

Division – Midway
Neighborhood Prosperity Initiative
Urban Renewal Plan

April 11, 2012

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I. Introduction

The Neighborhood Economic Development Strategy (the “NED Strategy”) is a citywide initiative to foster economic opportunity and neighborhood vitality throughout Portland neighborhoods. On October 18, 2011, Mayor Adams and County Chair Cogen jointly announced the Neighborhood Prosperity Initiative (the “NPI”), one of the NED Strategy’s key elements that will result in the creation of several small, innovative urban renewal areas, focused on neighborhood commercial areas. The goal of the NPI is to strengthen the economic competitiveness of business districts through community-planned and community-implemented actions. Under the NPI, six neighborhood commercial corridors (each, a “NPI District”) successfully applied to be part of the first round of the NPI. Those areas include:

42nd Avenue	Rosewood
Cully Blvd	Division – Midway
Parkrose	82nd Avenue and Division

The NPI Districts were prioritized based on five criteria: concentrations of blighted properties in the commercial corridor, capacity of business/community organizations, concentrations of locally-owned businesses, concentrations of minority-owned and/or serving businesses, designation of commercial zoning and commercial uses along corridors, and demographic factors of poverty, low household incomes, and declining commercial investment. URAs generate revenue through tax increment financing (“TIF”) which will provide a portion of each NPI District’s funding for capital improvement projects. In order to be fully successful, each NPI District will require additional funding revenues beyond the TIF resources available to each NPI District. The Portland Development Commission (“PDC” or “Commission”) intends to enter into intergovernmental agreements with its city and county partners to secure such additional funding revenues. This Division – Midway NPI Urban Renewal Plan (this “Plan”) outlines a strategy to invest TIF in underutilized property in the Division – Midway NPI District (the “District”) to meet the goal of the NPI.

Neighborhood support and ownership is critical, and as such, the formation process started with District-oriented organization of a broad cross-section of people representing the District’s business community, residents, property owners, organizations, and community groups. It is the intention that everyone with a stake in the District and its future should be involved in preparing a plan that best meets the economic development needs of the District. Input has been solicited, received and considered in the development of this Plan.

In summary, this Plan will focus on enhancing the vitality of the business district, consistent with the following community-developed vision statement:

In the year 2025...the Division-Midway NPI District is the center of community life for southeast Portland with neighborhood shopping, community gathering places and thriving businesses. Two large, quality grocers anchor both ends of the district. Family centered restaurants and shops, affordable locally owned stores and a wide range of international businesses add a unique flair. Businesses offer a fresh and friendly look with unified signage, warm lighting, open doors and store windows that sparkle, welcoming neighbors and visitors alike. SE Division Street is safe

and easy to get around on foot, bike or car with crosswalks, trees and lighting that invites people to slow down, enjoy the street life and shop the fine variety of goods and services that are so easily accessible to all. The Division-Midway NPI District is a lively multicultural district where neighbors and businesses take pride in a spirit of community and caring.

II. Division – Midway NPI District Map and Legal Description

The District shown in Figure 1 below contains 115.9 acres, including public right-of-way. There are 160 tax lots within the District, totaling 85.8 acres. The District overlaps portions of the following neighborhood and business associations:

- Hazelwood Neighborhood Association
- Mill Park Neighborhood Association
- Centennial Neighborhood Association
- Powellhurst-Gilbert Neighborhood Association
- Gateway Area Business Association
- Midway Business Association

A. Legal Description

The legal description of the District is attached as Exhibit 1, with an associated map as Exhibit 1.A.

B. Proposed Land Uses

The City of Portland's Comprehensive Plan and implementing ordinances govern land use within the District. Any adopted change in the Comprehensive Plan or implementing ordinances shall automatically amend this Section, as applicable, without the necessity of any further formal action. This Section shall thereafter incorporate any relevant amendments, additions or deletions. To the extent this Section conflicts with the Comprehensive Plan or Zoning Code, the Comprehensive Plan and Zoning Code shall govern.

Title 33, Portland City Code is incorporated herein to establish the maximum densities and building requirements to be implemented with this Plan.

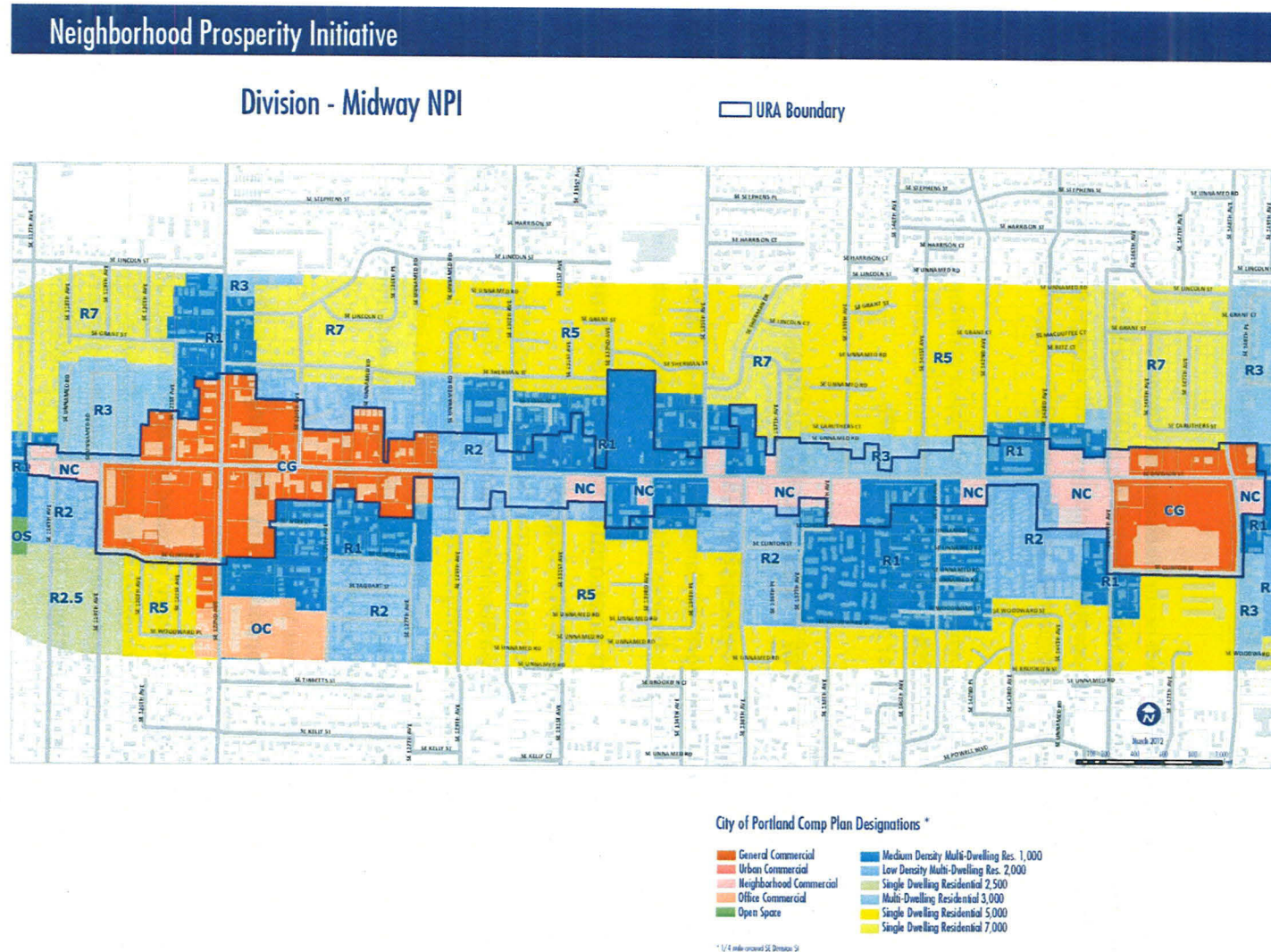
Table 1. Existing Comprehensive Plan Designations of District

Comprehensive Plan Designation	Acreage	% of Total
General Commercial	45.4	53%
Neighborhood Commercial	11.9	14%
Residential 1,000	18.4	21%
Residential 2,000	5.8	7%
Residential 3,000	4.4	5%
Total	85.8	100%

*Source: City of Portland Bureau of Planning and Sustainability

Exhibit A

Figure 1. District Boundary and Comprehensive Plan Map



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III. Urban Renewal Projects

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

A. Projects

Commercial corridor revitalization will occur through capital improvement projects, which could be public or private in nature, including, but not limited to, improvements to business exteriors and interiors, street furniture, garbage receptacles, lighting, district signage, gateway markers, and other small-scale, permanent capital improvements and administrative support therefore (collectively, the "Projects").

The Projects shall also include program development and project planning activities necessary to achieve the goal of the NPI as set forth in this Plan. The Commission will also undertake administration of all aspects of this Plan, in a manner consistent with the NPI.

IV. Relationship to Local Plans and Objectives

A. Portland Comprehensive Plan

This Plan is in conformity with the Portland Comprehensive Plan and its supporting neighborhood and area plans, as a whole relative to the Projects of the District, including public improvements.

B. City of Portland Economic Development and Neighborhood Economic Development Strategies

The Five-Year Economic Development Strategy (the "Strategy") was adopted by the Portland City Council ("Council") on July 8, 2009, via Resolution Number 36714. The Strategy sets forth the approach for building the most sustainable economy in the world, with the goal of creating 10,000 new jobs in five years. Building a sustainable economy requires a balanced focus on job growth, innovation in sustainability and equality of economic opportunity through competitiveness, urban innovation and neighborhood business vitality. This Plan meets Strategy Goal 3:

- Goal 3: Neighborhood Business Vitality
 - Achieve equality of opportunity by stimulating economic activity in neighborhoods throughout the city.

This Plan also implements the NED Strategy, adopted by Council on May 25, 2011, via Resolution Number 36864. The NED Strategy articulates how community partners, business leadership and public partners can use focused neighborhood-level actions to collectively foster economic opportunity and neighborhood vitality throughout Portland. The goal of the NED Strategy is to create thriving

commercial areas, successful neighborhood businesses and equitable access to quality jobs. In particular, the Plan will implement NED Strategy Objectives 1 and 2:

- Objective 1: Build Local Capacity to Achieve Economic Development Outcomes
 - A. Strengthen Community Capacity to Develop Neighborhood Economic Development Plans
 - B. Increase Citywide Community and Organizational Capacity
- Objective 2: Drive Neighborhood Business Growth
 - A. Connect Traded Sector and Neighborhood Work
 - B. Seed Investments to Implement Neighborhood Economic Development Plans
 - C. Expand Citywide Financial Tools for Neighborhood Businesses

V. Relocation Policy

All relocation activities will be undertaken in accordance with the requirements of ORS 281.045-281.105, PDC Relocation Policies and Procedures and any other applicable law or regulation.

VI. Property Acquisition and Disposition Policies

No property acquisition or disposition is anticipated in this District.

VII. Plan Financing

A. General Description of the Proposed Financing Methods

The Commission may borrow money and accept advances, loans, grants and any other form of financial assistance from the federal government, the state, city, county, or other public body, or from any sources, public or private, for the purposes of undertaking and carrying out this Plan, or may otherwise obtain financing as authorized by ORS 457 and Chapter XV of the City Charter. Upon request of the Commission, Council may from time to time issue revenue bonds, certificates, debentures or promissory notes to assist in financing project activities as provided by Section 15-106 of the City Charter.

The funds obtained by the Commission shall be used to pay or repay any costs, expenses, advancements and indebtedness incurred in planning or undertaking project activities or in otherwise exercising any of the powers granted by ORS 457 and Chapter XV of the City Charter in connection with the implementation of this Plan.

The total maximum indebtedness which may be incurred under this Plan is \$1,250,000.

B. Tax Increment Financing

The Plan may be financed, in whole or in part, by fund allocated to the Commission as provided in section 1c, Article IX of the Oregon Constitution and ORS 457.420 through ORS 457.450.

VIII. Procedures for 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 that:

1. Add land to the District, except for an addition of land that totals not more than one percent of the existing District; or
2. Increase the maximum amount of indebtedness that can be issued or incurred under this 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. Council-Approved Amendments

Council-approved amendments are solely amendments that:

1. Identify a project that includes a public building to the extent such project has not previously been identified in this Plan along with an explanation of how such project would serve or benefit the District.

Council-approved amendments require approval by PDC by resolution and by 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 not limited to the procedures set forth in ORS 457.085(4) and (5). To the extent that a Council-approved amendment involves a public building, such amendment shall explain how the project serves or benefits the District.

C. Minor amendments

Minor amendments are amendments that are neither substantial, nor Council-approved amendments. Minor amendments may include changing the goals of the Plan or removing land from the urban renewal area. Minor amendments are effective upon adoption of a resolution by PDC approving the amendment.

IX. Other Provisions

A. Non-Discrimination

In the preparation, adoption and implementation of this Plan, no public official or private party shall take any action or cause any person, group or organization to be discriminated against on the basis of age, race, color, religion, gender, sexual orientation, marital status, citizenship status, or national origin.

B. Agreements to Implement This Plan

The Commission may implement this Plan through one or more grant agreements with a neighborhood entity that will identify neighborhood needs, disburse and account for the use of Plan funds and carry out implementation of the Plan. It is the intention of the Commission to utilize such agreements to guide and specify public investments and private development to ensure that the Projects are in conformance with this Plan.

C. Duration of Urban Renewal Plan

No indebtedness, for which taxes divided under ORS 457.440 are to be pledged, shall be issued under this Plan (or under any of the Projects undertaken with respect to this Plan) once maximum indebtedness is reached.

D. Validity

Should a court of competent jurisdiction find any word, clause, sentence, section or part of this Plan to be invalid, the remaining words, clauses, sentences, sections or parts shall be unaffected by such findings and shall remain in full force and effect for the duration of this Plan.

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EXHIBIT 1**LEGAL DESCRIPTION, PAGE 1 OF 9**

**DIVISION - MIDWAY
 NEIGHBORHOOD PROSPERITY INITIATIVE
 URBAN RENEWAL AREA**

PORTLAND, OREGON

Beginning at the southeast corner of Lot 8, Block 2 of the Plat of "Cadycrest", Assessor Map 1S2E 03DC, at the intersection of the northerly right-of-way line of SE Division Street and the westerly right-of-way line of SE 117th Avenue, located in the Southeast One-Quarter of Section 3, Township 1 South, Range 2 East, Willamette Meridian, City of Portland, Multnomah County, State of Oregon;

1. Thence northerly 51 feet, more or less, along said westerly right-of-way line to its intersection with the westerly extension of a line parallel to and 100 feet northerly of the south line of Lot 4 of the Plat of "De Lashmutt and Oatman's Little Homes No. 1", Assessor Map 1S2E 3DD;
2. Thence easterly 222 feet, more or less, along said parallel line to its intersection with a line parallel to and 132 feet westerly of the east line of said Lot 4, Assessor Map 1S2E 3DD;
3. Thence southerly 57 feet, more or less, along said parallel line to its intersection with the northerly right-of-way line of SE Division Street, Assessor Map 1S2E 3DD;
4. Thence easterly 568 feet, more or less, along said northerly right-of-way line to its intersection with a line parallel to and 230 feet westerly of the east line of Lot 2 of said Plat, Assessor Map 1S2E 3DD;
5. Thence northerly 214 feet, more or less, along said parallel line to its intersection with the north line of Tax Lot 8800, Assessor Map 1S2E 3DD;
6. Thence easterly 55 feet, more or less, along the north line of said Tax Lot to its intersection with the southerly extension of the west line of Partition Plat Number 2008-041, Assessor Map 1S2E 3DD;
7. Thence northerly 102 feet, more or less, along said southerly extension to its intersection with the south line of said Partition Plat, Assessor Map 1S2E 3DD;
8. Thence easterly 203 feet, more or less, along said south line and the easterly extension thereof to its intersection with the easterly right-of-way line of SE 121st Avenue, Assessor Map 1S2E 3DD;
9. Thence southerly 52 feet, more or less, along said easterly right-of-way line to its intersection with a line parallel to and 310 feet northerly of the south line of Lot 1 of the Plat of "De Lashmutt and Oatman's Little Homes No. 1", being the northwest corner of Tax Lot 7800, Assessor Map 1S2E 3DD;
10. Thence easterly 140 feet, more or less, along said parallel line to its intersection with the west line of the east one-half of said Lot 1, Assessor Map 1S2E 3DD;

Exhibit A

11. Thence northerly 210 feet, more or less, along said west line to its intersection with a line parallel to and 140 feet southerly of the north line of said Lot 1, Assessor Map 1S2E 3DD;
12. Thence westerly 33 feet, more or less, along said parallel line to its intersection with a line parallel to and 132 feet easterly of the west line of said Lot 1, Assessor Map 1S2E 3DD;
13. Thence northerly 77 feet, more or less, along said parallel line to its intersection with a line parallel to and 70 feet southerly of the north line of said Lot 1, Assessor Map 1S2E 3DD;
14. Thence easterly 13 feet, more or less, along said parallel line to its intersection with a line parallel to and 185 feet westerly of the east line of said Lot 1, Assessor Map 1S2E 3DD;
15. Thence southerly 10 feet, more or less, along said parallel line to its intersection with a line parallel to and 95 feet southerly of the north line of said Lot 1, Assessor Map 1S2E 3DD;
16. Thence easterly 140 feet, more or less, along said parallel line to its intersection with the westerly right-of-way line of SE 122nd Avenue, Assessor Map 1S2E 3DD;
17. Thence northerly 43 feet, more or less, along said westerly right-of-way line to its intersection with the westerly extension of the south line of Lot 16 of the Plat of "Buckley Park", Assessor Map 1S2E 2CC;
18. Thence easterly 270 feet, more or less, along said south line and the westerly extension thereof to its intersection with the west line of Lot 17 of said Plat, Assessor Map 1S2E 2CC;
19. Thence southerly 167 feet, more or less, along said west line and the southerly extension thereof to its intersection with a line parallel to and 67 feet southerly of the south line of said Plat, Assessor Map 1S2E 2CC;
20. Thence easterly 327 feet, more or less, along said parallel line and the easterly extension thereof to its intersection with the easterly right-of-way line of SE 124th Avenue, Assessor Map 1S2E 2CC;
21. Thence southerly 201 feet, more or less, along said easterly right-of-way line to its intersection with the south line of the Plat of "Lincoln Place", Assessor Map 1S2E 2CC;
22. Thence easterly 339 feet, more or less, along the said south line to its intersection with the northerly west line of the Plat of "Lincoln Park Condominiums", Assessor Map 1S2E 2CC;
23. Thence northerly 160 feet, more or less, along said northerly west line to its intersection with the north line of said Plat, Assessor Map 1S2E 2CC;
24. Thence easterly 220 feet, more or less, along said north line to its intersection with the east line of said Plat, Assessor Map 1S2E 2CC;
25. Thence southerly 375 feet, more or less along said east line to its intersection with the northerly right-of-way line of SE Division Street, Assessor Map 1S2E 2CC;
26. Thence easterly 30 feet, more or less, along said northerly right-of-way line to its intersection with a line parallel to and 30 feet easterly of the east line of said Plat, Assessor Map 1S2E 2CC;
27. Thence northerly 165 feet, more or less, along said parallel line to its intersection with a line parallel to and 210 feet northerly of the south line of Section 2, Assessor Map 1S2E 2CC;
28. Thence easterly 178 feet, more or less, along said parallel line to its intersection with the west line of Block 1 of the Plat of "Dagmar Acres", Assessor Map 1S2E 2CD;
29. Thence northerly 54 feet, more or less, along the said west line to its intersection with the north line of Lot 7, Block 1 of said Plat, Assessor Map 1S2E 2CD;
30. Thence easterly 560 feet, more or less, along said north line and the north line of Lots 6, 5, and 4, Block 1 of said Plat to its intersection with the east line of the west one-half of said Lot 4, Assessor Map 1S2E 2CD;

Exhibit A

31. Thence southerly 119 feet, more or less, along said east line to its intersection with a line parallel to and 115 feet northerly of the south line of said Lot 4, Assessor Map 1S2E 2CD;
32. Thence easterly 70 feet, more or less, along said parallel line to its intersection with the westerly right-of-way line of SE 130th Avenue, Assessor Map 1S2E 2CD;
33. Thence easterly 60 feet, more or less, to the intersection of the easterly right-of-way line of SE 130th Avenue and the south line of Parcel 2 of Partition Plat Number 1991-147, Assessor Map 1S2E 2CD;
34. Thence easterly 120 feet, more or less, along said south line to its intersection with the east line of said Parcel 2, Assessor Map 1S2E 2CD;
35. Thence northerly 122 feet, more or less, along said east line to its intersection with the north line of Lot 4, Block 8 of the plat of "Dagmar Acres", Assessor Map 1S2E 2CD;
36. Thence easterly 180 feet, more or less, along said north line and the north line of Lot 5 of said Plat to its intersection of the west line of Lot 10 of said Plat, Assessor Map 1S2E 2CD;
37. Thence northerly 25 feet, more or less, along said west line to its intersection with a line parallel to and 25 feet northerly of the south line of said Lot 10, Assessor Map 1S2E 2CD;
38. Thence easterly 82 feet, more or less, along said parallel line to its intersection with a line parallel to and 82.3 feet easterly of the west line of said Lot 10, Assessor Map 1S2E 2CD;
39. Thence northerly 132 feet, more or less, along said parallel line to its intersection with a line parallel to and 220 feet southerly of the north line of said Lot 10, Assessor Map 1S2E 2CD;
40. Thence easterly 82 feet, more or less, along said parallel line to its intersection with the west line of the east one-half of Lot 9, Block 8 of said Plat, Assessor Map 1S2E 2CD;
41. Thence southerly 157 feet, more or less, along said west line to its intersection with the north line of Lot 7, Block 8 of said Plat, Assessor Map 1S2E 2CD;
42. Thence easterly 85 feet, more or less, along said north line to its intersection with the west line of the east one-half of said Lot 7, Assessor Map 1S2E 2CD;
43. Thence southerly 220 feet, more or less, along said west line to its intersection with the northerly right-of-way line of SE Division Street, Assessor Map 1S2E 2CD;
44. Thence easterly 80 feet, more or less, along said northerly right-of-way line to its intersection of the west line of Lot 15 of the Plat of "Taylor's Subdivision", Assessor Map 1S2E 2CD;
45. Thence northerly 678 feet, more or less, along said west line to its intersection with the north line of said Lot 15, Assessor Map 1S2E 2CD;
46. Thence easterly 324 feet, more or less, along said north line to its intersection with the east line of said Lot 15, Assessor Map 1S2E 2CD;
47. Thence southerly 540 feet, more or less, along said east line to its intersection with a line parallel to and 150 feet northerly of the south line of Lot 16 of said Plat, Assessor Map 1S2E 2CD;
48. Thence easterly 230 feet, more or less, along said parallel line to its intersection with a line parallel to and 94.5 feet westerly of the east line of said Lot 16, Assessor Map 1S2E 2CD;
49. Thence southerly 50 feet, more or less, along said parallel line to its intersection with a line a parallel to and 100 feet northerly of the south line of said Lot 16, Assessor Map 1S2E 2CD;
50. Thence easterly 95 feet, more or less, along said parallel line to its intersection with the westerly right-of-way line of SE 135th Avenue, Assessor Map 1S2E 2CD;
51. Thence northerly 80 feet, more or less, along said westerly right-of-way line to its intersection with the westerly extension of a line parallel to and 165 feet northerly of the south line of Lot 17 of said Plat, Assessor Map 1S2E 2CD;

52. Thence easterly 265 feet, more or less, along said parallel line to its intersection with the east line of Tax Lot 6900, Assessor Map 1S2E 2DC;
53. Thence northerly 150 feet, more or less, along said east line and the east line of Tax Lot 6800 to the north line of Tax Lot 6800, Assessor Map 1S2E 2DC;
54. Thence westerly 66 feet, more or less, along the north line of said Tax Lot to its intersection with a line parallel to and 150 feet easterly of the west line of said Lot 17, Assessor Map 1S2E 2DC;
55. Thence northerly 149 feet, more or less, along said parallel line to its intersection with the westerly south line of the Plat of "Kaywood", Assessor Map 1S2E 2DC;
56. Thence easterly 179 feet, more or less, along said westerly south line to its intersection with the west line of Lot 18 of the Plat of "Taylor's Subdivision", Assessor Map 1S2E 2DC;
57. Thence southerly 220 feet, more or less, along said west line to its intersection with a line parallel to and 240 feet northerly of the south line of said Lot 18, Assessor Map 1S2E 2DC;
58. Thence easterly 74 feet, more or less, along said parallel line to its intersection with a line parallel to and 73.5 feet easterly of the westerly line of said Lot 18, Assessor Map 1S2E 2DC;
59. Thence southerly 120 feet, more or less, along said parallel line to its intersection with a line parallel to and 120 feet northerly of the south line of said Lot 18, Assessor Map 1S2E 2DC;
60. Thence easterly 60 feet, more or less, along said parallel line to its intersection with the westerly right-of-way line of SE 137th Avenue, Assessor Map 1S2E 2DC;
61. Thence northerly 120 feet, more or less, along said westerly right-of-way line to its intersection with the a line parallel to and 240 feet northerly of the south line of said Lot 18, Assessor Map 1S2E 2DC;
62. Thence easterly 173 feet, more or less, along said parallel line to its intersection with the east line of said Lot 18, Assessor Map 1S2E 2DC;
63. Thence southerly 38 feet, more or less, along said east line to its intersection with the south line of Lot 15, Block 11 of the Plat of "Hood Acres Plat No. 3", Assessor Map 1S2E 2DD;
64. Thence easterly 195 feet, more or less, along said south line to its intersection with the west line of Lot 18, Block 11 of said Plat, Assessor Map 1S2E 2DD;
65. Thence southerly 40 feet, more or less, along said west line to its intersection with a line parallel to and 40 feet southerly of the north line of said Lot 18, Assessor Map 1S2E 2DD;
66. Thence easterly 155 feet, more or less, along said parallel line and the easterly extension thereof to its intersection with the easterly right-of-way line of SE 139th Avenue, Assessor Map 1S2E 2DD;
67. Thence southerly 61 feet, more or less, along said easterly right-of-way line to its intersection with a line parallel to and 77 feet northerly of the northerly right-of-way line of SE Division Street, Assessor Map 1S2E 2DD;
68. Thence easterly 94 feet, more or less, along said parallel line to its intersection with the west line of Lot 17, Block 10 of the Plat of "Hood View Acres No. 3", Assessor Map 1S2E 2DD;
69. Thence northerly 100 feet, more or less, along said west line to its intersection with the north line of said Lot 17, Assessor Map 1S2E 2DD;
70. Thence easterly 96 feet, more or less, along said north line and the north line of Lot 18, Block 10 of said Plat to its intersection with a line parallel and 2 feet easterly of the west line of said Lot 18, Assessor Map 1S2E 2DD;

71. Thence southerly 184 feet, more or less, along said parallel line to its intersection with the northerly right-of-way line of SE Division Street, Assessor Map 1S2E 2DD;
72. Thence easterly 90 feet, more or less, along said northerly right-of-way line to its intersection with the west line of Lot 1, Block 1 of the Plat of "Parktown Addition", Assessor Map 1S2E 2DD;
73. Thence northerly 95 feet, more or less, along said west line to its intersection with a line parallel to and 50 feet southerly of the north line of said Lot 1, Assessor Map 1S2E 2DD;
74. Thence easterly 187 feet, more or less, along said parallel line to its intersection with the westerly right-of-way line of SE 141st Street, Assessor Map 1S2E 2DD;
75. Thence northerly 50 feet, more or less, along said westerly right-of-way line to its intersection with the westerly extension of the north line of Lot 1, Block 2 of said Plat, Assessor Map 1S2E 2DD;
76. Thence easterly 237 feet, more or less, along said north line and the westerly extension thereof and along the north line of Lot 2, Block 2 of said Plat to its intersection with the west line of Lot 5, Block 2 of said Plat, Assessor Map 1S2E 2DD;
77. Thence northerly 100 feet, more or less, along said west line to its intersection with the north line of said Lot 5, Assessor Map 1S2E 2DD;
78. Thence easterly 236 feet, more or less, along said north line and the easterly extension thereof to its intersection with the easterly right-of-way line of SE 142nd Avenue, Assessor Map 1S2E 1CC;
79. Thence southerly 60 feet, more or less, along said easterly right-of-way line to its intersection with a line parallel to and 50 feet southerly of the south line of Lot 14, Block 3 of the Plat of "Parktown Addition", Assessor Map 1S2E 1CC;
80. Thence easterly 75 feet, more or less, along said parallel line to its intersection with a line parallel to and 75 feet easterly of the easterly right-of-way line of SE 142nd Avenue, Assessor Map 1S2E 1CC;
81. Thence northerly 50 feet, more or less, along said parallel line to its intersection with the south line of said Lot 14, Assessor Map 1S2E 1CC;
82. Thence easterly 350 feet, more or less, along said south line and the south line of Lot 13, Block 3 of said Plat and the easterly extension thereof to its intersection with the easterly right-of-way line of SE 143rd Avenue, Assessor Map 1S2E 1CC;
83. Thence southerly 66 feet, more or less, along said easterly right-of-way line to its intersection with the south line of Lot 14, Block 4 of said Plat, Assessor Map 1S2E 1CC;
84. Thence easterly 235 feet, more or less, along said south line to its intersection with the east line of said Lot 14, Assessor Map 1S2E 1CC;
85. Thence southerly 54 feet, more or less, along the southerly extension of said east line to its intersection with a line parallel to and 100 feet northerly of the northerly right-of-way line of SE Division Street, Assessor Map 1S2E 1CC;
86. Thence easterly 139 feet, more or less, along said parallel line to its intersection with the westerly right-of-way line of SE 145th Avenue, Assessor Map 1S2E 1CC;
87. Thence northerly 56 feet, more or less, along said westerly right-of-way line to its intersection with the westerly extension of the south line of Lot 13, Block 6 of the Plat of "Broad Acres Blocks 6 thru 11", Assessor Map 1S2E 1CC;
88. Thence easterly 170 feet, more or less, along said south line and the westerly extension thereof to its intersection with the east line of said Lot 13, Assessor Map 1S2E 1CC;
89. Thence northerly 17 feet, more or less, along said east line to its intersection with the westerly extension of the south line of Block 5 of the Plat "Broad Acres", Assessor Map 1S2E 1CC;

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90. Thence easterly 617 feet, more or less, along said south line and the westerly extension thereof to its intersection with the westerly right-of-way line of SE 148th Avenue, Assessor Map 1S2E 1CD;
91. Thence northerly 40 feet, more or less, along said westerly right-of-way line to its intersection with the westerly extension of a line parallel to and 193 feet northerly of the northerly right-of-way line of SE Division Street, Assessor Map 1S2E 1CD;
92. Thence easterly 262 feet, more or less, along said parallel line and the westerly extension thereof to its intersection with the east line of Tax Lot 5400, Assessor Map 1S2E 1CD;
93. Thence southerly 193 feet, more or less, along said east line to its intersection with the northerly right-of-way line of SE Division Street, Assessor Map 1S2E 1CD;
94. Thence easterly 58 feet, more or less, along said northerly right-of-way line to its intersection with the northerly extension of the east line of Tax Lot 3700, Assessor Map 1S2E 12BA;
95. Thence southerly 300 feet, more or less, along said east line and the northerly extension thereof and the east line of Tax Lot 3800 to its intersection with a line parallel to and 265 feet northerly of the north line of the Plat of "Demar Downs", being the north line of Tax Lot 3900, Assessor Map 1S2E 12BA;
96. Thence westerly 149 feet, more or less, along said parallel line to its intersection with the easterly right-of-way line of SE 148th Avenue, Assessor Map 1S2E 12BA;
97. Thence southerly 430 feet, more or less, along said easterly right-of-way line to its intersection with the easterly extension of the southerly right-of-way line of SE Clinton Street, Assessor Map 1S2E 12BA;
98. Thence westerly 935 feet, more or less, along said southerly right-of-way line and the easterly extension thereof, and along the westerly extension of said right-of-way line to its intersection with the westerly right-of-way line of SE 145th Avenue, Assessor Map 1S2E 12BB;
99. Thence northerly 310 feet, more or less, along said westerly right-of-way line to its intersection with the north line of Tax Lot 2600, Assessor Map 1S2E 12BB;
100. Thence westerly 486 feet, more or less, along said north line to its intersection with the east line of Tax Lot 2500, Assessor Map 1S2E 12BB;
101. Thence northerly 304 feet, more or less, along said east line to its intersection with the southerly right-of-way line of SE Division Street, Assessor Map 1S2E 12BB;
102. Thence westerly 346 feet, more or less, along said southerly right-of-way line to its intersection with the east line of Tax Lot 100, Assessor Map 1S2E 11AA;
103. Thence southerly 145 feet, more or less, along said east line to its intersection with a line parallel to and 190 feet southerly of the north line of Section 11, Assessor Map 1S2E 11AA;
104. Thence westerly 660 feet, more or less, along said parallel line to its intersection with the west line of the Plat of "Benson Heights Condominiums", Assessor Map 1S2E 11AA;
105. Thence southerly 152 feet, more or less, along said west line and the southerly extension thereof to its intersection with the easterly north line of the Plat of "Copperfield Condominium", Assessor Map 1S2E 11AA;
106. Thence westerly 441 feet, more or less, along said easterly north line and the westerly extension thereof to its intersection with the east line of the Plat of "Rhea's Addition", at the intersection of the northerly right-of-way line of SE Clinton Court and the westerly right-of-way line of SE 138th Avenue, Assessor Map 1S2E 11AA;
107. Thence northerly 190 feet, more or less, along said westerly right-of-way line to its intersection with the north line of said Plat, Assessor Map 1S2E 11AA;

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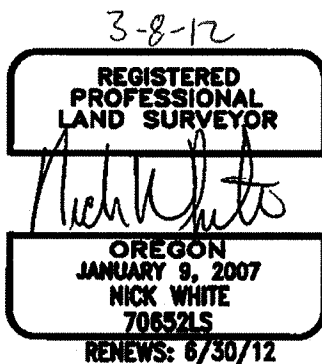
108. Thence westerly 187 feet, more or less, along said north line to its intersection with east line of the Northwest One-Quarter of the Northeast One-Quarter of Section 11, Assessor Map 1S2E 11AB;
109. Thence southerly 121 feet, more or less, along said east line to its intersection with the north line of Tax Lot 600, Assessor Map 1S2E 11AB;
110. Thence westerly 155 feet, more or less, along said north line to its intersection with a line parallel to and 155 feet westerly of the east line of the Northwest One-Quarter of the Northeast One-Quarter of Section 11, Assessor Map 1S2E 11AB;
111. Thence northerly 63 feet, more or less, along said parallel line to its intersection with a line parallel to and 205 feet southerly of the north line of said Section 11, being the south line of Tax Lot 200, Assessor Map 1S2E 11AB;
112. Thence westerly 836 feet, more or less, along said parallel line to its intersection with the easterly right-of-way line of SE 133rd Avenue, Assessor Map 1S2E 11AB;
113. Thence southerly 79 feet, more or less, along said easterly right-of-way line to its intersection with a line parallel to and 284 feet southerly of the north line of said Section 11, Assessor Map 1S2E 11AB;
114. Thence westerly 164 feet, more or less, along said parallel line to its intersection with a line parallel to and 114 feet westerly of the westerly right-of-way line of SE 133rd Avenue, being the west line of Tax Lot 10900, Assessor Map 1S2E 11AB;
115. Thence southerly 75 feet, more or less, along said parallel line to its intersection with a line parallel to and 359 feet southerly of the north line of said Section 11, being the south line of Tax Lot 10900, Assessor Map 1S2E 11AB;
116. Thence easterly 114 feet, more or less, along said parallel line to its intersection with the westerly right-of-way line of SE 133rd Avenue, Assessor Map 1S2E 11AB;
117. Thence southerly 4 feet, more or less, along said westerly right-of-way line to its intersection with a line parallel to and 363 feet southerly of the north line of said Section 11, being the north line of Tax Lot 10700, Assessor Map 1S2E 11AB;
118. Thence westerly 284 feet, more or less, along said parallel line to its intersection with the west line of the Northeast One-Quarter of Section 11, Assessor Map 1S2E 11AB;
119. Thence northerly 176 feet, more or less, along said west line to its intersection with a line parallel to and 50 feet northerly of the north line of Lot 33 of the Unrecorded Plat of "Maplelane", being the north line of Tax Lot 600, Assessor Map 1S2E 11BA;
120. Thence westerly 260 feet, more or less, along said parallel line to its intersection with the easterly right-of-way line of SE 131st Avenue, Assessor Map 1S2E 11BA;
121. Thence southerly 48 feet, more or less, along said easterly right-of-way line to its intersection with the easterly extension of the north line of Lot 8 of said Unrecorded Plat, Assessor Map 1S2E 11BA;
122. Thence westerly 432 feet, more or less, along said north line and the easterly extension thereof, and along the westerly extension thereof to its intersection with the westerly right-of-way line of SE 130th Avenue, Assessor Map 1S2E 11BA;
123. Thence northerly 100 feet, more or less, along said westerly right-of-way line to its intersection with the south line of Parcel 1 of Partition Plat Number 1995-070, Assessor Map 1S2E 11BA;
124. Thence westerly 99 feet, more or less, along said south line to its intersection with the west line of Parcel 2 of said Partition Plat, Assessor Map 1S2E 11BA;
125. Thence southerly 121 feet, more or less, along said westerly line and the southerly extension thereof to its intersection with the north line of Tax Lot 8400, Assessor Map 1S2E 11BA;

126. Thence westerly 223 feet, more or less, along said north line and the westerly extension thereof to its intersection with the westerly right-of-way line of SE 129th Avenue, Assessor Map 1S2E 11BA;
127. Thence northerly 211 feet, more or less, along said westerly right-of-way line to its intersection with the southerly right-of-way line of SE Division Street, Assessor Map 1S2E 11BA;
128. Thence westerly 310 feet, more or less, along said southerly right-of-way line to its intersection with the west line of the Northeast One-Quarter of the Northwest One-Quarter of Section 11, Assessor Map 1S2E 11BA;
129. Thence southerly 280 feet, more or less, along said west line to its intersection with the south line of Lot 13 of the Unrecorded Plat of "Wortman Tracts", Assessor Map 1S2E 11BB;
130. Thence westerly 235 feet, more or less, along said south line to its intersection with a line parallel to and 235 feet westerly of the east line of said Lot 13, Assessor Map 1S2E 11BB;
131. Thence northerly 100 feet, more or less, along said parallel line to its intersection with the north line of said Lot 13, Assessor Map 1S2E 11BB;
132. Thence westerly 169 feet, more or less, along said north line to its intersection with the east line of the west one-half of Lot 9 of said Unrecorded Plat, Assessor Map 1S2E 11BB;
133. Thence northerly 85 feet, more or less, along said east line to its intersection with a line parallel to and 85 feet northerly of the south line of said Lot 9, Assessor Map 1S2E 11BB;
134. Thence westerly 145 feet, more or less, along said parallel line and the westerly extension thereof to its intersection with the easterly right-of-way line of SE 125th Avenue, Assessor Map 1S2E 11BB;
135. Thence southerly 85 feet, more or less, along said easterly right-of-way line to its intersection with the easterly extension of the north line of Lot 29 of said Unrecorded Plat, Assessor Map 1S2E 11BB;
136. Thence westerly 395 feet, more or less, along said north line and the easterly extension thereof to its intersection with the east line of Lot 30 of said Unrecorded Plat, Assessor Map 1S2E 11BB;
137. Thence southerly 150 feet, more or less, along said east line and the east line of Lot 31 of said Unrecorded Plat to its intersection with the northerly right-of-way line of SE Ivon Court, Assessor Map 1S2E 11BB;
138. Thence westerly 40 feet, more or less, along said northerly right-of-way line to its intersection with a line parallel to and 40 feet westerly of the east line of said Lot 31, Assessor Map 1S2E 11BB;
139. Thence southerly 40 feet, more or less, along said parallel line to its intersection with the southerly right-of-way line of SE Ivon Court, Assessor Map 1S2E 11BB;
140. Thence easterly 40 feet, more or less, along said southerly right-of-way line to its intersection with the east line of said Lot 31, Assessor Map 1S2E 11BB;
141. Thence southerly 210 feet, more or less, along said east line and the east line of Lots 32 and 33 of said Unrecorded Plat to its intersection with the south line of said Lot 33, Assessor Map 1S2E 11BB;
142. Thence westerly 330 feet, more or less, along said south line to its intersection with the easterly right-of-way line of SE 122nd Avenue, Assessor Map 1S2E 11BB;
143. Thence southerly 52 feet, more or less, along said easterly right-of-way line to its intersection with the easterly extension of the southerly right-of-way line of SE Clinton Street, Assessor Map 1S2E 11BB;
144. Thence westerly 910 feet, more or less, along said southerly right-of-way line and the easterly extension thereof, and the westerly extension of said southerly right-of-way line to

Exhibit A

- its intersection with the westerly right-of-way line of SE 119th Avenue, Assessor Map 1S2E 10AA;
145. Thence northerly 490 feet, more or less, along said westerly right-of-way line to its intersection with the north line of the Plat of "Castle Crest Condominium", Assessor Map 1S2E 10AA;
 146. Thence westerly 141 feet, more or less, along said north line to its intersection with the west line of said Plat, Assessor Map 1S2E 10AA;
 147. Thence northerly 15 feet, more or less, along the northerly extension of said west line to its intersection with the north line of Tax Lot 6600, Assessor Map 1S2E 10AA;
 148. Thence westerly 188 feet, more or less, along said north line and the westerly extension thereof to its intersection with the westerly right-of-way line of SE 118th Avenue, Assessor Map 1S2E 10AA;
 149. Thence northerly 15 feet, more or less, along said westerly right-of-way line to its intersection with a line parallel to and 130 feet southerly of the north line of Section 10, being the north line of Tax Lot 9200, Assessor Map 1S2E 10AA;
 150. Thence westerly 144 feet, more or less, along said parallel line to its intersection with the east line of the Northwest One-Quarter of the Northeast One-Quarter of Section 10, Assessor Map 1S2E 10AB;
 151. Thence northerly 70 feet, more or less, along said east line to its intersection with the southerly right-of-way line of SE Division Street, Assessor Map 1S2E 10AB;
 152. Thence westerly 23 feet, more or less, along said southerly right-of-way line to its intersection with the southerly extension of the westerly right-of-way line of SE 117th Avenue, Assessor Map 1S2E 3DC;
 153. Thence northerly 96 feet, more or less, along said southerly extension to its intersection with the northerly right-of-way line of SE Division Street and the Point of Beginning.

Said Division – Midway NPI District Boundary Line delineates an Area containing 116 acres, more or less, and lying entirely within the City of Portland, County of Multnomah, State of Oregon.



Report Accompanying the
Division – Midway
Neighborhood Prosperity Initiative
Urban Renewal Plan

April 11, 2012

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I. Introduction

This Technical Report accompanying the Division – Midway Neighborhood Prosperity Initiative Urban Renewal Plan (this “Report”) contains background information and project details for the Division – Midway Neighborhood Prosperity Initiative Urban Renewal Plan (the “Plan”). This Report is not a legal part of the Plan but is intended to provide public information and a basis for the findings made by the City Council (“Council”) as part of its approval of the Plan. The Report provides the information required in ORS 457.085(3).

II. Description of Existing Physical, Social, and Economic Conditions and Expected Impact, Including Fiscal Impact, of the Plan in Light of Added Services or Increased Population

A. Physical Conditions

1. Land Use and Zoning

The Division – Midway Neighborhood Prosperity Initiative Urban Renewal Area, hereinafter referred to as the “District,” shown in Figure 1 below contains 115.9 acres, including public right-of-way. There are 160 tax lots within the District, totaling 85.8 acres. Existing land use and zoning of the District are detailed in Tables 1 and 2.

Table 1. Existing Land Use of District

Property Class	Acreage	% of Total
Miscellaneous	1.2	1%
Residential	8.6	10%
Commercial	63.0	73%
Multi-Family	12.9	15%
N/A	0.1	<1%
Total	85.8	100%

*Source: Multnomah County Office of Assessment and Taxation

Exhibit B

Figure 1. District Boundary and Zoning Map

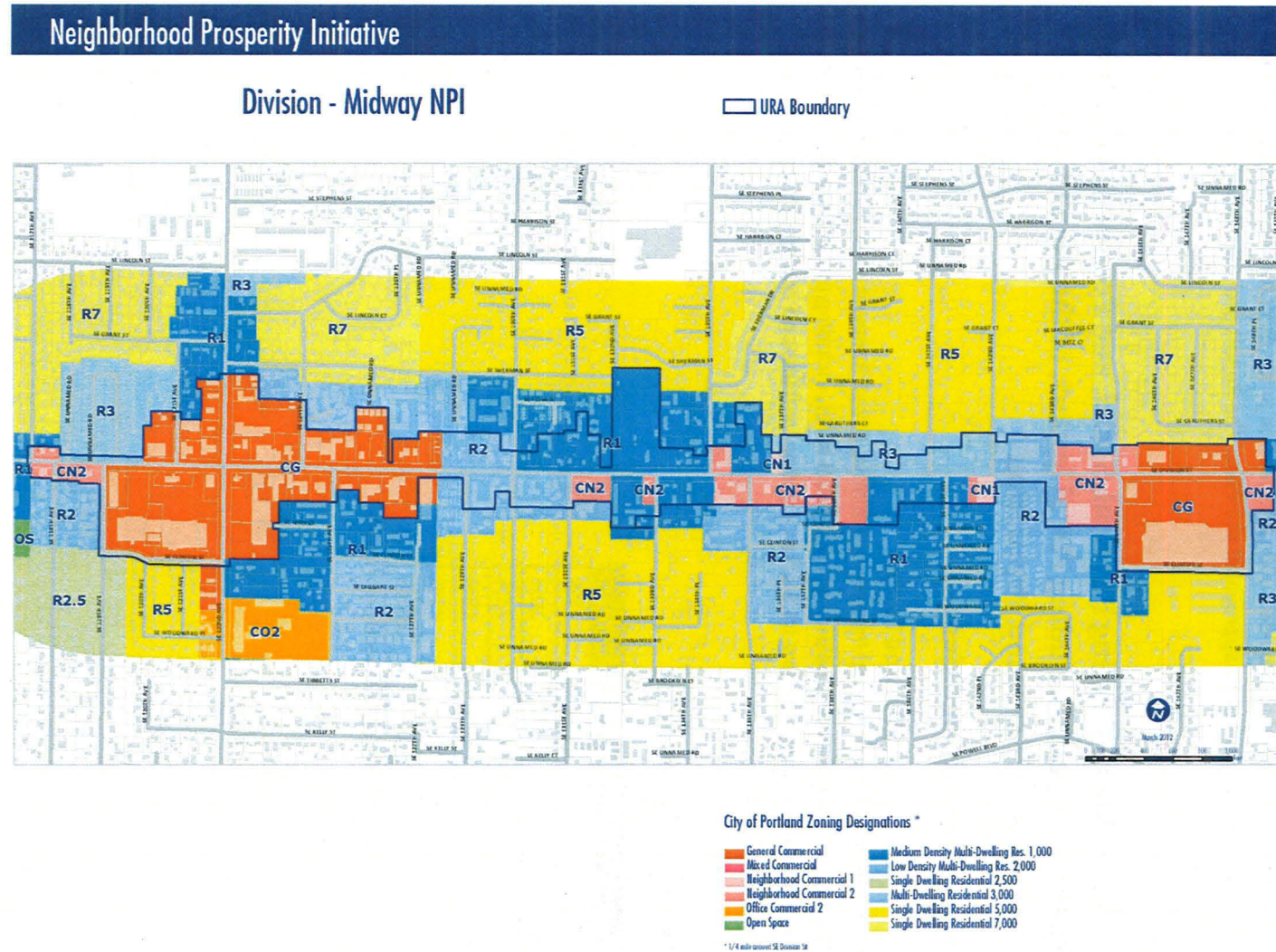


Table 2. Existing Zoning of District

Zoning Designation	Acreage	% of Total
General Commercial	45.4	53%
Neighborhood Commercial 1	0.6	1%
Neighborhood Commercial 2	11.3	13%
Residential 1,000	16.5	19%
Residential 2,000	7.7	9%
Residential 3,000	4.4	5%
Total	85.8	100%

*Source: City of Portland Bureau of Planning and Sustainability

B. Social Conditions

Based on data provided by the City of Portland Bureau of Planning and Sustainability, the District completely overlaps 2010 Census tracts with higher than citywide average poverty (16%) and/or lower than citywide median household income (\$48,500).

According to the 2010 Business Analyst estimates, the total population within a quarter-mile buffer of the District is 11,365. Race and ethnic background are shown in Table 3.

Table 3. Population Detail

Race	% of Total
White	72%
Black or African American	4%
American Indian and Alaska Native	1%
Asian	8%
Native Hawaiian and Other Pacific Islander	<1%
Other	10%
Two or More Races	5%
Ethnicity	% of Total
Hispanic	18%

*Source: 2010 Business Analyst

Exhibit B

C. Economic Conditions**1. Taxable Value**

The 2011/2012 taxable value of land, improvements and personal property in the District is \$80,201,117. This does not include utility value which will be determined by the County Assessor upon District approval.

2. Improvement Value to Land Value Ratio

One tool for assessing the economic health of an area is an improvement to land ratio (I:L) analysis. Improvement to land ratio is an assessment of the real market value of the improvements on a parcel compared to the real market value of the land. If the ratio is low, it indicates a prevalence of depreciated values, underutilization and that the property may benefit from redevelopment.

Table 4. Improvement to Land Ratio

Area	Overall I:L Ratio
Division – Midway NPI District	1.45:1
Citywide ¹	2.22:1

*Source: Multnomah County Office of Assessment and Taxation

Based on the information in Table 4, the I:L ratio of commercially zoned property within the District is significantly lower than that of similarly zoned areas throughout the City. Therefore, the District can be identified as demonstrating a growing lack of proper utilization of the area, resulting in a stagnant and unproductive condition of land potentially useful and valuable for contributing to the public health, safety and welfare of the District and therefore constituting blight in accordance with ORS 457.010(1)(h).

D. Expected Impact on Municipal Services

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

Commercial corridor revitalization projects and programs in the District are not expected to create an additional demand on municipal services. The projects and programs are expected to add value to properties, thereby potentially adding to the tax base and providing increment during the length of the Plan and tax revenues once the Plan is terminated.

Projects and programs in the District will address a lack of proper utilization that is resulting in stagnant and unproductive land. This assistance will result in a positive benefit to the overall public health, safety, and welfare of the community by addressing factors of blight.

¹ Includes only properties with Commercial or Central Employment zoning. Excludes all properties within the Central City, existing URAs and proposed NPI URAs.

III. Reasons for Selection of each Urban Renewal Area in the Plan

There is one urban renewal area in the Plan. The reason for selection of the District is to reduce the blight described in the existing conditions set forth in Section II.C.2 of this Report.

IV. Relationship between Each Project and Existing Conditions in the Urban Renewal Area

Commercial corridor revitalization will occur through capital improvement projects, which could be public or private in nature, including, but not limited to, improvements to business exteriors and interiors, street furniture, garbage receptacles, lighting, district signage, gateway markers, and other small-scale, permanent capital improvements and administrative support therefore (collectively, the "Projects"). The existing conditions described in Section II of this Report demonstrate that the District is underutilized compared to similarly zoned properties in other parts of the city, as shown in Table 4 above. The Projects will help private, nonprofit and for-profit parties reduce the underutilization of property in the District, described in Section II, while enhancing the vitality of the business district, creating jobs, increasing commerce, strengthening existing businesses, and increasing small business tenancy.

V. Estimated Total Cost of Each Project and the Sources of Moneys to Pay Such Costs

The implementation of the Projects, which are expected to be discrete, small scale improvements to the commercial corridor of the District, will take place over the life of the Plan and as the sources of moneys set forth in Section VII of this Report are available. The estimated total cost of the Projects to be paid with tax increment financing is not anticipated to exceed total revenues identified in Section VII of this Report.

VI. Anticipated Completion Date for Each Project

The Projects will be ongoing throughout the life of the Plan. Scheduling for the Projects will occur during the annual budgeting process for the District. The Projects identified in an annual plan are anticipated to receive allocations, determined through the budgeting process.

Exhibit B

VII. Estimated Amount of Tax Increment Revenues Required and Anticipated Year in which Indebtedness will be Retired

Table 5 shows the yearly tax increment revenues and indebtedness incurred for the Plan. It is anticipated that indebtedness for the Plan will be fully repaid by the end of FY 2021/22.

Table 5. Tax Increment Revenues and Indebtedness Incurred for the Plan

Fiscal Year Ending June 30	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
REVENUES									
Tax Increment to Raise (before Compression)	\$77,144	\$97,587	\$128,438	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$69,843
Less Compression	(3,857)	(4,879)	(6,422)	(6,250)	(6,250)	(6,250)	(6,250)	(6,250)	(3,492)
Tax Increment Imposed (after Compression)	73,287	92,708	122,016	118,750	118,750	118,750	118,750	118,750	66,351
Less Adjustments for Discounts & Delinquencies	(4,470)	(5,655)	(7,443)	(7,244)	(7,244)	(7,244)	(7,244)	(7,244)	(4,047)
NET TAX INCREMENT REVENUES	\$68,816	\$87,053	\$114,573	\$111,506	\$111,506	\$111,506	\$111,506	\$111,506	\$62,303
Shared Tax Revenues to Raise (before Compression)	\$0	\$9,368	\$14,182	\$35,307	\$55,213	\$75,973	\$97,157	\$116,056	\$0
Less Compression	-	(468)	(709)	(1,765)	(2,761)	(3,799)	(4,858)	(5,803)	-
Shared Revenues Imposed (after Compression)	-	8,899	13,473	33,542	52,452	72,174	92,299	110,253	-
Less Adjustments for Discounts & Delinquencies	-	(543)	(822)	(2,046)	(3,200)	(4,403)	(5,630)	(6,725)	-
NET SHARED TAX REVENUES	\$0	\$8,356	\$12,651	\$31,495	\$49,253	\$67,771	\$86,669	\$103,528	\$0
TOTAL REVENUES	\$68,816	\$95,409	\$127,224	\$143,002	\$160,759	\$179,278	\$198,175	\$215,034	\$62,303
PAYMENT OF INDEBTEDNESS									
INDEBTEDNESS REPAID	\$68,816	\$95,409	\$127,224	\$143,002	\$160,759	\$179,278	\$198,175	\$215,034	\$62,303
TOTAL INDEBTEDNESS PAID	\$68,816	\$95,409	\$127,224	\$143,002	\$160,759	\$179,278	\$198,175	\$215,034	\$62,303

Exhibit B

VIII. Financial Analysis of the Plan

Table 6 shows the existing assessed value of the District and projected incremental assessed value. It then shows the tax rate applied to these resulting assessed values and the reduction of these values by compression.

Table 6. Projected Incremental Assessed Value, Tax Rates and Tax Increment Revenues

Fiscal Year Ending June 30	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
Projected Assessed Value Growth									
Frozen Base	\$ 80,201,117	\$ 80,201,117	\$ 80,201,117	\$ 80,201,117	\$ 80,201,117	\$ 80,201,117	\$ 80,201,117	\$ 80,201,117	\$ 80,201,117
Incremental Assessed Value	4,060,182	6,166,714	8,325,910	10,539,085	12,807,591	15,132,808	17,516,156	19,959,088	22,463,093
Total Assessed Value	\$84,261,299	\$86,367,831	\$88,527,027	\$90,740,202	\$93,008,708	\$95,333,925	\$97,717,273	\$100,160,205	\$102,664,210
Total AV Growth		2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Incremental AV Growth		51.88%	35.01%	26.58%	21.52%	18.15%	15.75%	13.95%	12.55%
Consolidated Tax Rate	19.0001	19.0728	19.0671	18.9938	18.8877	18.8934	18.8690	17.9884	17.6447
Revenues Generated on Incremental Assessed Value									
Amount to Urban Renewal Area	77,144	97,587	128,438	125,000	125,000	125,000	125,000	125,000	69,843
Amount to Taxing Jurisdictions									
City Permanent Rate	-	4,806	7,276	18,116	28,329	38,981	49,851	59,548	84,697
County Permanent Rate	-	4,561	6,905	17,191	26,884	36,992	47,306	56,508	80,374
Other Levies	-	10,661	16,131	39,870	61,693	84,937	108,356	117,976	161,442
Total Revenues	\$77,144	\$117,617	\$158,751	\$200,177	\$241,906	\$285,910	\$330,512	\$359,032	\$396,355
Tax Increment Revenues to Urban Renewal Area									
Tax Increment to Raise (before Compression)	\$77,144	\$97,587	\$128,438	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$69,843
Less Compression	(3,857)	(4,879)	(6,422)	(6,250)	(6,250)	(6,250)	(6,250)	(6,250)	(3,492)
Tax Increment Imposed (after Compression)	\$73,287	\$92,708	\$122,016	\$118,750	\$118,750	\$118,750	\$118,750	\$118,750	\$66,351
Shared Revenues to Urban Renewal Area									
Less Compression	\$0	\$9,368	\$14,182	\$35,307	\$55,213	\$75,973	\$97,157	\$116,056	\$0
Tax Increment Imposed (after Compression)	0	(468)	(709)	(1,765)	(2,761)	(3,799)	(4,858)	(5,803)	0
Total Revenues to Urban Renewal Area	\$73,287	\$101,607	\$135,489	\$152,292	\$171,202	\$190,924	\$211,049	\$229,003	\$66,351

Exhibit B

IX. Impact of Tax Increment Financing, both until and after the Indebtedness is Repaid, upon all Entities Levying Taxes upon Property in the Urban Renewal Area

The impact of tax increment financing on overlapping taxing jurisdictions consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value within the District. Table 7 shows projected taxes foregone to all overlapping taxing jurisdictions.

Table 7. Tax Increment Revenues Foregone

Tax Increment Revenues Foregone 2014-2022	Total	Present Value to 2014
Permanent Rates		
City	\$243,771	\$174,992
County	231,329	166,061
Metro	5,145	3,693
Port	3,734	2,680
E Mult Soil	5,326	3,823
David Douglas	172,966	124,165
Mt. Hood	26,188	18,799
Mult ESD	24,372	17,495
Centennial	75,812	54,422

Table 8 shows projected tax revenues generated on the Incremental Assessed Value of the district that are allocated to overlapping taxing jurisdictions through revenue sharing.

Table 8. Shared Revenues

Shared Revenues 2014-2021	Total	Present Value to 2014
Permanent Rates		
City	\$206,907	\$135,833
County	196,347	137,924
Metro	4,367	3,068
Port	3,169	2,226
E Mult Soil	4,521	3,175
David Douglas	146,810	103,126
Mt. Hood	22,228	15,614
Mult ESD	20,686	14,531
Centennial	64,348	45,201

Table 9 shows the increase in permanent rate levy revenues that would occur after termination of the tax increment financing in FY 2022/23.

Table 9. Tax Increment Revenues Fully Regained

Tax Increment Revenues Fully Regained - 2023	Amount (nominal)	Present Value to 2014
Permanent Rates		
City	\$32,427	\$16,484
County	30,772	15,643
Metro	684	348
Port	497	252
E Mult Soil	708	360
David Douglas	23,008	11,696
Mt. Hood	3,484	1,771
Mult ESD	3,242	1,648
Centennial	10,085	5,127

X. Relocation Report

There are no businesses or residents to be relocated.

XI. Compliance with Statutory Limits on Assessed Value and Acreage in Urban Renewal Areas

ORS 457.420 requires that urban renewal areas not exceed 15% of the total assessed value or 15% of the total land area of the City. Table 10 shows that the Plan is in compliance with ORS 457.420. This District is being planned concurrently with five other NPI districts. This table makes the assumption that all six districts are adopted on or around the same timeframe.

Table 10. Compliance with Statutory Limits on Assessed Value and Acreage

	Frozen Base Assessed Value	Acres
Total City of Portland²	\$ 43,634,351,239	92,768.0
Existing Urban Renewal Areas:		
Airport Way	\$124,710,302	1,841.4
Central Eastside	\$224,626,739	692.3
Downtown Waterfront	\$55,674,313	233.1
Gateway Regional Center	\$307,174,681	658.5
Interstate Corridor ³	\$1,290,430,925	3,990.0
Lents Town Center	\$736,224,033	2,846.3
North Macadam	\$192,609,397	401.9
Oregon Convention Center ⁴	\$248,951,143	410.0
River District	\$461,577,974	351.2
South Park Blocks	\$376,066,574	156.3
Willamette Industrial	\$481,443,135	755.5
Total Existing Urban Renewal Areas	\$4,499,489,216	12,336.5
% City in Existing Urban Renewal Areas	10.3%	13.3%
Proposed Neighborhood Prosperity Initiative Urban Renewal Areas:		
42nd Avenue	\$81,011,867	136.2
Cully Blvd	\$81,000,273	164.6
Parkrose	\$80,493,774	142.6
Rosewood	\$78,774,383	135.6
Division – Midway	\$80,201,117	115.9
82nd Avenue and Division	\$81,523,638	108.8
Total Proposed Urban Renewal Areas	\$483,005,052	803.7
Combined Total - Existing and Proposed	\$4,982,494,268	13,140.2
% City in Existing and Proposed Urban Renewal Areas	11.4%	14.2%

² Total City of Portland AV less incremental AV in Urban Renewal Areas (OMF)

³ Frozen base value represents AV added to ICURA in July 2011 amendment. Actual frozen base will be determined by the County Assessor. Acreage reflects July 2011 amendment.

⁴ Frozen base value represents 11/12 OCC Frozen Base and is overstated for estimation purposes. As a result of the 20th Amendment to OCC (July 2011), the reduced frozen base will be determined by the County Assessor. Acreage reflects 20th Amendment.



Bureau of Planning and Sustainability
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Irma Valdez

March 20, 2012

Mayor Sam Adams and Portland City Council
Portland City Hall
1121 SW 4th Avenue
Portland, OR 97204

Subject: Neighborhood Prosperity Initiative: Urban Renewal Areas

Dear Mayor Adams and City Commissioners,

At a public meeting held on March 13, 2012, the Planning and Sustainability Commission voted unanimously in support of six proposed Urban Renewal Plans as recommended in the following Portland Development Commission Resolutions:

Resolution 6924 - 42nd Avenue Urban Renewal Area
Resolution 6925 - Cully Boulevard Urban Renewal Area
Resolution 6926 - Parkrose Urban Renewal Area
Resolution 6927 - Rosewood Urban Renewal Area
Resolution 6928 - Division-Midway Urban Renewal Area
Resolution 6929 - 82nd Avenue and Division Urban Renewal Area

In reaching our decision, the Planning and Sustainability Commission finds that the proposed URAs conform to the Adopted City of Portland Comprehensive Plan and recommends that the Portland City Council adopt the URAs as presented.

The PSC further finds that the proposed URAs are supportive of the Equity Framework and Integrated Strategies of the Portland Plan and that they work to implement the City's Neighborhood Economic Development Strategy.

In considering the Neighborhood Prosperity Initiative Urban Renewal Areas, the Planning and Sustainability Commission heard testimony from six community members who have participated in the efforts to date to create these districts and the volunteer non-profits that will administer them. The testimony was compelling and an indication that the value of these districts will be derived not only from the tax increment revenues that will accrue but from the energy and imagination of the community members that will lead the efforts to improve their neighborhoods as well.

Thank you for the opportunity to participate in the review of this new use of urban renewal in the City and for considering our recommendations.

Sincerely,

Michelle Rudd

Michelle Rudd, Vice Chair
Portland Planning and Sustainability Commission



City of Portland, Oregon | Bureau of Planning and Sustainability | www.portlandonline.com/bps
1900 SW 4th Avenue, Suite 7100, Portland, OR 97201 | phone: 503-823-7700 | fax: 503-823-7800 | tty: 503-823-6868

Introduction

The Division-Midway NPI Urban Renewal Area (URA) is one of six such areas created through a partnership between the City of Portland and the Portland Development Commission as an implementation measure of the City's Neighborhood Economic Development (NED) Strategy. These initiative areas build upon the Main Street® model of community driven economic development further identified in the NED strategy. They will build local capacity to achieve economic development outcomes, drive neighborhood business growth and coordinate resources in support of neighborhood economic development. One component of these initiatives is the creation of neighborhood based administrative entities drawn from local area business and residential neighborhood representatives. These local entities will administer the distribution and expenditure of tax increment financing collected within the initiative areas on physical improvements to business properties such as storefront improvements or building rehabilitation and improvements to the public realm such as sidewalk, lighting and landscaping improvements that will improve the appearance and function of select neighborhood commercial centers and corridors.

Neighborhood Prosperity Initiative districts will function as urban renewal areas under state statute. This document is intended to meet the statutory requirements for land use planning consistency under ORS 457.095(3) by demonstrating conformance of the Division-Midway Urban Renewal Area with the Portland Comprehensive Plan and pertinent supportive neighborhood and area plans.

The following legal findings of fact will document the Division-Midway Urban Renewal Area's conformance with the City of Portland's Comprehensive Plan and all relevant supporting neighborhood and area plans.

Division-Midway NPI Urban Renewal Area (URA) Findings on Portland's Comprehensive Plan Goals

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. It has been updated and acknowledged for continuing conformance to the statewide planning goals through successive periodic reviews. The first and most recent periodic review was completed in January 2000. The City is currently undergoing its second Comprehensive Plan Periodic Review update which is expected to be completed by the end of 2013.

Comprehensive plans describe a variety of public goals that are to be achieved over the long term. These goals are usually complimentary but there are times when one comprehensive plan provision can only be advanced at the expense of another; or when one provision is funded while others must wait. In determining whether the SE Division St/117th -148th Ave URA conforms with Portland's Comprehensive Plan, the city must sometimes choose between competing public goals. To do this the city will apply the following definition of "conform".

1. On balance, the purposes of the Comprehensive Plan are advanced as a whole; and
2. Future compliance with the Comprehensive Plan is not precluded

The SE Division-Midway URA was prepared in conformity with the Portland Comprehensive Plan and is consistent with the following relevant 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 Division-Midway URA supports this goal because:

- These findings demonstrate that the Division-Midway URA is consistent with the City of Portland Comprehensive Plan which was acknowledged by the State of Oregon as consistent with statewide planning goals. The Division-Midway URA will provide tax increment revenues for physical improvements to an in-town neighborhood commercial area. This is supportive of the regional goals contained in Metro's Urban Growth Management Functional Plan which call for developing a compact urban form with a focus on investment in transit oriented communities, main streets and town centers. The Division-Midway URA is also specifically supportive of the following Metropolitan Coordination Policy.

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.

- The Division-Midway URA is consistent with this policy because all overlapping taxing jurisdictions were notified of the proposal, provided with draft authorizing documents and given the opportunity to comment. These jurisdictions include school districts, Metro and Multnomah County. Any comments received will be addressed during the City Council approval process in April 2012.

Goal 2, Urban Development, calls for maintaining 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 Division-Midway URA supports this goal because:

- The Division-Midway URA will facilitate the redevelopment of the URA Area with a more robust mixture of commercial uses that will provide more employment opportunities than currently exist as well as a more attractive environment for the surrounding residential neighborhood. Specifically, the amendment is supportive of the following policies:

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

- The Division-Midway URA will promote the redevelopment of the Division-Midway URA area to better serve the needs of the surrounding Hazelwood, Mill Park, Powellhurst-Gilbert and Centennial neighborhoods by improving the physical condition of the existing structures and public realm within the URA and encouraging the location of additional neighborhood serving businesses (and jobs) that will meet the needs of the surrounding residents.

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.

- The Division-Midway URA will promote the expansion of existing businesses and the development of new business within the URA. This area is racially and ethnically diverse and includes a broad range of age and income levels. According to 2010 Business Analyst data 27.9% of the population within ¼ mile of the Division-Midway URA are classified as minority. This is

higher than the 25.5% city wide minority population from the same data set. New investment may provide for rehabilitation of existing structures, and increased investment in public amenities that will enhance this area's attractiveness to the surrounding neighborhoods.

Policy 2.12 Transit Corridors calls for providing a mixture of activities along major transit routes, Major Transit Priority Streets, Transit Access Streets, and main streets to support the use of transit

- SE Division Street is classified as a *Major Transit Priority Streets* while 122nd and 148th Avenues within the proposed URA area are classified as *Transit Access Streets* according to the Transportation Element of the City's Comprehensive Plan. This URA area is currently served by both the Trimet #4 and #71 bus lines. The Division-Midway URA will promote the development of a community based administrative entity and provide resources for physical improvements to the initiative area that will increase the attractiveness of this area to a wide variety of activities and transit users.

Policy 2.13 Auto-Oriented Commercial Development Allow auto-oriented development to locate on streets designated as Major City Traffic Streets by the Transportation Element. Also allow neighborhood level auto-oriented commercial development to locate on District Collector Streets or Neighborhood Collector Streets near neighborhood areas where allowed densities will not support development oriented to transit or pedestrians. Where neighborhood commercial uses are located on designated transit streets, support pedestrian movement and the use of transit by locating buildings and their entrances conveniently to transit users, pedestrians, and bicyclists and providing on-site pedestrian circulation to adjacent streets and development.

- Division Street is a *District Collector* within the URA area. 122nd Avenue is classified as a *Major City Traffic Street* while 130th, 136th, 139th and 148th Avenues are classified as a *Neighborhood Collector Streets* according to the Transportation Element of the City's Comprehensive Plan. Commercial development within the Division-Midway URA area will be subject to the current CG General Commercial, CN2 and CN1 Neighborhood Commercial District Standards. Under these zoning designations development auto-accommodating development is allowed. In all of the listed zones however physical development that is supportive of an enhanced pedestrian environment is required. Additional financial resources made available through the Division-Midway URA may be applied to pedestrian improvements to enhance the transit, pedestrian and bicycle experience within the URA and connections to the adjoining residential neighborhoods.

Policy 2.19 Infill and Redevelopment calls for encouraging infill and redevelopment as a way to implement the Livable City growth principles and accommodate expected increases in population and employment. Encourage infill and redevelopment in the Central City, at transit stations, along main streets, and as neighborhood infill in existing residential, commercial and industrial areas.

Policy 2.20 Utilization of Vacant Land calls for providing for full utilization of existing vacant land except in those areas designated as open space.

- The Division-Midway URA supports policy 2.19 and 2.20 by making funds directly available for enhancements to existing commercial and public property. Such investment will make the remainder of this existing commercial area more attractive for private redevelopment efforts including investment in existing vacant or underutilized properties.

Policy 2.22 Mixed Use calls for a mechanism that will allow for the continuation and enhancement of areas of mixed use character where such areas act as buffers and where opportunities exist for creation of nodes or centers of mixed commercial, light industrial and apartment development.

- The Division-Midway URA area includes: commercially zoned property (CN1, CN2 and CG); multi-dwelling residentially zoned property (R1, R2 and R3) and single family neighborhoods zoned R7 and R5. The Division-Midway URA supports policy 2.22 by making revenues available for funding commercial enhancements within this mixed use urban renewal area.

Policy 2.27 Outer Southeast Community Plan calls for promoting the economic vitality, diverse residential character, environmental quality, and livability of Outer Southeast Portland by including the Outer Southeast Community Plan as part of this Comprehensive Plan.

- The Division-Midway Urban Renewal Area is located within the Outer Southeast Community Plan Area. Pertinent sections of the Outer Southeast Community Plan include, but are not limited to:
 - Economic Development Policy which calls for improving the vitality of outer southeast business districts and employment centers,
 - Urban Design Policy which seeks to foster a sense of place and identity for the outer southeast community plan area by reinforcing existing character-giving elements and encouraging the emergence of new envisioned character, and
 - Geographically targeted policies of the Suburban Neighborhood and Mixed Era Neighborhood Subareas. These subareas promote the redevelopment of this stretch of Division Street to conveniently serve the daily commercial needs of an increasing density of residential uses mixed within and adjoining this transit served commercial area.
- The Division-Midway URA is consistent with the Outer Southeast Community Plan because it will: cause the creation of a community based administrative entity to initiate and oversee district improvements and it will direct capital investment and technical expertise to the improvement of the Division-Midway URA. These actions will assist this area reach its potential as a mixed use commercial corridor described in the Outer Southeast Community Plan.

Goal 3, Neighborhoods, calls for the preservation and reinforcement of the stability and diversity of the city's neighborhoods while allowing 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 Division-Midway URA supports this goal by encouraging reinvestment in two of the public's largest capital assets, the existing building stock and commercial properties served by existing levels of urban infrastructure. The Division-Midway URA will contribute to the health and vitality of the Hazelwood, Mill Park, Powellhurst-Gilbert and Centennial neighborhoods by improving SE Division St /117th -148th Ave as a neighborhood commercial corridor serving the surrounding residential neighborhoods. More specifically the Division-Midway URA supports the following policies:

Policy 3.1 Physical Conditions calls for providing and coordinating programs to prevent the deterioration of existing structures and public facilities.

- By design, the URA supports this policy by making available tax increment revenues within district boundaries. These revenues will be directed to building repairs and upgrades and physical public realm enhancements that will not only prevent the deterioration of existing structures and public facilities but contribute to their improvement over time.

Policy 3.2 Social Conditions calls for providing and coordinating programs to promote neighborhood interest, concern and security and to minimize the social impact of land use decisions.

- In addition to administering tax increment revenues which by law must be spent on physical improvements to the business area, the local administrative entities formed as part of the Urban Renewal Areas will serve as local forums for the identification and promotion of programs of local interest. Although these activities will not be eligible for TIF funding such programs may include economic development activities as well as other business attraction, retention and community building efforts as may be defined by the local administrative entities.

Policy 3.5 Neighborhood Involvement calls for providing for the active involvement of neighborhoods residents and businesses in decisions affecting their neighborhood through the promotion of business and neighborhood associations. Provide information to neighborhood and business associations which allows them to monitor the impact of the Comprehensive Plan and to report their findings annually to the Planning Commission.

- The Division-Midway URA will be administered by a neighborhood based administrative entity comprised of business owners and tenants of the URA as well as residents from the surrounding residential neighborhoods. Deliberations of the administrative entity will be in conformance with all Oregon public meetings laws and City of Portland administrative rules regarding meeting notification and public participation.

Policy 3.9 Outer Southeast Community Neighborhoods and Business Plan calls for including neighborhood plans developed as part of the Outer Southeast Community Neighborhood and Business Plan. These include Centennial, Foster-Powell, Hazelwood, Lents, Mt. Scott-Arleta, Mill Park, Montavilla, Outer Southeast Business Coalition, Pleasant Valley, Powellhurst-Gilbert and South Tabor.

- The Division-Midway URA area includes portions of the Hazelwood, Mill Park, Powellhurst-Gilbert and Centennial Neighborhood plans. Establishment of the URA is supportive of these neighborhood plans (as described more fully later in these findings) in that it will provide funding to support economic development and physical improvements to existing commercial centers within these neighborhoods.

Goal 5, Economic Development, calls for the promotion of 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 Division-Midway URA is consistent with this goal because:

- The Division-Midway URA will provide revenues for economic development projects including, but not limited to, storefront improvement grants and commercial revitalization projects. The URA is specifically supportive of the following policies:

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

- The Division-Midway URA directly supports this policy by providing tax increment revenues that can leverage private investment in the Division-Midway URA area.

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

Policy 5.3 Community-Based Economic Development calls for supporting community based economic development initiatives consistent with the Comprehensive Plan and compatible with neighborhood livability.

- The Division-Midway URA supports policies 5.2 and 5.3 through the creation of a Division-Midway URA administrative entity comprised of local business and residential interests. This group will evaluate specific requests for tax increment revenues to support physical improvements to business properties and the public realm. Additionally the administrative entity may pursue redevelopment projects and business retention/attraction programs that are consistent with neighborhood priorities that will not use tax increment revenues.

Policy 5.6 Area Character and Identity within Designated Commercial Areas calls for promoting and enhancing the special character and identity of Portland's designated commercial areas.

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

- The Division-Midway URA is directly supportive of Policies 5.6 and 5.7 above in that it will create a local administrative entity empowered to distribute TIF revenues for commercial property rehabilitation and enhancements to the public realm within the SE Division St /117th -148th Ave commercial area. This group may also develop and use non TIF resources to initiate programs directed at business attraction, retention and growth.

Goal 7, Energy, calls for promotion of a sustainable energy future by increasing energy efficiency in all sectors of the city. The Division-Midway URA supports this goal because:

- The Division-Midway URA will help reinvigorate the Division-Midway commercial corridor as a neighborhood destination providing daily goods and services to the surrounding residential neighborhoods at a scale that promotes active transportation and reduces the need of Portlanders to rely on an automobile for their daily needs. More specifically the Division-Midway URA is supportive of the following policies:

Policy 7.4 Energy Efficiency through Land Use Regulations calls for the City to promote residential, commercial, industrial, and transportation energy efficiencies and the use of renewable resources.

- The Division-Midway URA supports this policy through its encouragement of reinvestment in an in-town commercial corridor providing goods and services to a surrounding residential

neighborhood. Such proximity of goods and services to the surrounding neighborhoods reduces the need for auto trips and encourages the use of transit and active transportation options.

Policy 7.5 Energy Efficiency in Commercial and Industrial Facilities calls for the City to encourage energy efficiency in existing commercial building and institutions by facilitating utility, local, state, and federal financial and technical assistance.

- Revenues made available through the Division-Midway URA may be used for energy efficiency upgrades to existing commercial structures within the URA area and leverage additional public or private energy efficiency funding thereby supporting this policy.

Goal 9, Citizen Involvement, calls for improved methods and ongoing opportunities for citizen involvement in the land use decision-making process, and the implementation, review, and amendment of the Comprehensive Plan. This project followed the process and requirements specified in Chapter 33.740, Legislative Procedure. The Division-Midway URA is supportive of this goal because:

- Members of the Division-Midway URA administrative entity were invited to form their own neighborhood based decision making body with technical and financial support provided by the Portland Development Commission and the City of Portland. The URA project is supportive of the following policy:

Policy 9.1 Citizen Involvement Coordination encourages 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.

- On October 18, 2011, Mayor Sam Adams launched the NPI among nearly 100 community leaders at the Immigrant and Refugee Community Organization (IRCO), inviting six neighborhood commercial corridors in East and Northeast Portland to partner with PDC staff and to evaluate the feasibility and desirability of creating URAs.
- On November 7, 2011, PDC staff assembled the six district community groups back to IRCO to kick-off the community organizing process.
- On November 21, 2011, all of the districts successfully applied for and received a \$10,000 grant to help with facilitation, outreach coordination, translation, printing, and material expenses to help do the work of organizing the community around this Initiative.
- Community leaders formed an initial Steering Committee for the Division-Midway URA to provide local direction for the application of tax increment revenues towards community-identified capital improvements.
- The PDC maintained a project website with background documents and meeting summaries available for downloading.
- The Division-Midway URA authorizing documentation was posted to the project website as Adobe Acrobat files available for downloading prior to the PDC Board of Commissioners public hearing on March 12, 2012.
- Notice of the March 12, 2012 Portland Develop Commission public hearing to approve the Division-Midway URA was published in the Oregonian and online.

- Notice of the March 13, 2012 City of Portland Planning and Sustainability Commission public hearing to consider the Division-Midway URA was published in the Oregonian on 3/9/12 and online.
- Notice of the April 4, 2012 Portland City Council public hearing to approve the Division-Midway URA was mailed to all owners of real property within the City of Portland in mid-March 2012.

The Division-Midway URA initial steering committee also engaged in extensive public outreach activities. These outreach activities are documented in Exhibit D to the Ordinance.

Goal 12, Urban Design, calls for enhancing Portland as a livable city, attractive in its setting and dynamic in its urban character by preserving its history and building a substantial legacy of quality private developments and public improvements for future generations. The Division-Midway URA supports this goal by:

- Allowing investment of tax increment revenues in existing commercial buildings to preserve and enhance existing positive design elements while supporting improvements and new commercial development that will enhance the URA area's character and function. More specifically the URA will support 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.

- Investment made possible through the Division-Midway URA may be used to improve the appearance and function of both private commercial buildings along the existing SE Division St /117th -148th Ave commercial corridor and the public realm, including improvements that will enhance the pedestrian experience and connections with the surrounding residential neighborhoods.

Policy 12.4 Provide for Pedestrians calls for recognizing that auto, transit and bicycle users are pedestrians at either end of every trip and the Portland's citizens and visitors experience the city as pedestrians. Provide for a pleasant, rich and diverse experience for pedestrians. Ensure that those travelling on foot have comfortable, safe and attractive pathways that connect Portland's neighborhoods, parks, water features, transit facilities, commercial districts employment centers and attractions.

Policy 12.5 Promote the Arts calls for the City to humanize the City through promotion of the arts and excellence in design. Encourage the placement of art at locations that are visible to the public. Expand Portland's collection of Public Art. Punctuate the community with works of art used to emphasize focal points, mark transitional locations, celebrate public buildings and enhance the City's sidewalks, open spaces, plazas and parks.

- Both Policy 12.4 and 12.5 are supported by the proposed URA in that tax increment revenues made available through the Division-Midway URA area may be used for functional pedestrian improvements and for other projects that will improve the public realm such as public art, lighting and landscape improvements.

Policy 12.6 Preserve Neighborhoods calls for preserving and supporting the qualities of individual neighborhoods that help to make and to respect and strengthen values in new development projects that implement this comprehensive plan.

- Expenditure of TIF revenues made available through the Division-Midway URA area will be overseen by an administrative entity comprised of local business interests and residential neighborhood representatives. Improvement projects identified through this neighborhood based decision making model will reflect the priorities and desires expressed by current neighborhood residents and businesses.

Findings for the Hazelwood, Mill Park, Powellhurst-Gilbert and Centennial Neighborhood Plans

Hazelwood Neighborhood Plan

The Hazelwood Neighborhood Plan was adopted by the City Council on January 31st 1996. The policies and objectives of this plan were adopted as part of Portland's Comprehensive Plan by ordinance 169763. The proposed Division-Midway Urban Renewal Area is supportive of the following Neighborhood Plan Policy:

Policy 2 Economic Development seeks to preserve and enhance the commercial viability of businesses within Hazelwood by stimulating business growth, investment and a high level of livability.

- The Division-Midway URA is directly supportive of this policy by making TIF revenues available for commercial property renovation and expansion, making this corridor a more attractive area to do business for existing and potential enterprise. Outside of TIF funding the local administrative entity may seek additional resources to develop and implement a marketing plan for this district to increase community awareness of the district to both potential customers and businesses.

Mill Park Neighborhood Plan

The Mill Park Neighborhood Plan was adopted by the City Council on January 31st 1996. The policies and objectives of this plan were adopted as part of Portland's Comprehensive Plan by ordinance 169763. The proposed Division-Midway Urban Renewal Area is supportive of the following Neighborhood Plan Policy:

Policy 2 Transportation seeks to reduce reliance upon the automobile transportation by visitors and residents of Mill Park.

- The SE Division-Midway URA supports this policy both by providing revenues for the enhancement of existing businesses and attraction of additional new businesses to this commercial corridor along the south end of Mill Park neighborhood, and providing funding that may be used to improve the active transportation infrastructure available within the district.

Policy 4 Economic Development seeks to attract businesses to the Mill Park neighborhood which will help to promote a sense of co-operation between them and the neighborhood residents.

- The Division-Midway URA is directly supportive of this policy by making TIF revenues available for commercial property construction renovation and expansion, making this corridor a more attractive area to do business for existing and potential enterprise. Outside of TIF funding, the local administrative entity may seek additional resources to develop and implement a marketing plan for this district to increase community awareness of the district to both potential customers and businesses.

Powellhurst-Gilbert Neighborhood Plan

The Powellhurst-Gilbert Neighborhood Plan was adopted by the City Council on January 1, 1996. The policies and objectives of this plan were adopted as part of Portland's Comprehensive Plan by ordinance 169763. The proposed Division-Midway Urban Renewal Area is supportive of the following Neighborhood Plan Policies:

Policy 1 Transportation seeks to ensure that the neighborhood is accessible by a variety of transport modes including walking, bicycling, public transport, auto, and truck traffic while reducing noise pollution and safety hazards.

- Tax increment funding available through the Division-Midway URA may be used to improve sidewalks, bus stops and bicycle facilities within the area in support of this policy.

Policy 6 Economic Development seeks to improve, support and create businesses that enhance the neighborhood and provide needed goods and services.

- The Division-Midway URA is specifically supportive of this policy by providing a funding mechanism through tax increment financing for business improvements and business development within this area. Revenues provided through the URA may be used to leverage additional private investment within the area while non-TIF resources may be sought and used by the local administrative entity to fund other business improvement and marketing programs.

Centennial Neighborhood Plan

The Centennial Neighborhood Plan was adopted by the City Council on January 31, 1996. The policies and objectives of this plan were adopted as part of Portland's Comprehensive Plan by ordinance 169763. The proposed Division-Midway Urban Renewal Area is supportive of the following Neighborhood Plan Policies:

Policy 1 Business Development seeks to encourage and support businesses which enhance the neighborhoods

- The Division-Midway URA is specifically supportive of this policy by providing a funding mechanism through tax increment financing for business improvements and business development within this area. Revenues provided through the URA may be used to leverage additional private investment within the area while non-TIF resources may be sought and used by the local administrative entity to fund other business improvement and marketing programs.

273-81

Exhibit C

185262

Division-Midway NPI URA Comprehensive Plan Findings

3/13/2012

Policy 2 Community Design and Livability seeks to enhance Centennial's livability by protecting, maintaining and improving the quality and suburban character of the physical environment.

- This URA is supportive of this policy by providing funding for functional and aesthetic enhancements to the Division St/ 117th -148th Ave commercial district, a transit served neighborhood commercial corridor which bisects the Centennial neighborhood.


888281

AFFIDAVIT

STATE OF OREGON)
) ss.
County of Multnomah)

I, Keith Witcosky, being duly sworn do depose and say that:


1. I am the Deputy Director – Government Relations/Public Affairs of the Portland Development Commission; and
2. In conformance with ORS 457.085(5), the Portland Development Commission presented via email copies of the six proposed Neighborhood Prosperity Initiative Urban Renewal Area Plans and accompanying Reports to the governing body of each taxing jurisdiction affected by the Plans.



Keith Witcosky
Deputy Director – Government
Relations/Public Affairs

Signed and sworn to (or affirmed) before me on March 6, 2012





Notary Public for Oregon

**Community Outreach Summary, Map, and Characteristics
of the Proposed Division-Midway NPI District**

Prepared by the Steering Committee:

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Area Description

Division is a major commuter arterial in a striving business district characterized by small, locally-owned businesses in outer SE Portland, which serves medium to low income residents with a large multi-cultural population of renters and homeowners. Extending from 117th to 148th Avenues, the commercial district is home to David Douglas School District, the largest school district with the highest high school graduation rate in Multnomah County.

One business and four neighborhood associations serve the Midway commercial district with many multi-generational families who have both lived and worked in the neighborhood for many years. Many Midway residents and students use public transit to reach the inner core of Portland for jobs, education opportunities, business services and shopping. Pedestrian and bicycle traffic is also high along the commercial arterial. Midway is not without promise. Just beyond the Portland and Gresham city limits lies the threshold to the Mt Hood National Forest where enjoying the outdoors begins. The commercial arterial serves as a major connection between an urban environment and the wonders of nature. Future streetscape and storefront improvements will be designed to revitalize Midway and give it the identity it needs.

Please note, the Area Map shown below identifies the urban renewal area boundary, where tax increment revenues will be collected. The investment area boundary, which predominantly includes commercially zoned property, is the area in which investments are targeted.

Business association: Midway and Gateway

Neighborhood Districts: Hazelwood, Mill Park, Centennial and Powellhurst-Gilbert

Outreach Activity

Flyers (#, purpose, who were they delivered): 3,000 SE Division Street NPI brochures and 3000 SE Division Street NPI Community meeting flyers were distributed by hand to nearby residents, businesses, neighborhood association meetings, the library, Multnomah County Health clinic, 5 of Human Solutions multi-family properties in the target area to reach 250 households, and the Midway and Gateway Business Associations. These documents were also electronically sent to 3 neighborhood association email lists, to the Midway and Gateway Business Association email lists, to the East Portland Neighborhood office and to the East Portland Action Plan members and to the East Portland Action Plan Economic Development subcommittee.

Translation activities/ documents. Community Meeting flyers were provided in Spanish, Vietnamese, Russian and English.

Meetings/numbers of people and who appeared, and outcomes of each outreach event

- 8 organizing committee meetings have been held with attendance of 6 to 14 people at each meeting.
- One community meeting has been held with 22 attendees.
- An additional small community meeting at a Human Solutions property was held with 12 people in attendance.

The outcomes of these meetings were information about the NPI program; determination and community support of the SE Division Street NPI Boundaries; support for the Steering Committee to move forward with the letter of interest and the commitment of 10 volunteers to serve on the SE Division Street NPI steering committee in the future.

