts Based on Original Plan	Impacts Based on Amended & Restated Plan	Impacts Based on Amendment Only	Present Value of Impacts due to Amendment
<i>LOCAL GOVERNMENT</i>				
City of Portland	\$122,426,343	\$628,509,756	\$506,083,413	\$65,870,746
Multnomah County	116,177,972	596,432,002	480,254,030	62,508,848
Metro	2,583,873	13,265,030	10,681,157	1,390,237
Port of Portland	1,875,046	9,626,073	7,751,026	1,008,857
<i>EDUCATION DISTRICTS</i>				
Portland Community College	7,564,381	38,833,856	31,269,475	4,069,969
TOTAL ALL TAXING DISTRICTS	\$250,627,614	\$1,286,666,717	\$1,036,039,103	\$134,848,657

X. RELOCATION REPORT

A. Existing Residents or Businesses Required to Relocate

Properties identified in the Plan are occupied by various businesses which may be required to relocate depending upon project specifics.

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 35.500 to 35.530.

The Commission has adopted a Relocation Policy which conforms to the requirement of ORS 35.500 to 35.530. 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. The goals for new units to be added to the River District Area as a whole (including those units to be added in the proposed Plan area) are discussed in Section II. A. Housing in the Plan.

Cost of housing to be added is expected to be consistent with costs affordable for residents who have incomes 0-60% of Median Family Income.

XI. COMPLIANCE WITH LAND AREA AND ASSESSED VALUE LIMITS

State law limits the percentage of a municipality's total assessed value and area that can be contained in an urban renewal area at the time of its establishment to 15 percent for municipalities with a population of 50,000 or greater. The net addition of 41.98 acres in the amendment will increase the Area's acreage by a net of 13.6 percent, from 309.21 acres to 351.19 acres. This will reduce the City's current capacity for urban renewal to 728.63 acres. The total acreage is within the 15 percent area limit contained in Chapter 457 of the Oregon Revised Statutes.

State law also limits the total amount of acreage which can be added to an urban renewal district's original boundaries to 20 percent. This amendment adds 50.23 acres before the I-405 acreage deletion. This is 16.24 percent of the total acreage of the district (309.21 acres), complying with the 20 percent ORS restriction on addition of acreage to an existing urban renewal district.

The City also remains in compliance with the assessed value percentage, as shown below in Table 11. This amendment will include an additional frozen base value of approximately \$71,760,875 to the RD. The numbers in the chart below reflect the estimate of the Lents Town Center Urban Renewal Plan amendment of 6/18/08. This chart does not reflect the change in frozen base from the amendments on 6/18/08 to the SPB Urban Renewal Plan and the DTWF Urban Renewal Plan as determining the reduction in frozen base in areas is a much more difficult process than determining additions. The frozen base assessed value numbers for SPB and DTWF will be reduced once the assessor calculates the new frozen base.

Therefore, the numbers in the Frozen Base Assessed Value column are actually higher than what the final tabulation will show, but even so, the total Frozen Base Assessed Value with the changes made by this amendment is 11.23% of the city's total assessed value, well within the statutory 15 percent restriction.

Table 11. Compliance with AV and Acreage

Urban Renewal Area	Frozen Base Assessed Value	Acres
Airport Way	\$129,701,177	2,726
Central Eastside	\$224,626,739	692
Downtown Waterfront (acreage shows 6/18/08 deletion)	\$70,866,644	232
South Park Blocks (acreage shows 6/18/08 deletion)	\$378,055,680	157.35
Oregon Convention Center	\$248,689,281	594
North Macadam	\$180,450,967	402
River District	\$358,684,364	309.21
River District proposed amendment (estimated)	\$71,760,875	41.98
Interstate	\$1,019,370,465	3,769
Gateway	\$307,174,681	659
Willamette Industrial	\$481,443,135	758
Lents (shows 6/18/08 AV and acreage addition)	\$714,432,705	2,846.79
Total	\$4,185,256,713	13,187.33
Total Acreage, City of Portland		92,773
Total Assessed Value City of Portland Less Incremental Assessed Value in Urban Renewal Areas	\$37,261,781,831	
Percent of Portland AV in Urban Renewal Areas	11.23%	
Percent of Portland Area in Urban Renewal Area		14.21%

PDC

PORTLAND DEVELOPMENT COMMISSION

Resolution Number 6586

TITLE: RESOLUTION APPROVING THE AMENDED AND RESTATED RIVER DISTRICT URBAN RENEWAL PLAN AND DIRECTING THE AMENDMENT BE SUBMITTED TO THE PORTLAND CITY COUNCIL FOR ADOPTION

Adopted by the Portland Development Commission on May 14, 2008.

PRESENT FOR VOTE	COMMISSIONERS	VOTE		
		Yea	Nay	Abstain
<input checked="" type="checkbox"/>	Mark Rosenbaum, Chair	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Sal Kadri	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Bertha Ferrán	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Charles Wilhoite	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	John Mohlis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Consent Agenda		<input checked="" type="checkbox"/> Regular Agenda		

Certification

The undersigned hereby certifies that:

The attached resolution is a true and correct copy of the resolution as finally adopted at a Board Meeting of the Portland Development Commission and duly recorded in the official minutes of the meeting.


Renee A. Castilla, Recording Secretary

Date: June 12, 2008