

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:

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| <p>Goal 1</p> | <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> |
| <p>Goal 2</p> | <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> |
| <p>Goal 3</p> | <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> |

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| <p>Goal 4</p> | <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> |
| <p>Goal 5</p> | <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> |
| <p>Goal 6</p> | <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 Additon, 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 34BC;
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 34BC;
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 34BC;
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:

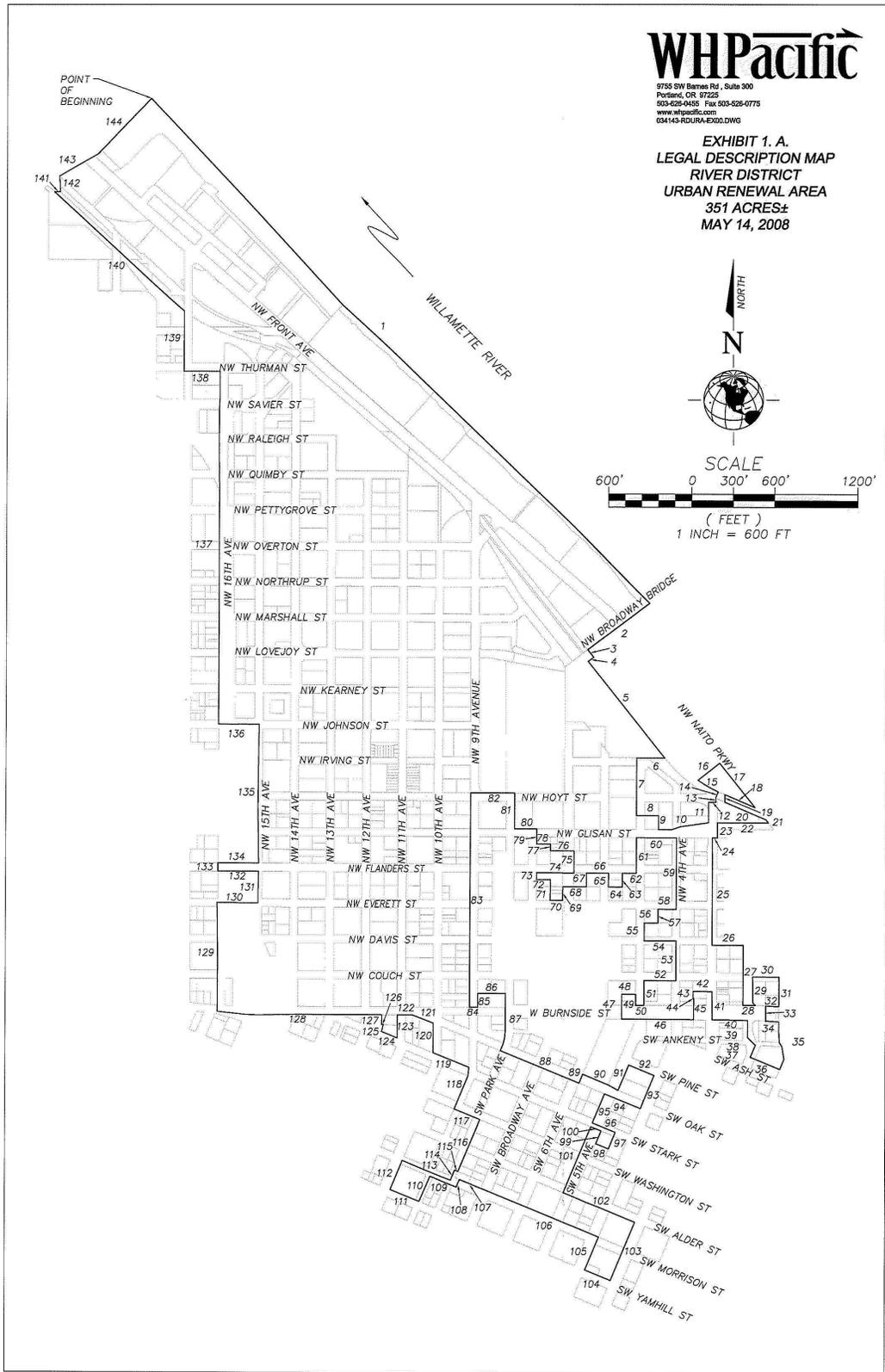
107. Thence continuing westerly 200 feet more or less along said northerly right-of-way line of S.W. Morrison Street to its intersection with the easterly right-of-way line of S.W. Park Avenue, Assessor Map 1N1E 34CC;
108. Thence southerly 60 feet more or less along the easterly right-of-way line of 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 its 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. Statewide Planning Goals

State planning statutes require cities to adopt and amend comprehensive plans and land use regulations in compliance with the state land use goals. The Amended and Restated River District Urban Renewal Plan (the Plan) does not include any changes to the Portland Comprehensive Plan policies or map. Therefore, only the statewide planning goals are addressed below.

Goal 1, Citizen Involvement, requires provision of opportunities for citizens to be involved in all phases of the planning process. The Plan is supportive of this goal because the process included an extensive public outreach process with public meetings at each step in the process, including the following:

1. The Westside Study URAG was established in spring 2007 to conduct a review process and draft recommendations concerning the future of the three downtown urban renewal areas (URAs): Downtown Waterfront (DTWF), South Park Blocks

- (SPB), and the River District. One option the URAG examined was whether to allow the DTWF and SPB districts to expire (as set for summer 2008) and expand the River District's boundaries to cover portions of the expiring districts.
2. The URAG committee was composed of one citizen and multiple political and public agency members including PDC Commissioner Charles Wilhoite (Co-Chair), City Commissioner Erik Sten (Co-Chair), City Commissioner Dan Saltzman, County Commissioner Jeff Cogen, Planning Commissioner Don Hanson, PDC Commissioner Mark Rosenbaum, and public citizen Jon Kruse.
 3. The URAG's first meeting took place on May 22, 2007. In total, it has held nine meetings between May 2007 and March 2008 at which information and testimony was reviewed concerning the future of urban renewal and the three Downtown URA's and to develop amendment recommendations. The meetings took place on:
 - a. May 22, 2007
 - b. June 26, 2007
 - c. July 31, 2007
 - d. September 25, 2007
 - e. October 23, 2007
 - f. November 27, 2007
 - g. December 18, 2007
 - h. January 15, 2008
 - i. March 4, 2008
 4. In addition to participation as a committee member, as an invited presenter, or as a panelist, URAG meetings were open to the public and community members who were given opportunities to address URAG or submit comments. At least 94 members of the public attended these meetings based on the following breakdown:
 - a. May 22, 2007 – 0 attendees
 - b. June 26, 2007 – 12 attendees
 - c. July 31, 2007 – 14 attendees
 - d. September 25, 2007 – 26 attendees
 - e. October 23, 2007 – 13 attendees
 - f. November 27, 2007 – 8 attendees
 - g. December 18, 2007 – 21 attendees
 - h. January 15, 2008 – 27 attendees
 - i. March 4, 2008
 6. In addition, PDC held a community meeting with local citizens and the Oregon Association of Minority Entrepreneurs in NE Portland on November 19, 2007, to obtain public comments about the future of urban renewal and the three Downtown URA districts in particular. A media briefing about the districts was also held by PDC on December 5, 2007.
 7. PDC has maintained and updated as needed a project website that includes basic project information, announcements of public events, project documents, and staff contact information.

8. The URAG held its final meeting which was advertised to the public on March 4, 2008. The meeting included public testimony and final revisions concerning its draft report, which incorporates the URAG's suggested recommendations. Prior to the meeting the draft report was published in February 2008 and available to the public for review and comment.
9. The URAG's final report was submitted to the Portland Development Commission in early March 2008.
10. If adopted the Portland City Council is expected to consider adopting the URAG's and PDC's recommendations by mid-spring 2008.

Goal 2, Land Use Planning, requires the development of a process and policy framework which acts as a basis for all land use decisions and ensures that decisions and actions are based on an understanding of the facts relevant to the decision. The Plan supports this goal:

11. As discussed below, the Plan implements the policies of Portland's Comprehensive Plan.
12. The Plan provides funding for programs and projects within the framework of the City's adopted Comprehensive Plan.
13. Findings on Portland Comprehensive Plan Goal 1, Metropolitan Coordination, and its related policies and objectives also support this goal (see below).

Goals 3 and 4, Agricultural Lands and Forest Lands, require the preservation and maintenance of the state's agricultural and forest lands, generally located outside of urban areas. The Plans are supportive of this goal because:

14. The Plan is supportive of this goal because it facilitates more intense use of urban land for development so that the need for urban growth boundary expansions is reduced. Maintaining the urban growth boundary will reduce the need to convert agricultural and forest lands to urban uses.

Goal 5, Natural, Historic, Cultural and Scenic Resources, requires protection of natural, historic, cultural and scenic resources. This Plan is supportive of this goal because:

15. The Plan contains a significant mix of historic buildings that would have greater access to resources for preservation.

Goal 6, Air, Water and Land Resource Quality, requires maintenance and improvement of the quality of air, water and land resources. The Plan is supportive of this goal because:

16. The Plan will facilitate the continued intensification of uses and development in an area of Portland's urban center that already contains approximately five light rail transit stations, multiple bus lines, and that is adjacent to the Portland streetcar line, which is a resource-efficient pattern of growth. This pattern preserves natural

resources and reduces negative environmental impacts (i.e., air pollution) by encouraging urban development adjacent to high capacity transit service. The urban design objectives for the district encourage underground parking which can trigger requirements to mitigate the storm water that could be displaced by the underground structure. The existence of an urban renewal district creates the possibility for public assistance with the cost of meeting water quality improvements where those costs conflict with other city objectives such as the creation of affordable housing and economic development.

Goal 7, Areas Subject to Natural Disasters and Hazards, calls for the protection of life and property from natural disasters and hazards. The Plan is supportive of this goal because:

17. This goal would not directly apply to the Plan since it is not subject to natural hazards.

Goal 8, Recreational Needs, requires the responsible government agencies to plan for meeting the recreational needs of both residents and visitors. The Plan is supportive of this goal because:

18. Recreational public improvement projects in the expansion area will take place including: 1) rebuilding O'Bryant Square; 2) possibly constructing a new park at the 511 Building (as a continuation of the North Park Blocks).
19. These three projects have been estimated to cost approximately \$8.8 million of which \$3.6 million would likely come through TIF funding.

Goal 9, Economic Development, requires provision of adequate opportunities for a variety of economic activities. The Plan is supportive of this goal because:

20. An identified goal of Metro's 2040 Plan and other city and regional plans is to maintain Central Portland as the economic driver of the region. However, Central Portland has not met job creation expectations over the last two decades (i.e., it has a smaller portion of overall jobs in the region today than in 1988). Scarce public resources must be targeted using TIF funds to create incentives that will encourage private investments and create jobs.
21. Retail contributes to the economy and quality of life in downtown and the Central City. It is also considered to be a fragile economic sector in which the health of individual businesses is directly related to the health of other proximate businesses (i.e., empty storefronts send a negative message to potential tenants). By maintaining the vitality of the proposed River District expansion area, which includes parts of the Central City retail core, through utilization of public-private financial partnerships which TIF funding creates, retailers will want to continue locating into the area. In addition redeveloping the 10th & Yamhill Garage to preserve public parking in support of downtown retail and introducing new uses as part of redevelopment will increase activity within the retail core.

22. Old Town/Chinatown (OT/CT) is increasingly perceived as an innovation hub for design firms, sustainability-focused enterprises and high tech start-ups due to the area's historic building stock, concentration of class B and C office space and proximity to light rail (i.e., 18 businesses have built out space in renovated OT/CT buildings since July 2001 thanks in part to PDC public-private partnership assistance).
23. New office space is needed downtown in locations like Pioneer Place given the current shortage (i.e., the new tower above Pioneer Place is fully leased and large businesses with 350 employees needing at least four floors of space cannot currently locate in the central business district). Public-private partnerships are viewed as necessary to launch new office space opportunities such as the new tower above Pioneer Place II.
24. The Plan will facilitate funding for public-private partnership projects and programs that will help to improve the climate for business in the expansion area, particularly in the office and retail sectors. This will ultimately support the continued development into major commercial and employment centers of OT/CT, downtown with the Pioneer Place II tower addition, and other covered areas.

Goal 10, Housing, requires provision of housing to meet the needs of the State. The Plan is supportive of this goal because:

25. The Plan will facilitate continued development of affordable housing projects and programs in the expansion areas (e.g., the "30% TIF Set Aside" will ensure funds support low income rental housing, homeownership development, and development of low income "community facilities" where assistance and support services can be provided). Increasing the maximum indebtedness of the URA by \$335 million will make more than an additional \$111 million available for housing programs and projects in the URA.
26. The Plan will allow completion of housing projects like the preservation of Fairfield Hotel Section 8 housing units
27. The Plan includes areas adjacent to within the proposed Central City family housing bonus area, developed as part of Portland's Schools Families Housing Program.
28. Without access to TIF funds, many affordable housing units that are located in the proposed expansion areas and are in need of repair, renovation, or replacement and could fall into disrepair will be unaffordable to households with incomes earning 60% or less of MFI.
29. The Plan could resolve emerging problems in the Central City housing sector which the market is not otherwise solving. These problems include: a) stopping displacement of long-time middle income residents, and b) supporting housing for the middle income workforce population.

30. Ensuring that TIF resources are available is one key element of a long-term preservation strategy to ensure that federal housing subsidies are maintained in the proposed expansion area.
31. Key redevelopment sites that have been identified as potential mixed-use, workforce rental and ownership housing opportunities in the proposed expanded boundary area include the following. These projects represent opportunities to direct City of Portland resources in OT/CT and the Downtown Waterfront Urban Renewal Areas in a way that supports the City's housing needs and SAFE and End Homelessness initiatives:
 - North Chinatown Blocks (Blocks 25 & 26): Market rate & workforce housing are envisioned for the two block development.
 - U&R Blocks: Potential for both commercial & workforce housing.
 - Goldsmith Blocks: Potential for commercial & workforce housing.

Goal 11, Public Facilities and Services, requires planning and development of timely, orderly and efficient public service facilities that serve as a framework for urban and rural development. The Plan is supportive of this goal because:

32. The Plan will promote improvements to existing infrastructure and public services facilities in the expansion area, thereby prioritizing denser new development and encouraging the efficient use of existing infrastructure rather than creating new infrastructure and development in rural areas. City policy and standards promote new "greener" infrastructure the development of which could be supported by urban renewal resources or the private development the URA promotes.

Goal 12, Transportation, requires provision of a safe, convenient and economic transportation system. The Plan is supportive of this goal because:

33. The Plan will facilitate transportation improvement projects (TIP) which are expected to serve as economic drivers for the area. For example, the West Burnside streetcar is estimated to provide a 10:1 return on the public investment and achieve payback within 15 years.
34. In addition to construction of the West Burnside streetcar, major TIPs that urban renewal funds will support include installation of the West Burnside-NW Couch couplet between NW 2nd and NW 16th. The Urban Renewal Plan will improve connections to and between the OT/CT, Downtown and Northwest Districts; improve pedestrian access and operations; provide on-street parking; and improve transit service. Total costs for these TIPs are estimated at \$100 million with \$50 million expected to come from PDC (largely from urban renewal funds).

35. The Plan will enable urban renewal funds to be spent on street improvement projects in OT/CT and along NW Broadway including sidewalk improvements and amenities, street trees and lighting, as well as installation of a pedestrian/bicycle connection through OT/CT along Flanders Street.

The Oregon Transportation Planning Rule (TPR) was adopted in 1991 and amended in 1996 and 2005 to implement State Goal 12. The TPR requires certain findings if the proposed amendment will significantly affect an existing or planned transportation facility.

36. The Plan will not have a significant effect on the planned transportation system because the proposed changes will not result in increases in housing units or additional jobs beyond what is planned for in the adopted Comprehensive Plan. The Plan enables implementation of the Comprehensive Plan, but does not include amendments to the Comprehensive Plan map or zoning regulations.
37. The Plan will encourage new uses and redevelopment in a section of Portland's urban center already containing approximately five light rail transit station areas, multiple bus lines, and that is adjacent to the Portland streetcar line, which is a resource-efficient pattern of growth. This pattern will support transit ridership, reduce reliance on the automobile, and allow transit-oriented development along transit routes.

Goal 13, Energy Conservation, requires development of a land use pattern that maximizes the conservation of energy based on sound economic principles. The Plan is consistent with this goal because:

38. The proposed projects will allow development with more intense uses in an area already served by excellent transit service, which will reduce reliance on the automobile by residents, employees, and customers.
39. The Plan will increase opportunities for installation of District Energy Systems (DES) in the expansion area given its access to public financing and the denser development that would occur. These systems offer more efficient energy delivery given their higher equipment utilization and efficiency, lower capital costs, reduced operating risks, increased economies of scale, return on investments over 20-30 years, and a reduction in greenhouse gases by 70%. Additionally, DES helps all buildings to meet green building objectives and community hot water heating systems can also provide a flexible platform for future heat sources (e.g., biomass gasification, co-generation, fuel cells and solar thermal).
40. City policies promote use of energy conserving building technology. These physical improvements would be eligible for TIF support as part of development or redevelopment projects.

Goal 14, Urbanization, requires provision of an orderly and efficient transition of rural lands to urban use. The Plan is consistent with this goal because:

41. New development and redevelopment of urban land with more intense uses minimizes the amount of rural land that must be transitioned to urban use in order to accommodate future population growth.

B. Metro Urban Growth Management Functional Plan Findings

Metro, the regional government, requires cities to adopt and amend land use regulations in compliance with the urban growth management goals set out in the Functional Plan. The proposed Plan complies with the Functional Plan requirements as addressed below. According to a 2007 Metro study, the public investments or subsidies enabled by urban renewal are essential to accomplish the objectives of the Functional Plan.

Title 1, Requirements for Housing and Employment Accommodation, requires that each jurisdiction contribute its fair share to increasing the development capacity of land within the urban growth boundary. This requirement is to be generally implemented through citywide analysis based on calculated capacities from land use designations. The Plan is supportive of this title because:

42. The Plan will lead to new development with more intensive land uses that will increase the housing and employment capacity of the area. See findings above under State Goals 9 (Economy) and 10 (Housing).

Title 2, Regional Parking Policy, regulates the amount of parking permitted by use for jurisdictions in the region. The Plan is supportive of the implementation of this title because:

43. The Plan will facilitate new, denser development within areas containing approximately five light rail transit stations, multiple bus lines, and that is adjacent to the Portland streetcar line, which is a resource-efficient pattern of growth. This pattern will support transit ridership and reduce reliance on the automobile and the need to provide off-street parking. With the new development supported by urban renewal the city has been able to steadily decrease parking ratios in the district.

Title 3, Water Quality, Flood Management and Fish and Wildlife Conservation, calls for the protection of the beneficial uses and functional values of resources within Metro-defined Water Quality and Flood Management Areas by limiting or mitigating the impact of development in these areas. The Plan is supportive of this goal because:

44. The Plan will facilitate the continued intensification of uses and development in an existing area of fairly dense urban development. This pattern preserves natural resources (i.e., mitigates flood damage, promotes wildlife conservation) and reduces negative environmental impacts (i.e., water pollution) by encouraging urban development in existing urban areas adjacent to high capacity transit service, rather than on the region's rural fringes. URA funds can also support infrastructure improvements and private development improvements that improve water quality through implementing best practices in urban storm water management.

Title 4, Industrial and Other Employment Areas, places restrictions on certain uses in Regionally Significant Industrial Areas, Industrial Areas, and Employment Areas. The Plan is supportive of this policy because:

45. The Plan will facilitate public investment to: support continued development of OT/CT as a hub for the location of design and innovation firms which encourages employment; boost retail uses in the expanded area which encourages retail employment; and promote new downtown office space that is needed to allow businesses with more than 350 employees to move in.

Title 6, Central City, Regional Centers, Town Centers and Station Communities, is intended to encourage development of the centers designated on the 2040 Growth Concept Map. The Plan is supportive of this title because:

46. The Plan would encourage new uses and development, including employment and housing, in a more resource-efficient, denser pattern of growth in a section of Portland's Central City that already contains approximately five light rail transit station areas, multiple bus lines, and that's adjacent to the Portland streetcar line. This pattern will support transit ridership, reduce reliance on the automobile, and allow transit-oriented development along transit routes.
47. The West Burnside Street-NW Couch couplet will transform this area into a center by encouraging improved control of auto traffic, promoting alternative transportation modes, and bolstering development in general.
48. URA funds can support transit improvements such as streetcar within the district.

Title 7, Affordable Housing requires all cities and counties in the region to provide opportunities for affordable housing for households at all income levels. The Plan is supportive of this title because:

49. The Plan will facilitate continued development of affordable housing projects and programs in the expansion areas (e.g., the "30% TIF Set Aside" will ensure funds support low income rental housing, homeownership development, and development of low income community facilities where assistance and support services can be provided).
50. Without access to TIF funds, many affordable housing units that are located in the proposed expansion areas and are in need of repair, renovation, or replacement. More could fall into disrepair or through redevelopment could become unaffordable to incomes earning 60% or less of MFI.
51. The Plan could resolve emerging problems in the housing sector of the OT/CT—Downtown Districts, which the market is not otherwise solving. These problems include: a) stopping displacement of long-time middle income residents and b) supporting housing for the middle-income workforce population.

52. Ensuring that TIF resources are available is one key element of a long-term preservation strategy to ensure that federal housing subsidies are maintained in the proposed expansion area.
53. The Plan includes areas adjacent to within the proposed Central City family housing bonus area, developed as part of Portland's Schools Families Housing Program.
54. Key redevelopment sites that have been identified as potential mixed-use, workforce rental and ownership housing development opportunities in the proposed expanded boundary area include the following. These projects represent opportunities to direct City of Portland resources in OT/CT and the Downtown Waterfront URAs in a way that supports the City's housing needs and SAFE and End Homelessness initiatives:
 - North Chinatown Blocks (Blocks 25 & 26): Market rate & workforce housing are envisioned for the two block development.
 - U&R Blocks: Potential for both commercial & workforce housing.
 - Goldsmith Blocks: Potential for commercial & workforce housing.

Title 12, Protection of Residential Neighborhoods protects the region's existing residential neighborhoods from air and water pollution, noise and crime, and to provide adequate levels of public services. The Plan is supportive of this title because:

55. The Plan will provide additional funding for transportation improvements, public facilities and services, as well as encourage alternative transportation modes that will reduce air pollution and noise. These patterns will support and help revitalize the new and existing residences in neighborhoods throughout the Portland region.
56. URA funds can support the development of open space, safe streets and other physical amenities supportive of residential neighborhoods.

Title 13, Nature in Neighborhoods is intended to conserve, protect and restore a continuous ecologically viable streamside corridor system that is integrated with upland wildlife habitat and the surrounding urban landscape. The Plan is supportive of this goal because:

57. The Plan will facilitate public improvement projects to enhance the watershed, floodwater management, urban stormwater management, and habitat values along the Willamette River.

C. City of Portland Comprehensive Plan

The Plan was prepared in conformity with the Portland Comprehensive Plan. The Portland Comprehensive Plan was adopted by the Portland City Council on October 16, 1980, and was acknowledged as being in conformance with the statewide planning goals by the Land Conservation and Development Commission on May 1, 1981. The proposed Plan is consistent with the following Comprehensive Plan policies:

Goal 1, Metropolitan Coordination, calls for the Comprehensive Plan to be coordinated with federal and state law and to support regional goals, objectives and plans. The Plan is supportive of this goal because:

58. These findings demonstrate that the Plan is consistent with the statewide planning goals and supportive of the regional goals in Metro's Urban Growth Management Functional Plan.

Policy 1.4 Intergovernmental Coordination, requires continuous participation in intergovernmental affairs with public agencies to coordinate metropolitan planning and project development and maximize the efficient use of public funds.

59. Other government agencies were consulted and notified of this proposal and given the opportunity to comment. These agencies include:
- Multnomah County
 - Portland Public School District
 - David Douglas School District
 - Metro
 - Port of Portland

Goal 2, Urban Development, calls for maintenance of Portland's role as the major regional employment and population center by expanding opportunities for housing and jobs, while retaining the character of established residential neighborhoods and business centers. The Plan is supportive of this goal because:

60. The Plan will facilitate new uses and development in the OT/CT, South Park Blocks and Downtown districts with more intense commercial, office, and residential uses that could provide more diverse employment and affordable housing opportunities than currently exist. Specifically, the Plan is particularly supportive of the following policies:

Policy 2.1 Population Growth, calls for allowing population growth within the existing city boundary by providing land use opportunities that will accommodate the projected increase in city households.

61. The Plan will facilitate continued development of affordable housing projects and programs in the expansion areas (e.g., the "30% TIF Set Aside" will ensure funds support low income rental housing, homeownership development, and development of low income "community facilities" where assistance and support services can be provided).

62. Potential market rate and workforce, rental and homeowner housing projects have been identified for development at the following Plan locations: North Chinatown Blocks; U&R Blocks; and the Goldsmith Blocks.
63. The Plan includes areas adjacent to within the proposed Central City family housing bonus area, developed as part of Portland's Schools Families Housing Program.

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

64. The Plan will facilitate new development and redevelopment that will provide a range of commercial, employment and housing opportunities in the areas added to the River District along the Central City light rail transit lines and streetcar line (i.e., new TOD development), and along main street segments (i.e., Burnside/Couch Street couplet).

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

65. The Plan will enable additional funding for housing development projects and programs listed on the Urban Renewal Projects list (*Section VI of the Urban Renewal Plan*).
66. The Plan includes housing redevelopment sites like the Fairfield site located on the corner of SW 11th & Stark Street.
67. The Plan includes areas adjacent to within the proposed Central City family housing bonus area, developed as part of Portland's Schools Families Housing Program.
68. URA funds can support the development of open space, safe streets and other physical amenities supportive of residential neighborhoods.

Policy 2.11 Commercial Centers, calls for expanding the role of major established commercial centers which are well served by transit.

69. The Plan will provide the needed resources to support the continued development of the OT/CT and Downtown area into a major commercial and employment center within the Central City. The area is served by approximately five light rail transit stations, multiple bus lines, and is adjacent to the Portland streetcar line. This development pattern will support transit ridership, reduce reliance on the automobile, and allow transit-oriented development along transit routes.

70. The proposed expansion area includes portions of the Central City retail core, the health of which is a critical element to keeping the Central City the region's foremost commercial center.

Policy 2.12 Transit Corridors, calls for providing a mixture of activities along major transit routes.

71. The Plan will facilitate a range of mixed-use development that will provide a range of new commercial, employment and housing opportunities in the OT/CT and Downtown districts along the Central City light rail transit lines and streetcar line (i.e., new TOD development), and along main street segments (i.e., Burnside/Couch Street couplet).

Policy 2.15 Living Closer to Work, calls for locating greater residential densities near major employment centers, including Metro-designated regional and town centers, to reduce vehicles miles traveled per capita and maintain air quality. It also calls for locating affordable housing close to employment centers.

72. Higher residential densities are envisioned along with new employment levels for the Central City's OT/CT and Downtown districts. In fact, potential market rate and workforce, rental and homeowner housing projects have been identified for development at the following Plan locations: North Chinatown Blocks; U&R Blocks; and the Goldsmith Blocks.
73. Potential market rate and workforce, rental and homeowner housing projects have been identified for development at the following Plan locations: North Chinatown Blocks; U&R Blocks; and the Goldsmith Blocks.

Policy 2.17 Transit Stations and Transit Centers, calls for encouraging transit-oriented development patterns at transit stations to provide for easy access to transit service.

74. The proposed expansion area includes Light Rail station areas and can support both light rail improvements as well as private transit oriented development. Several sites within the expansion area are prime transit oriented development opportunities related to the introduction of light rail to the Central City transit mall.

Policy 2.18 Transit-Supportive Density, calls for establishing average minimum residential densities and minimum floor area ratios for non-residential development.

75. Existing Comprehensive Plan Map designations in the Plan are consistent with these policies and, therefore, no changes are proposed as part of this Plan.

Policy 2.25 Central City Plan, calls for continued investment within Portland's Central City while enhancing its attractiveness for work, recreation and living. The Central City Plan is meant to coordinate development, provide aid and protection to

Portland's citizens, and enhance the Central City's special natural, cultural and aesthetic features.

76. The Plan is wholly within the Central City Plan area and the urban renewal funds and programs will help achieve these goals noted above. *See also findings for the Downtown's West End: Amendments to the Central City Plan, Zoning Code, and Zoning Map.*

Goal 3, Neighborhoods, calls for preserving and reinforcing 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. The Plan is consistent with this goal because:

77. The Plan will facilitate the improvement and revitalization of the residential neighborhoods in OT/CT. *See the findings for Statewide Planning Goal, Goal 10, Housing.* Specifically, the Plan is particularly supportive of the following policies:

Policy 3.4 Historic Preservation, calls for preserving and retaining historic structures and areas throughout the city.

78. The Plan contains a significant mix of historic buildings that will have greater access to funding resources which will help improve the condition of the URA's physical structures. The following buildings will be converted to businesses and housing.

Policy 3.5 Neighborhood Involvement, calls for providing for the active involvement of neighborhoods, residents, and businesses in decisions affecting their neighborhood.

79. PDC established the Westside Study URAG in spring 2007 to conduct a review process and draft recommendations concerning the future of the urban renewal areas affecting the determination of the final URA. Beyond having a local citizen who sat on the committee, the URAG took testimony and listened to presentations from community members and organizations.

Policy 3.6 Neighborhood Plan, calls for the City to maintain and enforce neighborhood plans that are consistent with the Comprehensive Plan.

80. As discussed below, the City Council has adopted a neighborhood plan and amendments for the physical area that would be encompassed by the Plan: the 1972 Downtown Plan; the 1988 Central City Plan; and Downtown's West End: Amendments to the Central City Plan, Zoning Code, and Zoning (2002).
81. The Plan will help meet this objective by including part of the Burnside Street corridor and making this area eligible for urban renewal funds and programs. These resources will address issues such as housing affordability and storefront improvements that will help maintain the character of the OT/CT and Downtown

neighborhoods in the future while Burnside becomes an increasingly important corridor.

82. URA funds can support the development of open space, safe streets and other physical amenities supportive of residential neighborhoods.

Goal 4, Housing, calls for enhancement of Portland’s vitality by providing housing of different types, tenures, density, sizes, costs, and locations that accommodate the different needs of current and future households. The Plan is consistent with this goal because:

83. Potential market rate and workforce, rental and homeowner housing projects have been identified for development at the following Plan locations: North Chinatown Blocks; U&R Blocks; and the Goldsmith Blocks.
84. Overall, the City Council has established a goal of spending 30 percent of urban renewal funding on affordable housing projects and programs. Increasing the maximum indebtedness of the URA will consequently make more funding available for housing programs and projects in the URA.
85. Specifically, the Plan is particularly supportive of the following policies:

Policy 4.1 Housing Availability, ensures 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.

Policy 4.3 Sustainable Housing, calls for encouraging 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 calls for placing 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.

Objective B calls for establishing development patterns that combine residential with other compatible uses in mixed-use areas such as the Central City.

Objective C calls for encouraging the development of housing at transit-supportive densities near transit streets, especially where parks or schools are present, to ensure that the benefits of the public’s investment in those facilities are available to as many households as possible.

86. The Plan will enable new development of sites in a section of Portland’s urban center containing approximately five light rail transit station areas, multiple bus lines, and that is adjacent to the Portland streetcar line, which is a resource-efficient pattern of growth. This pattern will support transit ridership, reduce reliance on the automobile, and allow transit-oriented development along transit routes.

87. The Plan will facilitate a range of mixed-use development that will provide a range of new and redeveloped commercial, employment and housing opportunities in the OT/CT and Downtown districts along the Central City light rail transit lines and streetcar line (i.e., new TOD development), and along main street segments (i.e., the Burnside/Couch Street couplet).

Policy 4.4 Housing Safety calls for ensuring a safe and healthy built environment and assistance in the preservation of sound existing housing and the improvement of neighborhoods.

Policy 4.5 Housing Conservation calls for restoring, rehabilitating, and conserving existing sound housing as one method of maintaining housing as a physical asset that contributes to an area's desired character.

Policy 4.6 Housing Quality promotes development of housing that exceeds minimum construction standards.

88. The Plan will provide funding for additional rental and homeowner housing units in the expanded area that will help to create a 24-hour city environment and contribute to the revitalization of the residential neighborhoods in the area.

89. New housing development projects utilizing urban renewal funding are subject to PDC design input.

Policy 4.7 Balanced Communities calls for striving 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 A. Achieve a distribution of household incomes similar to the distribution of household incomes found citywide, in the Central City, Gateway Regional Center, in town centers, and in large redevelopment projects.

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 C. Promote the development of mixed-income housing that may include a mix of housing types.

Objective F. Support public and private actions that improve the physical and social environment of areas that have experienced disinvestment in housing, have a concentration of low-income households, or that lack infrastructure.

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.

Objective H. Improve the balance in the city's population by attracting a proportionate share of the region's families with children in order to encourage stabilized neighborhoods and a vital public school system.

Objective I. Expand homeownership opportunities for existing residents in neighborhoods with homeownership rates lower than the regional average.

Objective K. As neighborhoods evolve, discourage the involuntary displacement of low-income residents from their community, while expanding housing opportunities to create more balanced communities.

90. The Plan will facilitate a range of mixed-use development that will provide a range of new and redeveloped commercial, employment and housing opportunities in the OT/CT and Downtown districts along the Central City light rail transit lines and streetcar line (i.e., new TOD development), and along main street segments (i.e., the Burnside/Couch Street couplet).
91. Overall, the City Council has established a goal of spending 30 percent of urban renewal funding on affordable housing projects and programs. Increasing the maximum indebtedness of the URA by \$335 million will make more than an additional \$111 million available for housing programs and projects in the URA.

Policy 4.10 Housing Diversity calls for promoting 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 A. Keep Portland inviting to households with children by ensuring through public and private action the availability of housing that meets their needs throughout the City.

Objective B. Support homeownership opportunities in new multi-dwelling housing by encouraging the creation of condominiums, cooperatives, mutual housing associations, and limited equity cooperatives.

Objective C. Accommodate a variety of housing types that are attractive and affordable to potential homebuyers at all income levels.

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

Objective F. Increase the public school population in Portland, preventing widespread school closures, and the consequent underutilization of public facilities.

92. Potential market rate and workforce, rental and homeowner housing projects have been identified for development at the following Plan locations: North Chinatown Blocks; U&R Blocks; and the Goldsmith Blocks.
93. The Plan will enable additional funding for housing development projects and programs on the Urban Renewal Projects list (*Section VI of the Urban Renewal Plan*).

Policy 4.11 Housing Affordability calls for promoting the development and preservation of quality housing that is affordable across the full spectrum of household incomes.

Objective A. Include strategies and actions that encourage the provision of housing affordable to all income levels in neighborhood, and community plans, and other area plans that pertain to housing.

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

Objective D. Promote conservation programs and energy-efficient practices and programs that reduce housing operating costs for energy, sewer, and water usage.

Objective E. Work in partnership with the Housing Authority of Portland to preserve its portfolio of federally assisted housing at rent levels affordable to extremely and very low-income households.

Objective F. Pursue adequate financial resources to develop, maintain and preserve housing and housing assistance programs for households whose needs are not met by the housing market.

94. The Plan will enable additional funding for housing development projects and programs on the Urban Renewal Projects list (Section VI of the Urban Renewal Plan).
95. Overall, the City Council has established a goal of spending 30 percent of urban renewal funding on affordable housing projects and programs. Increasing the maximum indebtedness of the URA by \$335 million will make more than an additional \$111 million available for housing programs and projects in the URA.

Policy 4.12 Housing Continuum calls for ensuring 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 C. Provide opportunities throughout the city for emergency shelters and transitional housing for people who are homeless.

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.

Objective E. Expand opportunities for first-time homebuyers.

96. The Plan will enable additional funding for housing development projects that will create a range of housing programs in the expanded area from emergency shelters to creation of very low, low, moderate, and middle-income households, including affordable housing and homeownership programs.

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

Objective A. Promote and maintain homeownership options within neighborhoods.

Objective B. Promote housing opportunities that build a sense of community, civic involvement and neighborhood pride.

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.

Objective K. Enhance the quality of the design of new infill residential development.

97. The Plan will enable additional funding for housing development projects and programs on the Urban Renewal Projects list (*Section VI of the Urban Renewal Plan*).
98. Many low-income housing and SRO developments are already located within the expansion area, which could provide a source of funding and ensure that this housing remains affordable over the long-term.
99. New housing development projects utilizing urban renewal funding are subject to PDC design input.

Goal 5, Economic Development, calls for fostering a strong and diverse economy that provides a full range of employment and economic choices for individuals and families in all parts of the city. The Plan is consistent with this goal because:

100. Retail contributes to the economy and quality of life in the downtown and Central City. It is also considered a fragile economic sector in which the health of individual businesses is directly related to the health of other proximate businesses (i.e., empty storefronts send a negative message to potential tenants). By maintaining the vitality of the proposed River District expansion area through public-private partnerships, retailers will want to continue locating to the area.
101. OT/CT is increasingly perceived as an innovation hub for design firms, sustainability-focused enterprises and high tech start-ups due to the area's historic building stock, unmanicured environment and proximity to light rail (i.e., 18 businesses have built out space in renovated OT/CT buildings since July 2001 thanks in part to PDC public-private partnership assistance).
102. New office space is needed downtown in locations like Pioneer Place given the current shortage (i.e., the new tower above Pioneer Place is fully leased and large businesses with 350 employees needing four floors of space cannot currently locate in the central business district). Public-private partnerships are viewed as necessary to launch new office space opportunities such as a new tower above Pioneer Place II.

103. The Plan will facilitate funding for public-private partnership projects and programs that will help to improve the climate for business in the expansion area, particularly in the office and retail sectors. This will ultimately support the continued development of OT/CT, the Pioneer Place II tower addition, and other covered areas into major commercial and employment centers.

Policy 5.1 Urban Development and Revitalization, calls for encouraging investment in the development, rehabilitation and adaptive reuse of urban land and buildings for employment and housing opportunities.

104. The Plan contains a significant mix of historic buildings that would have greater access to resources for preservation and development for new employment and housing opportunities.

Policy 5.2 Business Development, calls for sustaining and supporting business development activities to retain, expand and recruit businesses.

105. New office space is needed downtown in locations like Pioneer Place given the current shortage (i.e., the new tower above Pioneer Place is fully leased and large businesses with 350 employees needing four floors of space cannot currently locate in the central business district). Public-private partnerships are viewed as necessary to launch new office space opportunities such as a new tower above Pioneer Place II.

106. The Plan will facilitate funding for public-private partnership projects and programs that will help to improve the climate for business in the expansion area, particularly for the office and retail sectors. This will ultimately support the continued development of new major commercial and employment centers in OT/CT, the Pioneer Place II tower addition, and other covered areas.

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

Objective E. Promote safe and pleasant bicycle and pedestrian access to and circulation within commercial areas. Provide convenient, secure bicycle parking for employees and shoppers.

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.

Objective H. Pursue transportation and parking improvements that reinforce commercial, industrial and residential districts and promote development of new districts.

107. The Plan will facilitate a range of mixed-use development that will provide a range of new and redeveloped commercial, employment and housing opportunities in the OT/CT and Downtown districts along the Central City light rail transit lines and streetcar line (i.e., new TOD development), and along main street segments (i.e., the Burnside/Couch Street couplet).

108. The Plan will facilitate TIPs which are expected to serve as economic drivers for the area. For example, the West Burnside streetcar is estimated to provide a 10:1 return on the public investment and achieve payback within 15 years.
109. In addition to construction of the West Burnside streetcar, major TIPs that urban renewal funds will support include installation of the West Burnside-NW Couch couplet between NW 2nd and NW 16th. The plan will improve connections to OT/CT, Downtown and Northwest; improve pedestrian access and operations; provide on-street parking; and improve transit service. Total costs for these TIPs are estimated at \$100 million with \$50 million expected to come from PDC (largely from urban renewal funds).
110. The Plan will enable urban renewal funds to be spent on street improvement projects in OT/CT and along NW Broadway including sidewalk improvements and amenities, street trees, street lighting, as well as to install a pedestrian/bicycle connection through OT/CT along Flanders Street.

Goal 6, Transportation, calls for developing 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. The Plan is supportive of this goal because:

111. It will facilitate new development of the area that is well served by transit and other alternative transportation modes. This will reduce the need for employees and customers to rely on automobile travel; and reduce air pollution and traffic congestion on the City's street system.
112. Specifically, the Plan is supportive of the following policies:

Policy 6.19 Transit-Oriented Development, calls for reinforcing 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.

113. The Plan will enable new development of sites in a section of Portland's urban center containing approximately five light rail transit station areas, multiple bus lines, and that is adjacent to the Portland streetcar line, which is a resource-efficient pattern of growth. This pattern will support transit ridership, reduce reliance on the automobile, and allow transit-oriented development along transit routes.

Policy 6.20 Connectivity, calls for supporting development of an interconnected, multimodal transportation system to serve mixed-use areas, residential neighborhoods, and other activity centers.

Objective A, Provide interconnected local and collector streets to serve new and redeveloping areas and to ensure safe, efficient, and convenient pedestrian, bicycle, and vehicle access with preference for public streets over private streets.

Objective C, Provide convenient and safe bicycle and pedestrian connections to transit routes, schools, and parks, as well as within and between new and existing residential developments, employment areas, and other activity centers where street connections are not feasible.

114. The Plan is expected to improve connections between the OT/CT, Downtown and Northwest Districts by improving automobile, transit and pedestrian access and operations. These connections will improve by way of major transportation improvement projects like installation of the West Burnside-NW Couch couplet between NW 2nd and NW 16th and the West Burnside streetcar; as well as more minor ones such as improving sidewalks and amenities, planting street trees, installing street lighting, and installing a pedestrian/bicycle connection through OT/CT along Flanders Street.

Policy 6.22 Pedestrian Transportation, calls for planning and completion of a pedestrian network that increases the opportunities for walking to shopping and services, institutional and recreational destinations, employment, and transit.

115. As noted above, the Plan will enable additional funding for public improvement projects that will enhance the pedestrian experience including improving sidewalks and amenities, planting street trees, installing street lighting, and installing a pedestrian/ bicycle connection through OT/CT along Flanders Street.

Policy 6.23 Bicycle Transportation, calls for making 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.

116. As noted above, the Plan will enable additional funding for public improvement projects that will enhance the cyclist experience including improving sidewalks and amenities, planting street trees, installing street lighting, and installing a pedestrian/bicycle connection through OT/CT along Flanders Street.

Policy 6.24 Public Transportation, develop a public transportation system that conveniently serves City residents and workers 24 hours a day, seven days a week and can become the preferred form of travel to major destinations, including the Central City.

117. In addition to construction of the West Burnside streetcar, the Plan will provide TIPs that include: improving connections to and between the OT/CT, Downtown and Northwest Districts; improving pedestrian access and operations; providing on-street parking; and improving transit service. Total TIP costs are estimated at \$100 million with \$50 million expected to come from PDC (largely from urban renewal funds). These TIPs are also expected to serve as area economic drivers.

For example, the West Burnside streetcar is estimated to provide a 10:1 return on the public investment and achieve payback within 15 years.

Policy 6.39 Northwest Transportation District, strengthen the multimodal transportation system in the Northwest District by increasing public transit use, encouraging transportation demand management measures, and improving pedestrian and bicycle access.

Objective E. Reinforce the Northwest District main streets – for example, Burnside – by retaining and improving their pedestrian-oriented character and improving access to transit.

Objective G. Maintain neighborhood livability in the construction or reconstruction of streets by adding street trees, buffering pedestrians from traffic, and preserving on-street parking.

Objective H. Limit transportation projects on West Burnside to those that reduce vehicle miles traveled, give preference to transit, improve pedestrian and bicycle access, or improve safety, but do not increase automobile capacity.

118. West Burnside’s pedestrian-oriented character and its public transit options are expected to improve under the Plan with the installation of the West Burnside streetcar.
119. The Plan is expected to improve connections between the OT/CT, Downtown and Northwest Districts by improving automobile, transit and pedestrian access and operations. In addition to the new transit opportunity provided by the West Burnside streetcar, connections will improve by way of major transportation improvement projects like installation of the West Burnside-NW Couch couplet between NW 2nd and NW 16th; as well as more minor ones such as improving sidewalks and amenities, planting street trees, installing street lighting, providing on-street parking; and installing a pedestrian/bicycle connection through OT/CT along Flanders Street.

Policy 6.41 Central City Transportation District, include the Central City Transportation Management Plan Goal, policies, and objectives and classification maps, as part of the Transportation Element of the Comprehensive Plan.

Goal 8, Environment, calls for maintenance and improvement of the quality of Portland's air, water, and land resources, as well as protection of neighborhoods and business centers from noise pollution. The Plan is supportive of this goal because:

120. The Plan facilitates new uses and development in an urban center area that contains approximately five transit stations and multiple bus lines for more intense commercial and residential use. This will conserve land resources, promote transit use and decrease the need for automobile travel.
121. The Plan will facilitate the continued intensification of uses and redevelopment in an existing area of dense urban development. This pattern preserves natural

resources (i.e., mitigates flood damage, promotes wildlife conservation) and reduces negative environmental impacts (i.e., air and water pollution) by encouraging urban development in existing urban areas that's adjacent to high capacity transit service, rather than on the region's fringes.

122. The Plan will provide additional funding for transportation improvements and public facilities, and will encourage alternative transportation that will reduce air pollution and noise. These patterns will support and help revitalize the new and existing development in residential neighborhoods throughout the Portland region.
123. Specifically, the Plan is supportive of the following policies:

Policy 8.11. Special Areas, calls for recognizing unique land qualities and adopt specific planning objectives for special areas.

Objective H. Willamette River Greenway, protect and preserve the natural and economic qualities of lands along the Willamette River through implementation of the city's Willamette River Greenway Plan.

124. The Plan to the River District Urban Renewal Plan will facilitate public improvement projects to enhance the watershed, floodwater management, and habitat values along the Willamette River.
125. The proposed expansion areas include blocks and districts adjacent to Waterfront Park along the Willamette River. URA activities will promote private development and promote uses and design that complement the role of Waterfront Park in the Willamette River Greenway Plan.

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

126. The proposed Plans to not change existing zoning and other policies designed to protect natural resources and views in the Central City. URA funds can be used to support public and private improvements designed to support the success of these policies.

Goal 9, Citizen Involvement, calls for improved methods and ongoing opportunities for citizen involvement in the land use decision-making process.

Policy 9.1 Citizen Involvement Coordination, calls for encouraging citizen involvement in land use planning projects by actively coordinating the planning process with relevant community organizations, through the reasonable availability of planning reports to city residents and businesses, and notice of official public

hearings to neighborhood associations, business groups, affected individuals and the general public. The Plan is consistent with this goal/policy because:

127. The Westside Study URAG was established in spring 2007 to conduct a review process and draft recommendations concerning the future of the three downtown URAs: DTWF, SPB, and the River District. The URAG examined whether to allow the DTWF and SPB districts to expire (as set for summer 2008) and to expand the River District's boundaries to cover parts of the expiring districts. Nine meetings were held in all. In addition to URAG members and public persons who were invited to make presentations or participate as panelists, URAG meetings were open to the public and community members who were given opportunities to address URAG or submit their written comments. A total of 94 members of the public attended these meetings.
128. The URAG committee was composed of multiple political and public agency members including PDC Commissioner Charles Wilhoite (Co-Chair), City Commissioner Erik Sten (Co-Chair), City Commissioner Dan Saltzman, County Commissioner Jeff Cogen, Planning Commissioner Don Hanson, PDC Commissioner Mark Rosenbaum, and one public citizen.
129. In addition, PDC held a community meeting with local citizens and the Oregon Association of Minority Entrepreneurs in NE Portland on November 19, 2007, to obtain public comments about the future of urban renewal and the three Downtown URA districts in particular. A media briefing about the districts was also held by PDC on December 5, 2007.
130. PDC has maintained and updated a project website as needed that includes basic project information, announcements of public events, project documents, and staff contact information.
131. The URAG held its final meeting which was advertised to the public on March 4, 2008. The meeting included public testimony and final revisions concerning its draft report, which incorporates the URAG's suggested recommendations. Prior to the meeting the draft report was published in February 2008 and available to the public for review and comment.

Goal 11 A, Public Facilities, calls for provision of a timely, orderly and efficient arrangement of public facilities and services that support existing and planned land use patterns and densities. The Plan is consistent with this goal because:

132. The Plan supports the efficient arrangement of public infrastructure and services by facilitating redevelopment of sites for more intense commercial, office, and residential uses in the urban core of Portland which contains approximately five transit station areas and a major main street segment. These trends are consistent with the densification of the urban core that is called for under the Comprehensive Plan and the 2040 Growth Concept.

Goal 11 B, Public Rights-of-Way, calls for improving the quality of Portland’s transportation system by carrying out projects to implement the 2040 Growth Concept, preserving public rights-of-way, implementing street plans, continuing high-quality maintenance and improvement programs, and allocating limited resources to identified needs of neighborhoods, commerce, and industry. The Plan is consistent with this goal because:

133. The Plan will enable additional funding for transportation projects on the Urban Renewal Projects list (*Section VI of the Urban Renewal Plan*) that are expected to improve connections between OT/CT, Downtown and Northwest Districts by improving automobile, transit, and pedestrian access and operations. These connections will improve by way of major transportation improvement projects like installation of the West Burnside-NW Couch couplet between NW 2nd and NW 16th and the West Burnside streetcar; as well as more minor ones such as improving sidewalks and amenities, planting street trees, installing street lighting, and installing a pedestrian/bicycle connection through OT/CT along Flanders Street.

134. Specifically, the Plan is supportive of the following policies:

Policy 11.9 Project Selection, calls for giving priority consideration through the capital improvement program process 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.

135. The Plan will enable new development of sites in a section of Portland’s urban center containing approximately five light rail transit station areas, multiple bus lines, and that is adjacent to the Portland streetcar line, which is a resource-efficient pattern of growth. This pattern will support transit ridership, reduce reliance on the automobile, and allow transit-oriented development along transit routes.

Objective D. Provide and improve access to and within activity centers and develop safe routes to schools.

136. As noted above, the Plan will enable additional funding for transportation projects on the Urban Renewal Projects list (*Section VI of the Urban Renewal Plan*) that are expected to improve connections and access between activity centers within the OT/CT, Downtown and Northwest Districts by improving automobile, transit and pedestrian access and operations. These connections will improve major transportation improvement projects like installation of the West Burnside-NW Couch couplet between NW 2nd and NW 16th and the West Burnside streetcar; as well as more minor ones such as improving sidewalks and amenities, planting

street trees, installing street lighting, and installing a pedestrian/bicycle connection through OT/CT along Flanders Street.

Objective E. Improve access to existing and emerging employment and industrial areas.

137. The Plan will continue improving the climate for business in the expansion area thereby expanding into new jobs, particularly in the office and retail sectors (*see also the findings for Statewide Planning Goal, Goal 9, Economic Development*). Consequently, the expansion will ultimately support the continued development of OT/CT, the Pioneer Place II tower addition, and other covered areas into major employment centers.

Goal 11 F Parks and Recreation, calls for maximizing the quality, safety and usability of parklands and facilities through the efficient maintenance and operation of park improvements, preservation of parks and open space, and equitable allocation of active and passive recreation opportunities for the citizens of Portland. The Plan is consistent with this goal because:

138. As part of the public improvement projects on the Urban Renewal Projects list (*Section VI of the Urban Renewal Plan*), recreational public improvement projects in the expansion area will be facilitated including: 1) rebuilding O’Bryant Square; 2) possibly constructing a new park at the 511 Building (as a continuation of the Park Blocks). These actions will expand the amount of recreation opportunities available to Portlanders.
139. These three projects have been estimated to cost approximately \$8.8 million of which \$3.6 million would likely come through TIF funding.

Goal 11 I Schools, calls for enhancing the educational opportunities of Portland’s citizens by supporting the objectives of Portland School District #1 and adjacent districts through assistance in planning educational facilities. The Plan is consistent with this goal because:

Policy 11.56 Maximize Investments calls for supporting school district facility and program investments in redeveloping neighborhoods through the City’s allocation of housing assistance and park improvement investments.

140. The Plan will allow the City to continue to work with Portland Public Schools (PPS) on a variety of fronts that are supportive of increasing the attractiveness of the Central City for families with school aged children and with assisting PPS in planning for responding to those needs and demands.

Goal 12, Urban Design, calls for the enhancement of Portland as a livable city, attractive in its setting and dynamic in its urban character by preserving its history and building a substantial legacy of quality private developments and public improvements for future generations. The Plan is consistent with this goal because:

141. The Plan will provide the necessary funding resources to support new public and private development in the OT/CT and Downtown districts with more intense commercial, office, and residential uses that could provide more diverse employment and affordable housing opportunities than currently exist and continue sustaining the area's unique character.
142. Increasing the maximum indebtedness and extending the URA's expiration date will provide additional funding and time to implement the public improvements and leverage private investment throughout the Urban Renewal Area.
143. Specifically, the Plan is supportive of the following policies:

Policy 12.2 Enhancing Variety, calls for promoting the development of areas of special identity and urban character with the City's residential, commercial and industrial areas having attractive identities that enhance the urbanity of the City.

144. The Plan will include development of the following sites that have been identified as more intensive, potential mixed-use, workforce rental and ownership housing opportunities in the expanded boundary area that will enhance the urbanity of the Central City:
 - North Chinatown Blocks (Blocks 25 & 26): Market rate & workforce housing are envisioned for the two block development.
 - U&R Blocks: Potential for both commercial & workforce housing.
 - Goldsmith Blocks: Potential for commercial & workforce housing.

Policy 12.3 Historic Preservation, enhance the City's identity by protecting its 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.

145. The Plan contains a significant mix of historic buildings that would have greater access to resources for preservation and redevelopment for new employment and housing opportunities.

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.

146. As noted above, the Plan will enable additional funding for public improvement projects that will enhance the pedestrian experience including improving

sidewalks and amenities, planting street trees, installing street lighting, and installing a pedestrian/bicycle connection through OT/CT along Flanders Street.

Policy 12.6 Preserve Neighborhoods, calls for preserving and supporting the qualities of individual neighborhoods that help to make them attractive places and to respect and strengthen neighborhood values in new development projects that implement this Comprehensive Plan.

147. Overall, the City Council has established a goal of spending 30 percent of urban renewal funding on affordable housing projects and programs. Increasing the maximum indebtedness of the URA by \$335 million will make more than an additional \$111 million available for housing programs and projects in the URA.
148. The Plan will enable additional funding for housing development projects and programs on the Urban Renewal Projects list (*Section VI of the Urban Renewal Plan*), that will create higher residential densities along with new employment levels for Central City's OT/CT and Downtown Districts. This will include homeownership programs that help to stabilize and preserve the residential neighborhoods in the URA.

D. Central City Transportation Management Plan (CCTMP)

The CCTMP was adopted by City Council in 1995 and is the principal planning document guiding transportation policies in the Central City. It was based on the framework to focus growth in the Central City, develop transportation and parking management strategies for each district of the Central City, support transit and other alternative travel modes, promote housing as a transportation strategy, and support regional air quality policies. The Plan supports the following CCTMP policies.

Policy 1: 1. Growth and Livability, amend the Central City Plan to adopt 75,000 and 15,000 housing units as the economic and housing goals for the year 2010.

149. The Central City was estimated to have a population of 30,800 and 20,700 housing units in 2005. Expansion of population and the number of housing units in the Plan will assist the City to continue achieving this goal.

Policy 1: 2. Pedestrian Convenience and Negotiability

c. Ensure that the pedestrian network provides direct, convenient, negotiable, and safe travel between offices, residential areas, downtown parks, education establishments, neighborhood activity centers, commercial districts, transit services, and new developments.

150. As noted above, the Plan will enable additional funding for public improvement projects that will enhance the pedestrian experience such as improving sidewalks and amenities, planting street trees, installing street lighting, and installing a pedestrian/bicycle connection through OT/CT along Flanders Street.

151. The Plan is expected to improve multiple transportation mode connections between the OT/CT, Downtown and Northwest Districts including pedestrian access and operations. The pedestrian connections will improve by way of major transportation improvement projects like installation of the West Burnside streetcar; as well as more minor ones such as improving sidewalks and amenities, planting street trees, installing street lighting, and installing a pedestrian/ bicycle connection through OT/CT along Flanders Street.

Downtown District Strategies

STRATEGY 1: TRANSIT—1.1 Improve intra-downtown mobility by increasing transit circulation.

Objective: Provide for convenient circulation to travel in north/south and east/west directions within Downtown.

152. The West Burnside streetcar will increase transit circulation in the east/west direction along this Downtown Regional Main Street.

STRATEGY 2: BICYCLES—2.1 Recognize the bicycle as an important mode of transportation within the Downtown.

Objective: Promote the use of bicycles for all types of trip purposes within the Downtown.

STRATEGY 3: PEDESTRIANS—3.1 Recognize walking as an important mode of transportation.

Objective: Promote walking for all types of trip purposes within the Downtown.

153. The Plan will enable additional funding for public improvement projects that will promote bicycle use and walking. These projects will include improving sidewalks and amenities, planting street trees, and installing street lighting.

STRATEGY 6: TRAFFIC CALMING—6.1 Recognize the need for the City to protect the residential character and livability of the Central City as housing units and employment increases by including "traffic calming" strategies in the development of district transportation management programs.

Objective: Maintain the residential character and livability of all eight Central City districts and to promote the use of the right-of-way by all modes of transportation.

154. The Plan will enable additional funding for housing development projects and programs on the Urban Renewal Projects list (*Section VI of the Urban Renewal Plan*), that will create higher residential densities along with new employment levels for Central City's OT/CT and Downtown districts. This will include homeownership programs that will help to stabilize and preserve the residential neighborhoods in the URA.

155. The Plan will facilitate a range of mixed-use development that will provide a range of new commercial, employment and housing opportunities in the OT/CT

and Downtown districts along the Central City light rail transit lines and streetcar line (i.e., new TOD development), and along main street segments (i.e., the Burnside/Couch Street couplet).

156. Traffic calming will also take place through the previously mentioned improvement of sidewalks and amenities, planting street trees, and installing street lighting.

E. The Central City Plan's Housing Policy

The City Housing Policy calls for maintaining the Central City's status as the state's principal high density housing area by keeping housing production on pace with new job creation.

157. The Plan will enable additional funding for housing development and other projects and programs on the Urban Renewal Projects list (*Section VI of the Urban Renewal Plan*) that will have the effect of intensifying both residential and employment uses.

158. Specifically, the Plan is supportive of the following objectives:

Objective C Encourage the development of housing in a wide range of types and prices and rent levels.

Objective D Foster the growth of housing to help reinforce the Central City as a lively urban area, especially during evenings.

159. The Plan will enable additional funding for housing development projects that will create a range of housing programs in the expanded area from emergency shelters to creation of very low, low, moderate, and middle-income households, including affordable housing and homeownership programs.

160. The Plan will provide funding for additional rental and homeowner housing units in the expanded area, which will help to create a 24-hour city environment and contribute to the revitalization of the residential neighborhoods in the area.

Objective B Preserve and encourage rehabilitation of existing housing.

161. Many low-income housing and SRO developments are already located in the River District expanded area, which could provide a source of funding and ensure that this housing continues to remain affordable and consist of a variety of options.

162. Overall, the City Council has established a goal of spending 30 percent of urban renewal funding on affordable housing projects and programs. Increasing the maximum indebtedness of the URA by \$335 million will make more than an additional \$111 million available for housing programs and projects in the expanded River District.

F. The Central City Plan's Parks and Open Spaces Policy

This policy suggested a park and open space system of linked facilities be built to tie the Central City districts together with the surrounding community.

Objective A Create greenbelts that tie existing open spaces together using street trees, plazas, bicycle and pedestrian ways, recreational trails and new parks.

Objective D Establish that a balance of passive and active parks and open space is provided.

163. As part of the public improvement projects on the Urban Renewal Projects list (*Section VI of the Urban Renewal Plan*), recreational public improvement projects in the expansion area will be facilitated including: 1) rebuilding O'Bryant Square; 2) possibly constructing a new park at the 511 Building (as a continuation of the Park Blocks). These actions will expand the amount of recreation opportunities available to Portlanders.
164. The City will construct new greenbelts in the Plan area by undertaking the improvement of sidewalks and amenities, planting street trees, installing street lighting, and installing a pedestrian/bicycle connection through OT/CT along Flanders Street.

G. The Central City Plan's Urban Design Policy

This policy calls for enhancing the Central City as a livable, walkable area that focuses on the river and captures the glitter and excitement of urban living.

Objective D Promote the formation of districts with distinct character and a diverse and a rich mixture of uses (in nonindustrial areas).

165. The Plan would continue to provide urban renewal funds to support redevelopment and protect much of the historic and distinct architecture in OT/CT.

XI. LAND USE PLAN

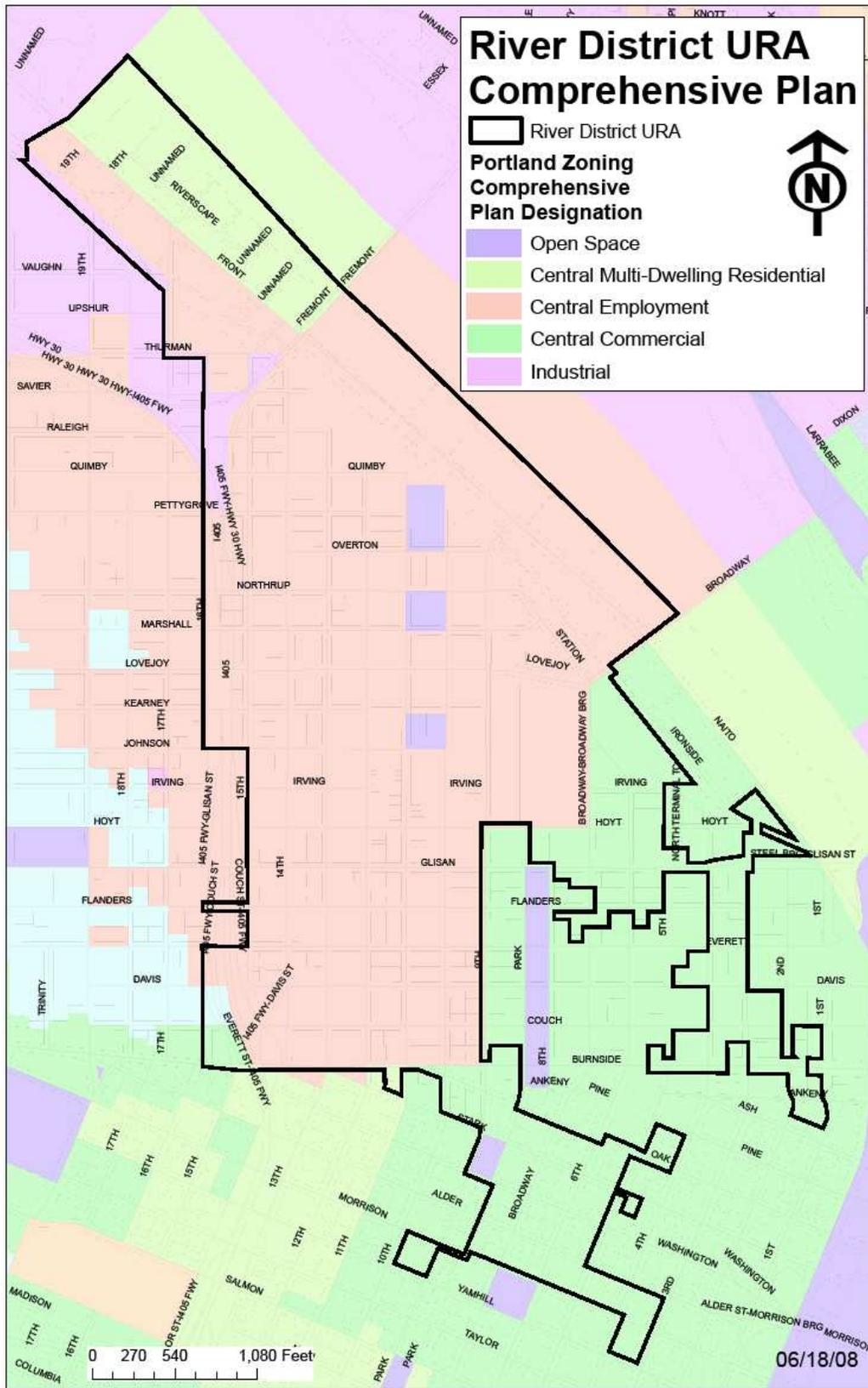
Land use within the Area is governed by the City of Portland's Comprehensive Plan and implementing ordinances. Any adopted change in the Comprehensive Plan or implementing ordinance shall automatically amend Section XI. of this Urban Renewal Plan, as applicable, without the necessity of any further formal 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



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.