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exhibit 4

ST. JOHNS RIVERFRONT URBAN RENEWAL PLAN
PORTLAND, OREGON

PART ONE - TEXT
PART TWO - EXHIBITS

PREPARED BY
THE CITY OF PORTLAND DEVELOPMENT COMMISSION
SEPTEMBER 1979

Adopted by Portland
Development Commission
5/22/80

PART ONE - TEXTSECTION 100 - INTRODUCTION

This Urban Renewal Plan was prepared pursuant to Chapter 457 of the Oregon Revised Statutes (ORS 457), and other relevant Local, State and Federal laws and ordinances. This Plan shall be known as the Urban Renewal Plan for the St. Johns Riverfront and consists of Part One - Text and Part Two - Exhibits.

Land use proposals herein were developed through the joint efforts of citizens from the St. Johns neighborhood, private consultants, and officials and staff from the City's various bureaus and agencies. These proposals are consistent with the City's established goals for community and housing development. Land use requirements and development guidelines set forth in this Plan have been designed to accomplish redevelopment of the St. Johns Riverfront Urban Renewal Area in accord with sound planning principles and objectives.

SECTION 200 - DEFINITIONS

The following definitions will govern the construction of this Plan unless the context otherwise requires:

- A. "City" means the City of Portland, Oregon.
- B. "Council" or "City Council" means the legislative body, including the Mayor, authorized under law to be the governing body of the City of Portland, Oregon.
- C. "County" means the County of Multnomah, State of Oregon.
- D. "Density" or "Residential Density" means the number of residential dwelling units per net acre of land. A net acre is a land area containing 43,560 square feet exclusive of streets or other dedicated rights-of-way.
- E. "Exhibit" means an attachment, either narrative or map, to this St. Johns Riverfront Urban Renewal Plan, Part Two - Exhibits.
- F. "ORS" means Oregon Revised Statute (State Law) and specifically Chapter 457 thereof.
- G. "Plan" means the St. Johns Riverfront Urban Renewal Plan.
- H. "Planning Commission" means the Planning Commission of the City of Portland, Oregon.
- I. "Commission" or "PDC" means the Portland Development Commission which is the designated Urban Renewal Agency of the City of Portland, Oregon, having been established pursuant to Chapter XV of the Portland City Charter and ORS Chapter 457.
- J. "Project" means an undertaking or activity within the Urban Renewal Area such as a street-project, a housing project or any other single activity which is authorized and for which implementing provisions are set forth in this St. Johns Riverfront Urban Renewal Plan.
- K. "Urban Renewal Area" means the entire area encompassed by this St. Johns Riverfront Urban Renewal Plan, the boundary of said Area being described in Part Two - Exhibit Two.
- L. "Redeveloper" means anyone acquiring property from the Commission or receiving financial assistance from the Commission for the physical improvement of privately or publicly held property.

- M. "State" means the State of Oregon.
- N. "Text" means the written Urban Renewal Plan for the St. Johns Riverfront Project Area, Part One - Text.
- O. "Urban Renewal Law" means Oregon Revised Statute, (ORS 457) Chapter 457, the State Urban Renewal Law.

SECTION 300 - DESCRIPTION OF URBAN RENEWAL PROJECT AREA BOUNDARY

The St. Johns Riverfront Urban Renewal Area is located on the east bank of the Willamette River, south of the St. Johns Bridge.

The boundary of the Urban Renewal Area is shown on the Urban Renewal Area Boundary and Land Use Plan and included as Exhibit One of Part Two of this Plan. The narrative of the legal boundary description is included as Exhibit Two of Part Two of this Plan.

SECTION 400 - DECLARATION OF NECESSITY, PURPOSE AND URBAN RENEWAL PLAN OBJECTIVES

- A. Blighting conditions exist within the Urban Renewal Area. Land uses consist of a mixture of single and multi-family residential, industrial, and under-utilized vacant land. Many structures in the Area are in poor or fair condition, and most of the streets are unimproved or in need of major repair. Most of the Area is zoned for industrial use, but industry has been moving away to areas more accessible to main truck and railway routes offering more efficient conditions for their operations.
- B. Deficiencies and conditions identified in the "Report on the St. Johns Riverfront Urban Renewal Plan" describe the adverse effect they have on the St. Johns neighborhood. Because of the diversity of property ownership, there is no indication that these deficiencies and conditions will be improved without a major public involvement.
- C. Accordingly, the City Council, upon recommendation of the Portland Development Commission and the City Planning Commission, declares a need for undertaking an Urban Renewal Project to correct such deficiencies and conditions and to provide for economically, socially and environmentally sound redevelopment consistent with the City's goals for community development and with the objectives of this Urban Renewal Plan.

D. Purpose and Urban Renewal Plan Objectives

1. Land use proposals contained in this Plan were developed through the joint efforts of the St. Johns Citizens Advisory Committee, private consultants, and officials and staff from the City's various bureaus and agencies.
2. The primary objectives of the Plan are to improve the physical conditions, functional relationships and visual quality of the Area adjacent to the east bank of the Willamette River and to eliminate blight in order to strengthen the St. Johns neighborhood by establishing sound physical, social, economic and environmental relationships with the river and the community. More specifically, the objectives of this Urban Renewal Plan are to:
 - a. Provide new housing/support the City's housing policy;
 - b. Complement and support previous neighborhood public improvements and housing rehabilitation;
 - c. Economically support the St. Johns business district;
 - d. Provide public access to, and recreational use of the riverfront within the Urban Renewal Area;
 - e. Eliminate blighting influences such as substandard and/or obsolete buildings, non-conforming land uses, and under-utilized land;
 - f. Modify the street system to provide for safe and efficient traffic circulation in and around the Urban Renewal Area;
 - g. Install or improve public facilities such as streets, sewers, curbs, sidewalks, and street lighting where necessary to meet the needs of the Area;
 - h. Rehabilitate and conserve properties compatible with this Plan;
 - i. Develop economically sound residential, commercial, and recreational facilities that satisfy the principles of good urban design, are mutually supportive, and compatible with the surrounding area;

- j. Develop land in the Urban Renewal Area in an efficient and timely manner.

SECTION 500 - LAND USE PLAN AND DEVELOPMENT CONTROLS

Three map exhibits are herewith attached in Part Two of this Plan to describe the land use elements of this Urban Renewal Plan:

Exhibit One - "Project Area Boundary and Land Use"

Exhibit Three - "Urban Renewal Plan and Sub-Areas"

Exhibit Four - "Proposed Rezoning"

Also attached herewith as Exhibit Five (A and B), of Part Two are two "Conceptual Development Plans" of the entire Urban Renewal Area. The Conceptual Development Plans are a schematic visualization of the general type of development being considered, and are not intended to be an exact illustration of the location, design, or size of particular buildings and improvements. In all instances, however, land use, development and redevelopment shall be subject to the controls, conditions, and regulations set forth in this Plan.

SECTION 505 LAND USES TO BE PERMITTED

The following land use designations are intended to allow for reasonable development flexibility while providing a context that assures an overall project development of high quality in achieving the objectives established in Section 400 of this Plan:

A. Residential Uses

Residential development shall include multi-family, row-house, duplex, and single-family, attached and detached structures. Development of each type of structure will depend on the capabilities and design of the selected developer. A publicly assisted housing development for the elderly may also be developed. (See Exhibit Three). It is intended that ultimately there will be a minimum of 65% owner-occupants (including condominium owners) and 35% renter-occupants in the Urban Renewal Area. All new residential development shall be compatible with the surrounding neighborhood and shall be subject to the Plan and Design Review process described in Section 525.

PERMITTED LAND USES AND RESIDENTIAL DENSITIES

<u>Sub-Area</u>	<u>Proposed Land Use</u>	<u>Maximum Permitted Residential Density Per Net Acre</u>	<u>Proposed Zoning</u>
1	Medium Density Apartments	40-43	A-1
2a	High Density Apartments	80	A-0
2b	Low Density Apartments/Condominiums Single family & duplex	17	A-2.5
3	Low Density Apartments/Single family & duplex	17	A-2.5
4a	Low Density Apartments/Condominiums	17	A-2.5
4b	General Commercial or Low Density Apartments/Condominiums	N.A. 40-43	C-2
5a	Low Density Apartments/Condominiums	17	A-2.5
5b	Low Density Apartments/Condominiums	17	A-2.5
6	Public Open Space	N.A.	A-2.5
7	Medium Density Apartments/Condominiums	40-43	A-1
8	General Commercial	N.A.	C-2
9	General Commercial	N.A.	C-2
10	Marina	N.A.	C-2

B. Commercial Use

Permitted commercial uses shall include restaurants, offices, marina, and marina-related facilities. Such uses shall be limited to those sub-areas indicated in the table in Section 505 above.

C. Recreational Vehicle Storage

Uses in sub-area 3b shall be limited to boats and recreational vehicle storage to serve residential and commercial occupants of the Urban Renewal Area. No boat or recreational vehicle shall be used for temporary or permanent housing accommodations while parked or stored in the Recreational Vehicle Storage Area.

D. Marine Related Uses

Uses in sub-area 9 shall be limited to small recreational marine-related uses. Permitted uses shall include a marina office, the sale of boat supplies and equipment, boat service and minor repair, and such other similar uses that are compatible with the basic residential environment of the redeveloped Area.

In all instances, permitted uses shall be compatible with residential and commercial uses in the Urban Renewal Area.

E. Public Uses

Public uses shall include open spaces, parks, walkways, esplanades, parking and related facilities. Open spaces, parks and a marina shall be permitted in those sub-areas indicated in Section 505 above. Walkways and esplanades may be developed in all sub-areas provided that such walkways and esplanades do not conflict with the principle uses designated for those sub-areas.

SECTION 510 - TRAFFIC CIRCULATION

Street patterns will be altered to accommodate proposed development and to provide for safe and efficient traffic circulation in and around the Urban Renewal Area. Vehicular access will be provided to all sections of the Urban Renewal Area, and certain streets will be vacated to accommodate proposed traffic circulation patterns. Provisions shall be made for emergency vehicle access throughout the Urban Renewal Area. (See Exhibit Six of Part Two - Street Way)

Vehicular and pedestrian traffic circulation shall be segregated where possible, and be separate from railway traffic except for on-grade crossings. In all cases, adequate measures shall be taken to minimize conflict between railway and vehicular/pedestrian traffic.

SECTION 515 - PUBLIC IMPROVEMENTS

A. Streets

All public streets within the Urban Renewal Area shall be constructed and improved to meet or exceed City standards. Street improvements include the travel surface, curbs, sidewalks, gutters, storm drains, and related facilities. (See Exhibit Six of Part Two)

B. Utilities

All utility lines and facilities, where feasible, shall be placed underground. All utility facilities will be of such size and design to adequately serve the Area. Utilities include but shall not be limited to, street lights, sanitary and storm sewers, water lines, traffic signals, electrical distribution lines, telephone lines, television cables, natural gas distribution lines, fire hydrants, and related facilities. (See Exhibit Seven of Part Two)

C. Other Public Improvements

Other public improvements will be provided in support of project development activities. These improvements include but shall not be limited to, street trees and landscaping, parks, pedestrian walkways, bicycle paths, parking facilities, a marina, a breakwater, riverbank stabilization, and other river-oriented public recreational facilities.

SECTION 520 - DEVELOPMENT CONTROLS

All development under this Urban Renewal shall conform to the conditions, limitations, and restrictions contained in the Planning, Zoning, Building and other applicable codes of the City of Portland, and any other applicable State and Federal laws and regulations controlling the use of property in the Urban Renewal Area. In addition, the following conditions, limitations, and restrictions shall also apply to all development in the Urban Renewal Area.

A. Density

Maximum allowable densities will vary by sub-area and shall not exceed those set forth in Section 505, Land Uses to be Permitted.

B. Landscaping

Areas not containing structures, including setback areas, courts, pedestrian malls and surfaced parking lots shall be landscaped. Landscaped areas shall include compatible varieties and sizes of plant materials and visually integrated landscape features and garden structures.

C. Signs

Signing and identification of buildings, land areas, and facilities shall be considered as an integral part of any development, and plans and details shall be submitted with development plans. All signing or identification shall be subject to the approval of the Portland Development Commission.

Outdoor advertising signs, painted bulletins or sign boards, poster panels or billboards, roof bulletins and roof signs, wall bulletins, and advertising structures are prohibited. Open signs are permitted under the following conditions.

1. In Commercial, Marina, and Public Use Areas

An exterior sign which pertains only to the use on the premises shall be permitted. Such signs shall not exceed one (1) sq. ft. for every three (3) lineal feet of building face as measured on the side on which the sign appears. All signs must be attached flat against the wall of the building or flat against the face of a marquee and may not project above the roof line, wall coping, or marquee face, nor shall such permitted sign face directly upon an abutting residential property.

2. In Residential Areas

- a. Exterior signing of residential structures shall be limited to a maximum area of ten (10) sq. ft. and must be attached flat against the wall of a building or to the face of a marquee.
- b. No outside display window or windows, nor signs advertising accessory uses shall be visible from the exterior of any residential structure.

3. In All Areas

- a. Signs may be illuminated, provided the illumination is back lighted or properly focused upon the sign itself so as to prevent glare and direct light upon the abutting areas.
- b. Signs with flashing, animated or intermittent illumination shall not be permitted.
- c. The use of red and green lighted signs shall not be permitted within fifty (50) feet of a signalled intersection.
- d. No sign shall be permitted to overhang streets, sidewalks, or any property line.

D. Zoning

Zone changes to accomplish the objectives of this Plan shall be made by the City in compliance with the Planning and Zoning Code of the City of Portland. Such zone changes shall be undertaken after the affected property has been acquired by the Portland Development Commission.

E. Exceptions or Variances

The Commission may grant exceptions or variances which do not constitute a substantial change to any of the regulations prescribed in this Plan, upon a finding that granting the exception or variance is consistent with the intent of the Urban Renewal Plan and the urban design concepts on which it is based, and will not adversely affect other properties within or adjacent to the Urban Renewal Area.

F. Height Exceptions

Building height variances may be granted in the specific areas where physical conditions of steep terrain and difficult soil bearing values requiring piling foundations exist. The sub-areas containing such conditions are:

Sub-Areas 4, 5a and 5b, where a three (3) story maximum building height may be permitted by the Commission in place of the maximum two-and-one half (2½) stories permitted in an A-2.5 zone; and

Sub-Area 7, where a four-and-one half (4½) story maximum building height may be permitted by the Commission in place of the maximum three (3) stories permitted in an A-1 zone.

The permitting of exceptions to this Plan by the Commission shall not waive the obligation of an owner-Participant or Redeveloper to receive other required approvals.

SECTION 525 - PLAN AND DESIGN REVIEW

No building in the Urban Renewal Area, shall be constructed or other improvements made on or over any land or water subject to these controls, including public areas, until plans for such building or improvements shall have been submitted to and approved by the Portland Development Commission. In addition, each proposal shall be reviewed by a Design Review Committee consisting of PDC staff, a consultant or group of consultants qualified in the fields of urban planning, architecture, graphic design or landscape architecture, as may be appropriate, City Bureau representatives, and a representative of the St. Johns neighborhood. The Design Review Committee will make a written recommendation to the Commission, which will make the final decision. In reviewing architectural and landscape plans, the criteria for judgment shall include, but not be limited to the following.

- A. Locations, forms, and patterns of building and open spaces shall conform with the following urban design concepts of this Urban Renewal Plan:
 1. An appropriate setting for housing and commercial development.
 2. Attractive pedestrian walks throughout the Urban Renewal Area.
 3. Buildings sited and designed so as to insulate them from automobile and railway traffic disturbance.
 4. Street trees and landscaping employed as a unifying design element.
- B. Each building shall have a compatible architectural expression and shall complement the design of adjacent buildings.
- C. Landscaping shall enhance not only the building or buildings on the site, but also adjacent buildings and sites.
- D. Size, locations, layout, and appearance of off-street parking and loading facilities shall not have any detrimental effect on the properties they serve or on adjacent or abutting properties.

- E. Location and design of accessways to and from off-street parking and loading facilities shall not unduly disrupt pedestrian or vehicular traffic circulation.
- F. The river's edge and accessways to and from it shall be developed and landscaped so as to be attractive and harmonious with the overall development within the Urban Renewal Area.
- G. The railroad shall be buffered and screened physically from other development in the Urban Renewal Area and safeguards shall be provided at railroad crossings to eliminate and minimize disturbance and hazard to residents and users. Further, such buffering and screening devices shall be designed so as not to interfere with continuing railroad operations.
- H. Overall development shall be compatible with the surrounding St. Johns neighborhood.

SECTION 530 - APPLICABILITY OF CONTROLS UPON REAL PROPERTY
WITHIN THE URBAN RENEWAL AREA

Provisions and requirements in this Plan shall apply to all real property acquired by the Commission within the Urban Renewal Area.

SECTION 600 - URBAN RENEWAL ACTIONS WHICH MAY BE USED TO
IMPLEMENT THE PLAN AND TO ACHIEVE PLAN OBJECTIVES

Sections 605 through 640 identify the Urban Renewal actions to be undertaken by the PDC or the City in the implementation of this Plan. Exhibit Eleven of Part Two describes the schedule for the various projects and activities in relation to the overall Plan.

SECTION 605 - PROPERTY ACQUISITION

A. Real Property to be Acquired

Real property to be acquired is shown on the acquisition map attached hereto as Exhibit Eight of Part Two.

Those properties may be acquired by gift, devise, purchase, lease, eminent domain, or any other lawful method, and shall be for the following purposes:

1. Clearance and redevelopment, including development of vacant land.
2. Development of public improvements and supporting facilities.
3. Rehabilitation and conservation.

SECTION 610 - RELOCATION OF RESIDENTS AND BUSINESSES

A. Relocation Procedures

Provisions, in the form of a Relocation Plan, have been made for the relocation of residents and businesses who are to be displaced as a result of the Commission acquisition of real property. The PDC shall assist all residents and businesses to be displaced in finding other suitable dwellings and locations. These accommodations shall be decent, safe, and sanitary, and located in an area suitable to the displacee. Copies of such Relocation Plan are kept on file at the offices of the Portland Development Commission.

All relocation activities and procedures by the PDC shall be in accordance with Oregon Revised Statutes, Sections 281.045 to 281.105 and with the Federal Uniform Relocation Act and applicable local laws and regulations. Properties anticipated to be in need of relocation assistance are shown on Exhibit Ten of Part Two.

B. Relocation Payments

Relocation payments shall be made to displacees in accordance with the Relocation Regulations of the Commission dated March 20, 1979.

These Relocation Regulations comply with State and Federal laws regarding relocation of displacees. The Commission may amend or modify these Regulations from time to time consistent with State and Federal laws.

SECTION 615 - DEMOLITION AND SITE CLEARANCE

Except for structures designated for rehabilitation and relocation to other sites, all structures and improvements on properties to be acquired by the PDC shall be demolished and cleared as necessary to carry out this Plan. (See Exhibits Eight and Nine of Part Two).

SECTION 620 - PUBLIC IMPROVEMENTS

Public improvements will be provided in support of development activities within the Urban Renewal Area. Street, sidewalk, curb, sewer, water, street lighting, street landscaping, traffic signals, and other public improvements shall meet or exceed standards established by the City.

Utility lines and related facilities will be placed underground where feasible. All utility facilities shall be of such size and design to adequately serve the Urban Renewal Area.

Development of parks, open spaces, and other community recreational facilities shall be carried out in cooperation between the City of Portland, State of Oregon, and appropriate Federal agencies having jurisdiction within the Urban Renewal Area.

SECTION 630 - REDEVELOPMENT AND PROPERTY DISPOSITION

A. Real Property Disposition

The PDC shall make land in the Urban Renewal Area available to private Redevelopers or to public bodies at a value determined by the PDC to be its fair reuse value in order that it may be developed or rehabilitated for the purposes specified in this Plan, and in accordance with applicable City zoning and code requirements. Real property may be conveyed by the PDC to the City or other public body without charge.

The PDC shall reserve such powers and controls in the disposition and development documents, as may be necessary, to prevent transfer, retention, or use of property for speculative purposes, and to ensure that development is carried out pursuant to this Plan.

B. Redevelopers' Obligations

Redevelopers shall be subject to the following obligations:

1. Redevelopers shall develop and use property in accordance with the land use provisions and building requirements specified in this Plan.
2. Redevelopers shall begin and complete the development of property for the uses provided in this Plan within a reasonable period of time as determined by the PDC.

3. Redevelopers shall submit all plans and specifications for construction of improvements to the PDC for review and approval to determine compliance of such plans and specifications with this Plan.
4. Redevelopers shall not restrict or effect or execute any agreement, lease, conveyance, or other instrument which has the effect of restricting the sale, lease, use or occupancy of any property or part thereof upon the basis of race, color, religion, sex, marital status, or national origin.
5. Redevelopers shall maintain the cleared land under their ownership within the Urban Renewal Area in a clean and safe condition.

SECTION 635 - COOPERATION WITH PUBLIC BODIES

Certain public bodies are authorized by State Law to aid and cooperate, with or without consideration, in the planning, undertaking, construction, or operation of this Urban Renewal Project. The PDC may seek the aid and cooperation of such public bodies and shall attempt to coordinate this Plan with the activities of such public bodies in order to accomplish the purposes of this Plan.

SECTION 640 - PROPERTY MANAGEMENT

During such time as property in the Urban Renewal Area is owned by the PDC, such property shall be under the management and control of the PDC. The PDC may rent, maintain, manage, operate and clear such property pending its disposition for redevelopment.

SECTION 700 - METHODS FOR FINANCING THE PROJECT

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, planning, and carrying out this Urban Renewal Plan, or may otherwise obtain financing as authorized by ORS Chapter 457 and Chapter XV of the Charter of the City of Portland. Upon request of the Commission,

the Council of the City of Portland may from time to time issue revenue bonds, certificates, or debentures to assist in financing the Plan as provided by Section 15-106 of the Charter of the City of Portland.

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

B. Urban Development Action Grant

The City of Portland is the recipient of a \$9,000,000 Urban Development Action Grant (UDAG) from the Federal Department of Housing and Urban Development (HUD). These funds have been allocated by the City Council for use in undertaking and carrying out this Urban Renewal Plan.

C. Self-Liquidation of Costs of Project (Tax Increment Financing)

1. The carrying out of this Plan may be financed, in whole or in part, by self-liquidation of the costs of the Plan as provided in ORS 457.410 through ORS 457.450. The ad valorem taxes, if any, levied by a taxing body upon the taxable real and personal property situated in the Urban Renewal Area, shall be divided as provided in ORS 457.440. That portion of the taxes representing the levy against the increase, if any, in true cash value of property located in the Urban Renewal Area, over the true cash value specified in the certificate of amendment to the certificate filed under ORS 457.430, shall, after collection by the tax collector, be paid into a special fund of the Commission and shall be used to pay the principal and interest on any indebtedness incurred by the Commission to finance or refinance the Plan.
2. Such self-liquidation methods, and the tax increment accruing therefrom, as provided in ORS 457.410 through 457.450, may be used by the Commission to reimburse the City or the Commission for funds advanced to the Commission for the purposes of undertaking and carrying out this Urban Renewal Plan.

SECTION 800 - ACTIONS BY THE CITY

The City shall aid and cooperate with the PDC in carrying out this Plan and shall take all actions necessary to ensure the continued fulfillment of the intent and purpose of this Plan and to prevent the recurrence or spread in the Area of conditions causing blight.

SECTION 900 - NON-DISCRIMINATION

All deeds, leases or contracts for the sale, lease or sublease or other transfer of land in any undertaking of the PDC under this Plan shall contain the restriction that there shall be no discrimination against or segregation of any person or group of persons on account of race, color, creed, religion, sex, marital status, national origin, or ancestry in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of the property.

SECTION 1000 - DURATION OF THIS PLAN

Except for provisions of Section 900 which shall run in perpetuity, the provisions of this Plan, and provisions of other documents executed pursuant to this Plan, shall be effective for thirty (30) years from the date of adoption of this Plan by the City Council.

SECTION 1100 - AMENDMENTS

This Plan may be subject to minor changes or modifications only by formal written amendment duly approved and adopted by the Portland Development Commission.

Where the proposed modification will substantially change the Plan as approved by the City Council, the modification must be approved and adopted by City Council in the same manner as the original Plan and in accordance with the requirements of State and Local law.

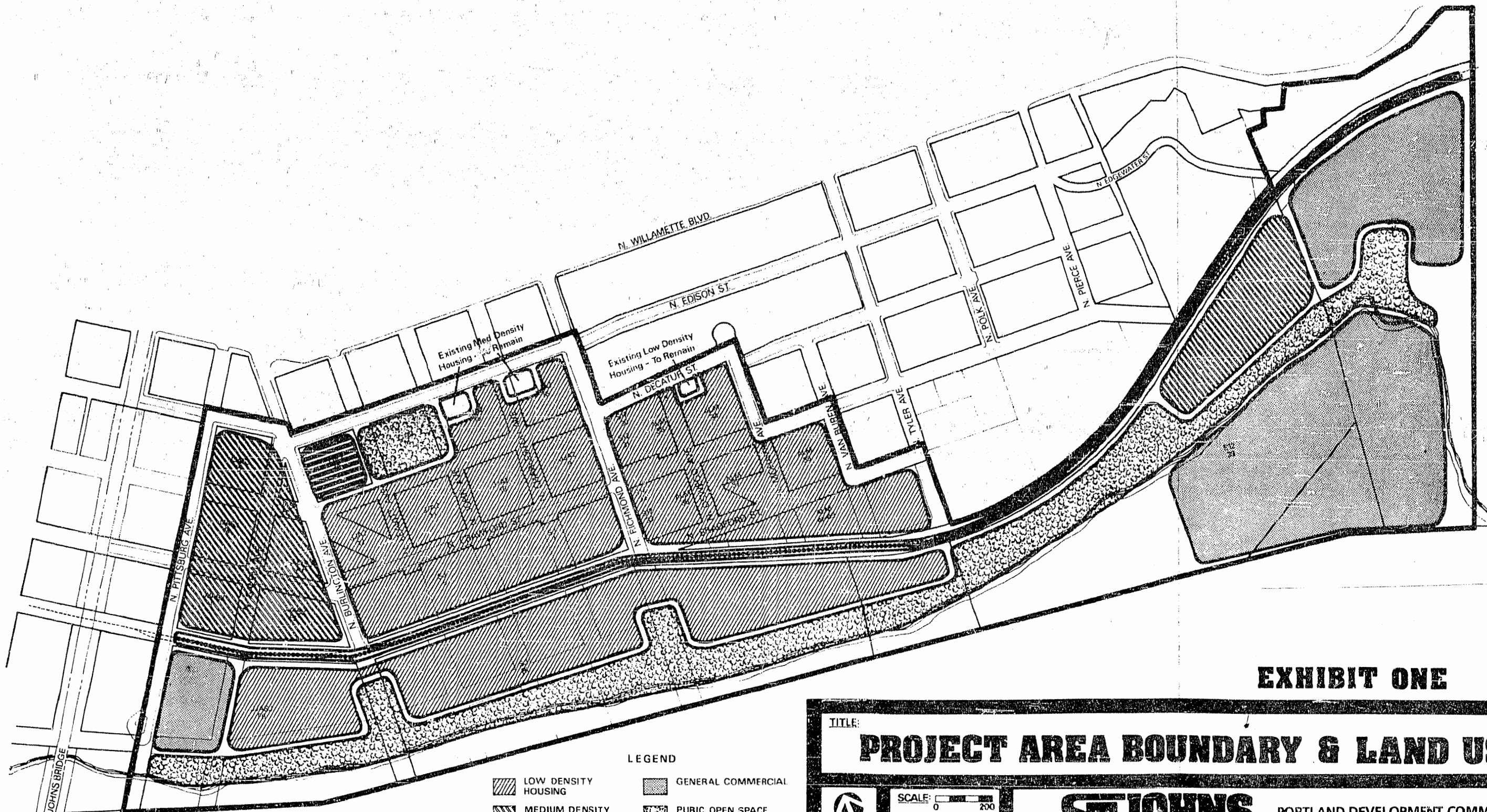
Substantial changes shall be regarded as revisions in the Urban Renewal Area boundaries or land uses, acquisition of additional property, the provision of additional improvements or site preparation activities which constitute a change in the purpose and objectives of this Plan, and revisions to the effective period of the Plan.

SECTION 1200 - SEVERABILITY

If any provision of this Plan shall contravene or be invalid under either State or Federal law, such contravention or invalidity shall not invalidate all of the provisions of this Plan, but the remaining provisions shall be construed as if not containing the invalid portion.

PART TWO - EXHIBITS

EXHIBIT ONE	PROJECT AREA BOUNDARY AND LAND USE
EXHIBIT TWO	LEGAL BOUNDARY DESCRIPTION - NARRATIVE
EXHIBIT THREE	URBAN RENEWAL PLAN AND SUB-AREAS
EXHIBIT FOUR	PROPOSED REZONING
EXHIBIT FIVE-A	CONCEPTUAL DEVELOPMENT PLAN A
EXHIBIT FIVE-B	CONCEPTUAL DEVELOPMENT PLAN B
EXHIBIT SIX	STREET MAP
EXHIBIT SEVEN	UTILITY MAP
EXHIBIT EIGHT	ACQUISITION MAP
EXHIBIT NINE	DEMOLITION MAP
EXHIBIT TEN	RELOCATION MAP
EXHIBIT ELEVEN	SCHEDULE FOR ACQUISITION, RELOCATION AND DEVELOPMENT



BURLINGTON NORTHERN RAILROAD BRIDGE

EXHIBIT ONE

TITLE: **PROJECT AREA BOUNDARY & LAND USE**

- LEGEND**
- LOW DENSITY HOUSING
 - MEDIUM DENSITY HOUSING
 - HIGH DENSITY HOUSING
 - PUBLIC OPEN SPACE
 - GENERAL COMMERCIAL
 - EXISTING RAILROAD
 - BOUNDARY



SCALE: 0 200
 DATE: _____
 REVIS ED: _____

ST. JOHNS PORTLAND DEVELOPMENT COMMISSION
 CITY OF PORTLAND, OREGON
RIVERFRONT DEVELOPMENT

EXHIBIT TWO

LEGAL BOUNDARY DESCRIPTION - NARRATIVE

The following described property located in the City of Portland, County of Multnomah, State of Oregon:

Beginning at the intersection of the westerly line of N. Pittsburg Avenue and the northerly line of N. Edison Street; thence easterly along the northerly line of N. Edison Street and the easterly extension thereof to its intersection with the easterly line of N. Burlington Avenue; thence southerly along the easterly line of N. Burlington Avenue to the northerly line of N. Edison Street; thence easterly along the northerly line of N. Edison Street to the easterly line of N. Richmond Avenue; thence southerly along the easterly line of N. Richmond Avenue to the northerly line of N. Decatur Street; thence easterly along the northerly line of N. Decatur Street to the easterly line of N. Mohawk Avenue; thence southerly along the easterly line of N. Mohawk Avenue to the northerly line of N. Crawford Street; thence easterly along the northerly line of N. Crawford Street to the easterly line of N. Van Buren Avenue; thence southerly along the easterly line of N. Van Buren Avenue to the northerly line of N. Bradford Street; thence easterly along the northerly line of N. Bradford Street to the easterly line of N. Tyler Avenue; thence southerly along the easterly line of N. Tyler Avenue to the northerly right-of-way line of Union Pacific Railroad; thence easterly along the northerly right-of-way line of Union Pacific Railroad 1666.50 feet; thence N 21°00'48" E 208.10 feet; thence S 68°39'12" E 73.69 feet; thence N 37°48'46" E 50.00 feet; thence S 52°11'14" E 64.75 feet; thence N 50°48'46" E 82.31 feet to the southerly right-of-way line of North Willamette Blvd; thence easterly along the southerly right-of-way line of North Willamette Blvd. to the westerly right-of-way line of Burlington Northern Railroad; thence southerly along the westerly right-of-way line of Burlington Northern Railroad to the northerly harbor line of Willamette River; thence westerly along the northerly harbor line of Willamette River to its intersection with the southerly extension of the westerly line of N. Pittsburg Avenue; thence northerly along the westerly line of N. Pittsburg Avenue to the point of beginning.

LEGEND

- 1 HOUSING-RENTAL
- 2a ELDERLY HOUSING
- 2b HOUSING SALE AND RENTAL
- 3 a,b,c,d HOUSING
- 3e RECREATIONAL VEHICLES
- 4 HOUSING
- 4b RESTAURANT OR HOUSING
- 5a HOUSING-FOR SALE
- 5b HOUSING-FOR SALE
- 6 GREENWAY PUBLIC OPEN SPACE
- 7,8,9 HOUSING AND COMMERCIAL
- 10 MARINA AND DOCK

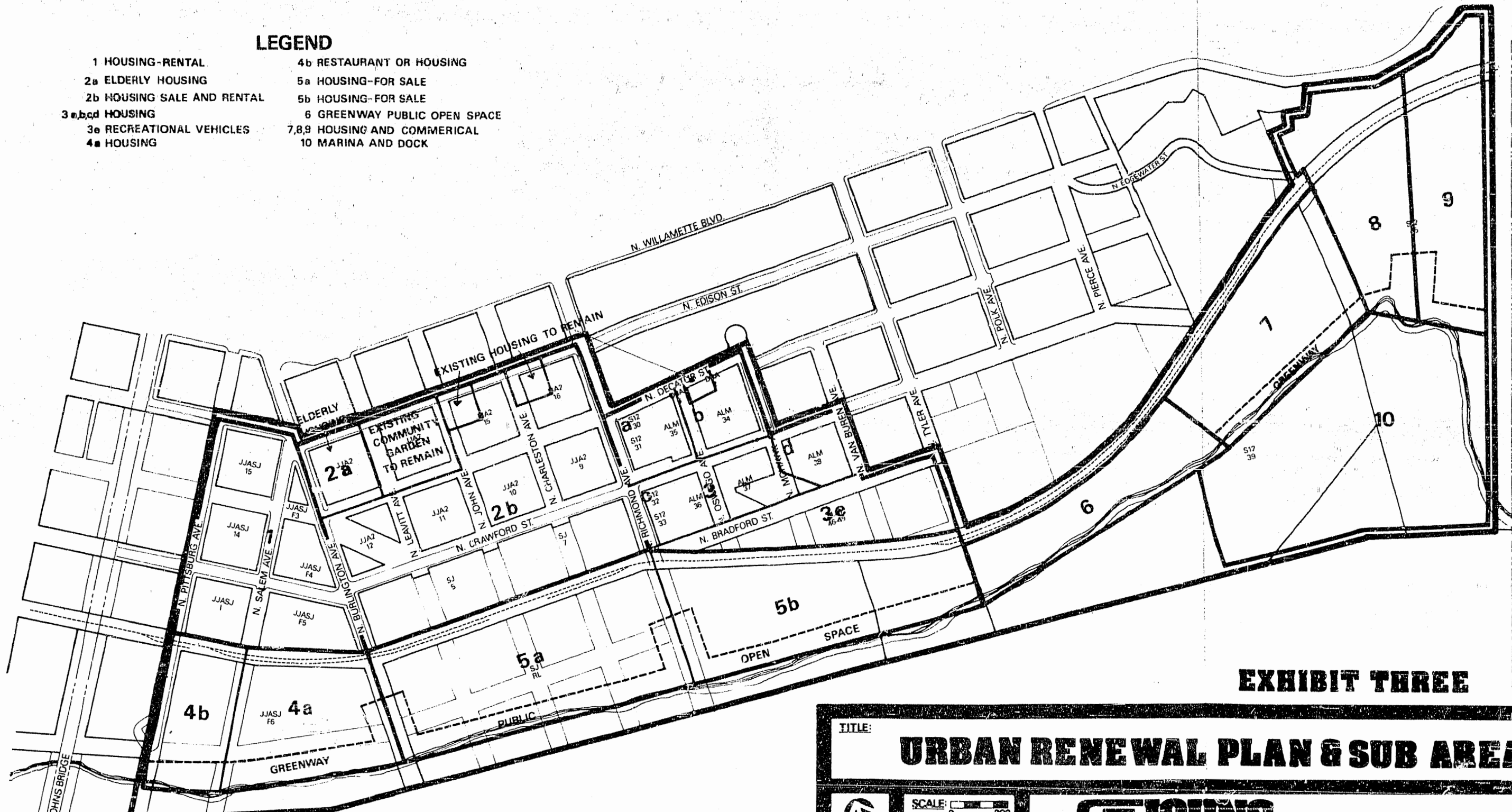


EXHIBIT THREE

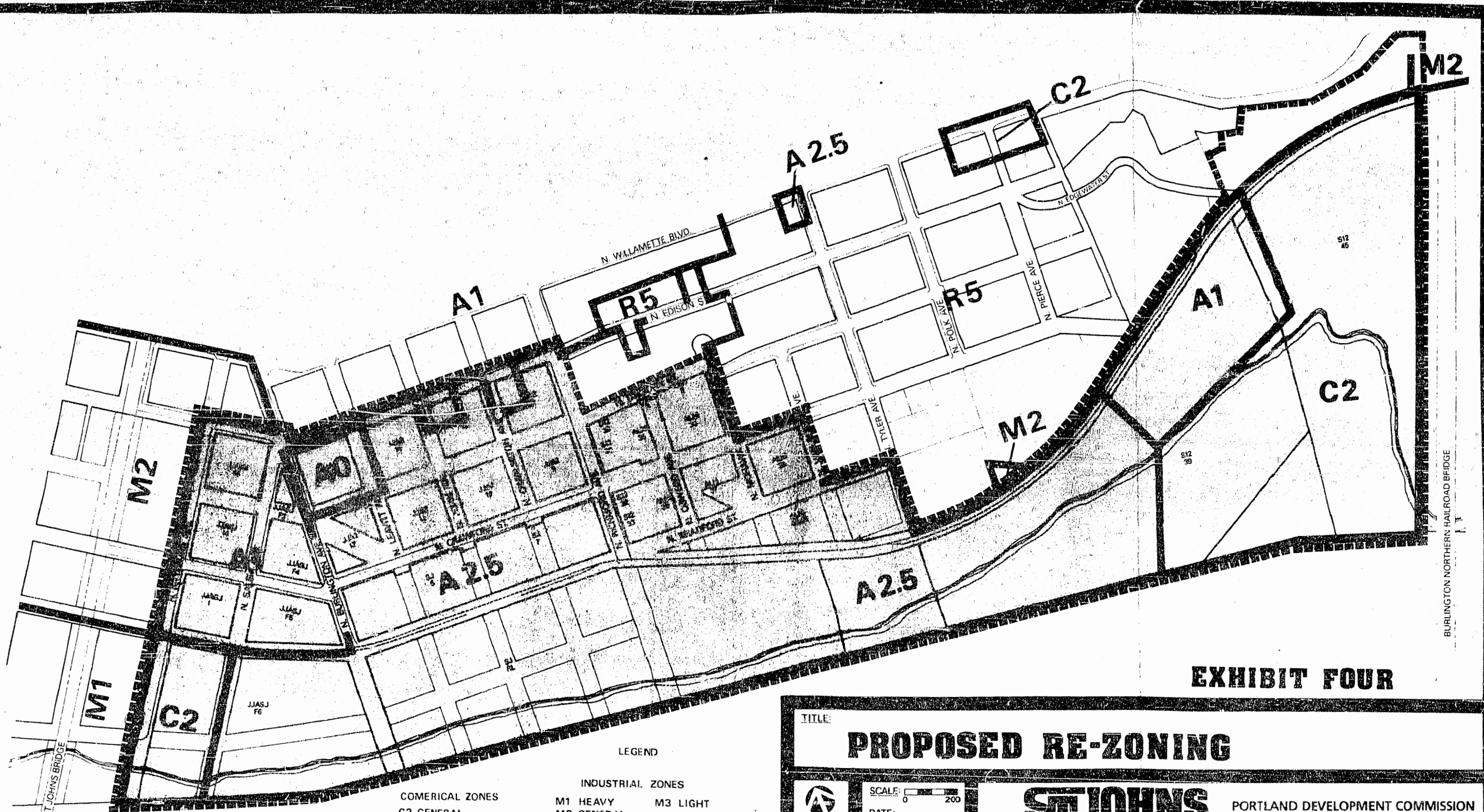
TITLE:
URBAN RENEWAL PLAN & SUB AREAS

SCALE: 0 200
DATE:
REVIS ED:

ST JOHNS PORTLAND DEVELOPMENT COMMISSION
 CITY OF PORTLAND, OREGON

RIVERFRONT DEVELOPMENT

BURLINGTON NORTHERN RAILROAD BRIDGE


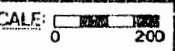


BURLINGTON NORTHERN RAILROAD BRIDGE

EXHIBIT FOUR

LEGEND

COMERCIAL ZONES		INDUSTRIAL ZONES	
C2 GENERAL		M1 HEAVY	M3 LIGHT
		M2 GENERAL	
SINGLE FAMILY RESIDENTIAL ZONES		APARTMENT ZONES	
R5		A0	A1
			A2.5

TITLE:		PROPOSED RE-ZONING	
 NORTH	SCALE:  0 200	ST. JOHNS RIVERFRONT DEVELOPMENT	
DATE: _____ REVIS ED: _____		PORTLAND DEVELOPMENT COMMISSION CITY OF PORTLAND, OREGON	

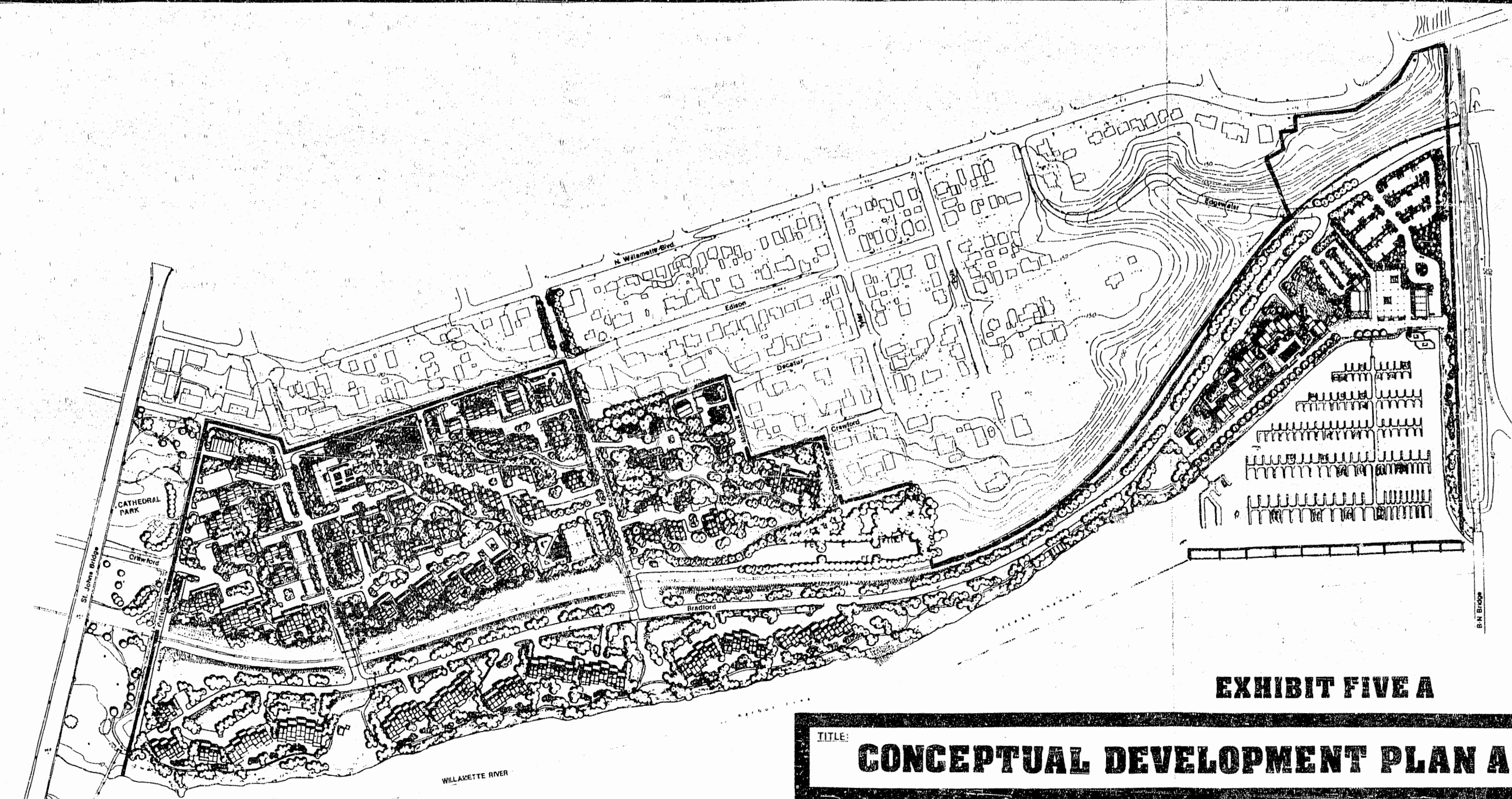




EXHIBIT FIVE A

TITLE: **CONCEPTUAL DEVELOPMENT PLAN A**

 NORTH


SCALE: 0 200
 DATE: _____
 REVIS ED: _____

ST. JOHNS
RIVERFRONT DEVELOPMENT

PORTLAND DEVELOPMENT COMMISSION
 CITY OF PORTLAND, OREGON

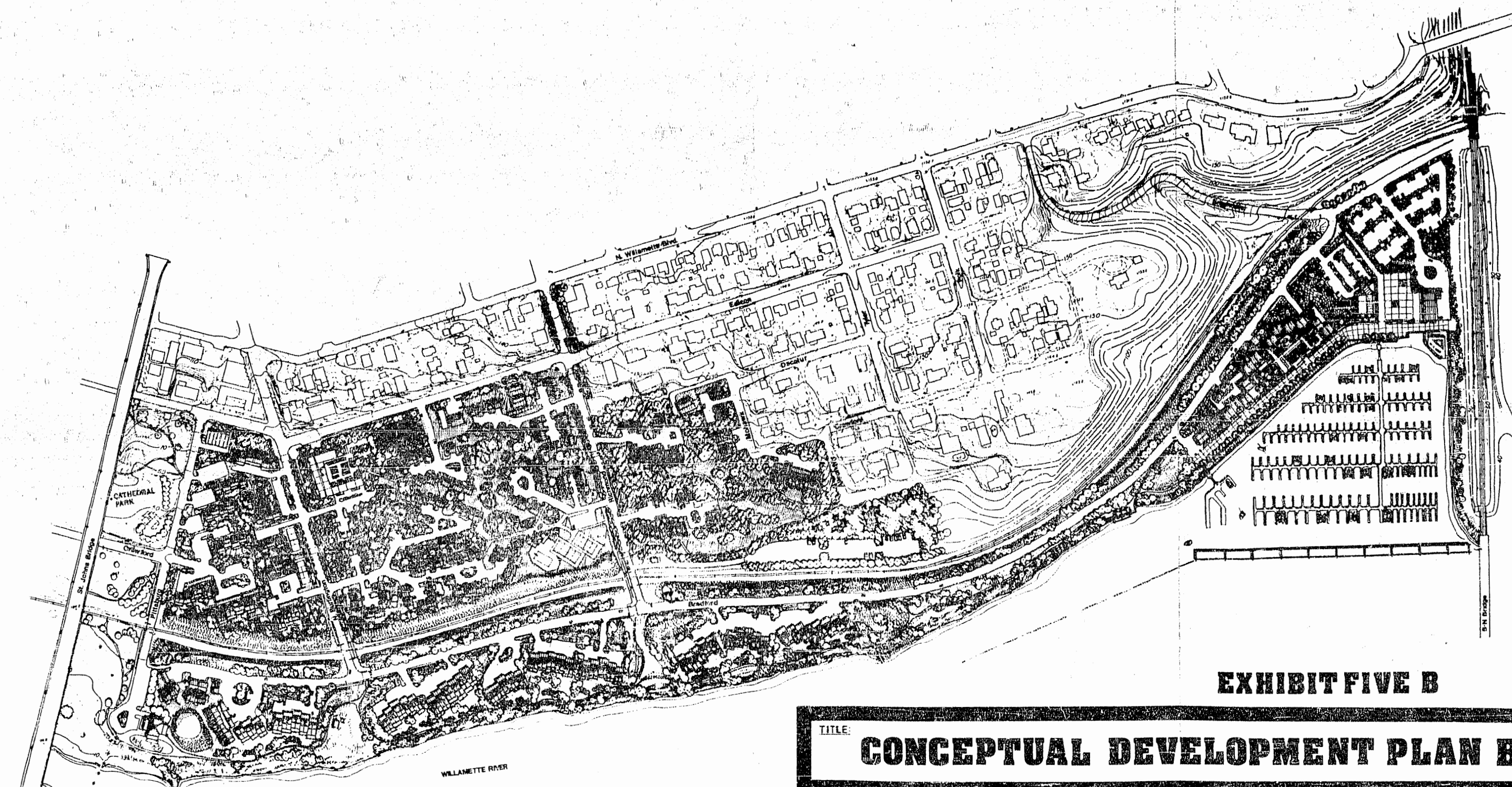




EXHIBIT FIVE B

TITLE: **CONCEPTUAL DEVELOPMENT PLAN B**

 NORTH


SCALE: 0 200
 DATE: _____
 REVIS ED: _____

ST. JOHNS
RIVERFRONT DEVELOPMENT

PORTLAND DEVELOPMENT COMMISSION
 CITY OF PORTLAND, OREGON

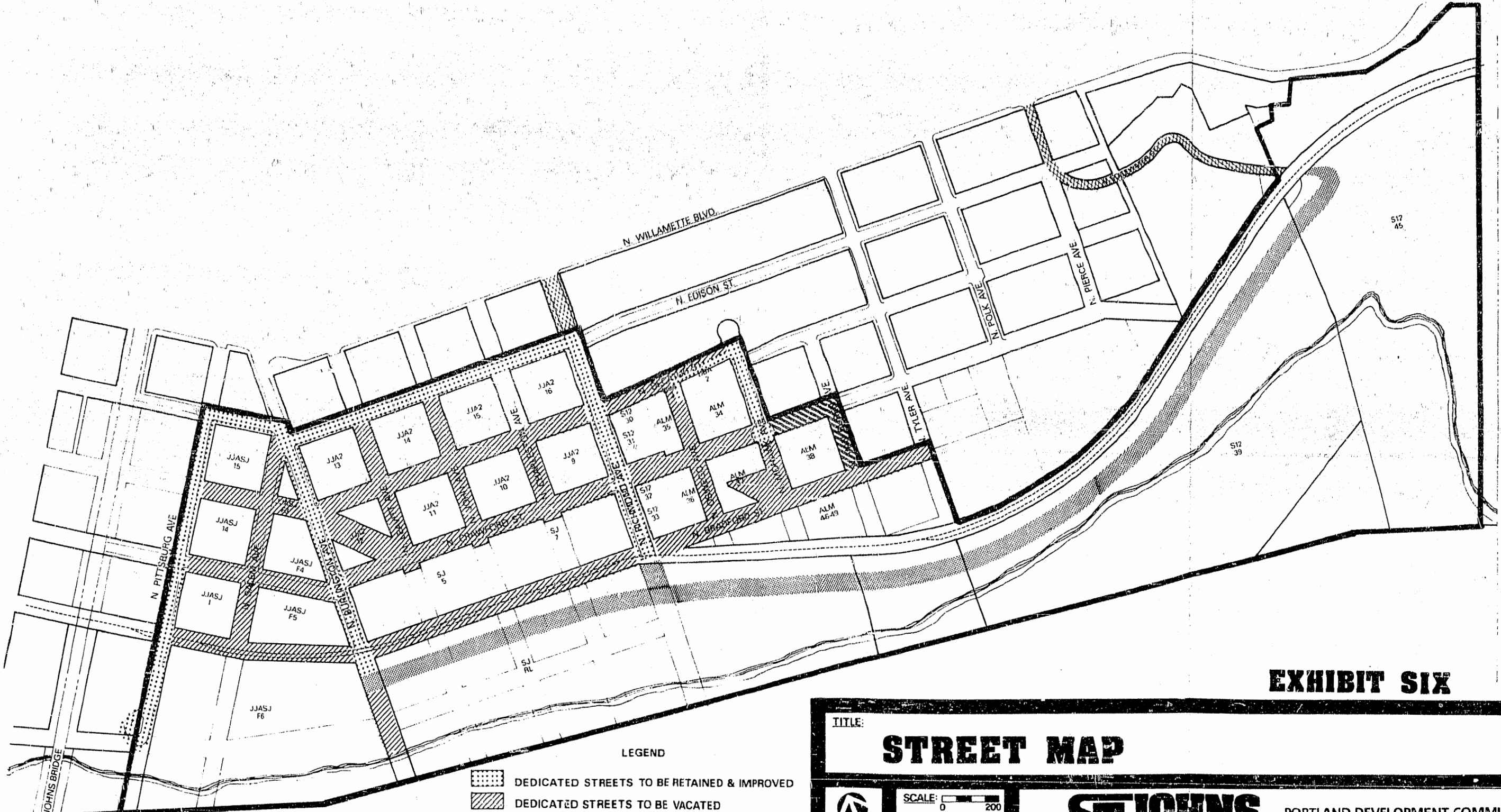







EXHIBIT SIX

- LEGEND**
-  DEDICATED STREETS TO BE RETAINED & IMPROVED
 -  DEDICATED STREETS TO BE VACATED
 -  NEW STREETS TO BE DEDICATED & IMPROVED
 -  DEDICATED STREETS OUT SIDE THE URBAN RENEWAL PLAN BOUNDARY TO BE IMPROVED AS PROJECT COST
 -  DEDICATED STREETS LEFT IN PRESENT CONDITION

TITLE:
STREET MAP

SCALE: 0 200
DATE:
REVIS ED:

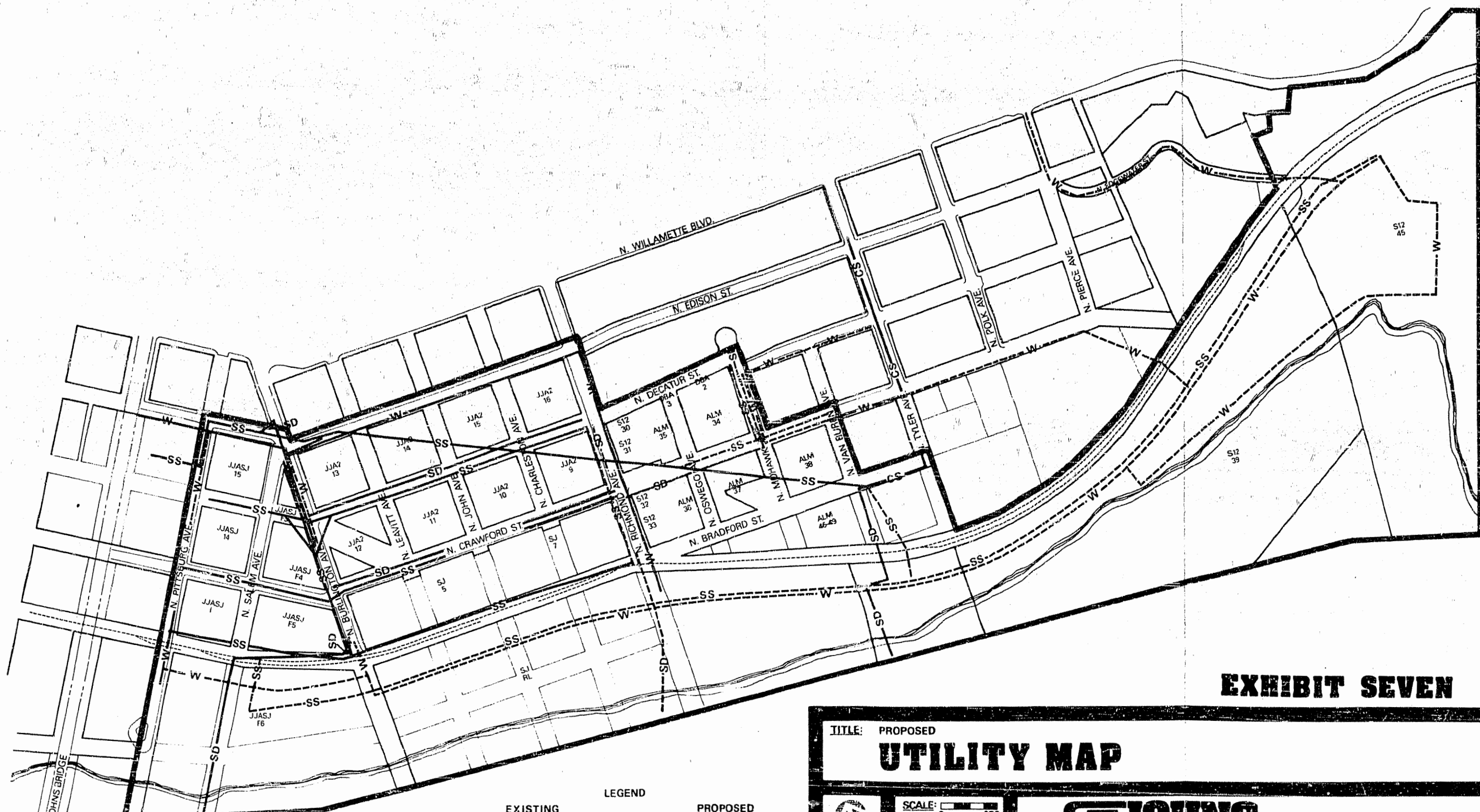
ST. JOHNS PORTLAND DEVELOPMENT COMMISSION
CITY OF PORTLAND, OREGON

RIVERFRONT DEVELOPMENT



ST. JOHNS BRIDGE

BURLINGTON NORTHERN RAILROAD BRIDGE



NOTE: Wherever Feasible
Natural Gas · Electric · Telephone · T V Cable
Will Be Placed Underground

EXISTING		LEGEND		PROPOSED	
— W —	WATER	— W —	WATER	- - - W - - -	PROPOSED WATER
— SS —	SANITARY SEWER	— SS —	SANITARY SEWER	- - - SS - - -	PROPOSED SANITARY SEWER
— SD —	STORM DRAIN	— SD —	STORM DRAIN	- - - SD - - -	PROPOSED STORM DRAIN
— CD —	COMBINED SEWER	— CD —	COMBINED SEWER	- - - CD - - -	PROPOSED COMBINED SEWER

EXHIBIT SEVEN

TITLE: PROPOSED
UTILITY MAP



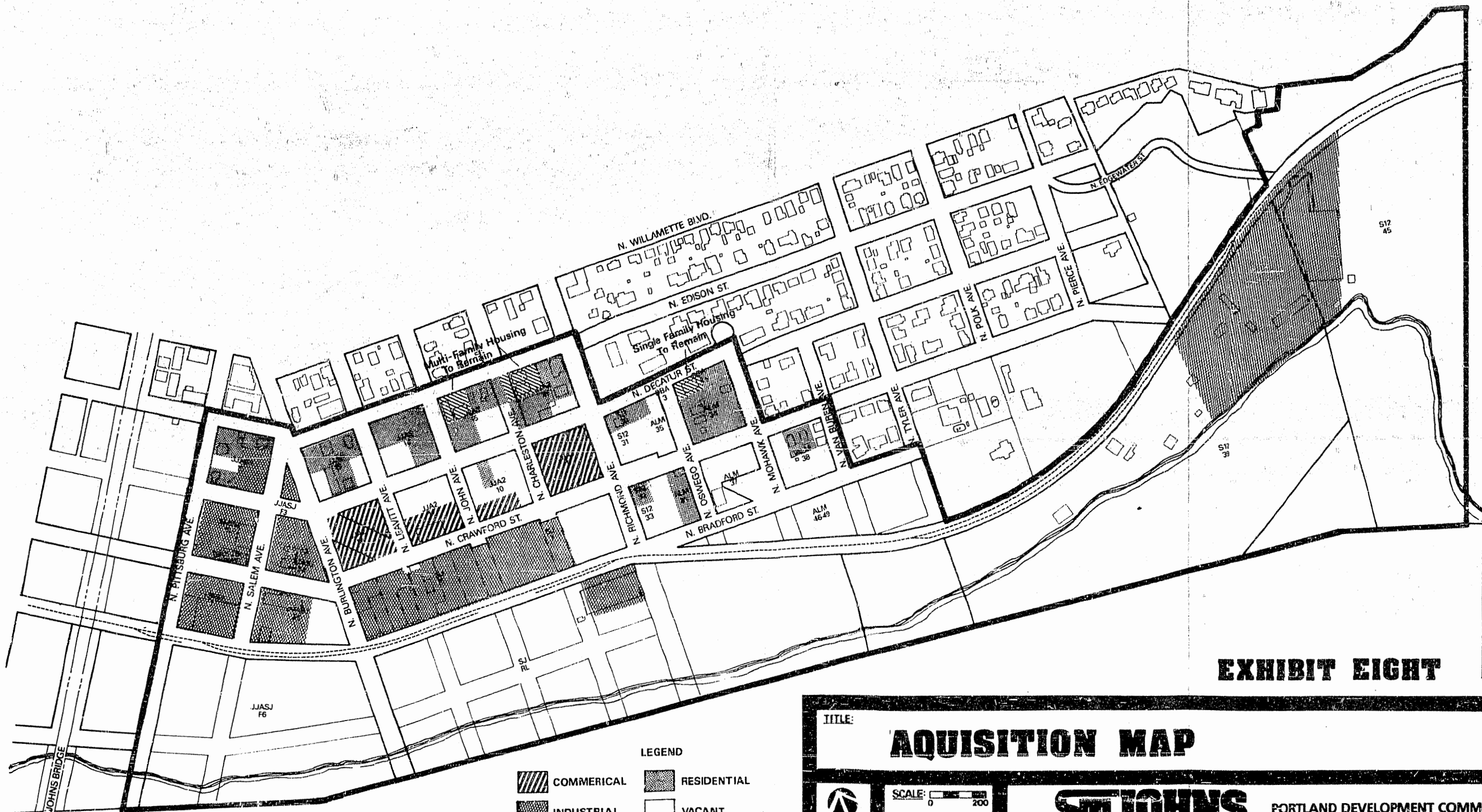
SCALE: 0 200

DATE: _____
REVIS ED: _____



ST. JOHNS PORTLAND DEVELOPMENT COMMISSION
CITY OF PORTLAND, OREGON
RIVERFRONT DEVELOPMENT

BURLINGTON NORTHERN RAILROAD BRIDGE



NOTE: ALL PROPERTY WITH IN THE BOUNDARY EXCEPT WHERE INDICATED WILL BE AQUIRED

LEGEND






 COMMERCIAL	 RESIDENTIAL
 INDUSTRIAL	 VACANT
 NOT TO BE AQUIRED	

EXHIBIT EIGHT

TITLE: **AQUISITION MAP**

SCALE: 0 200

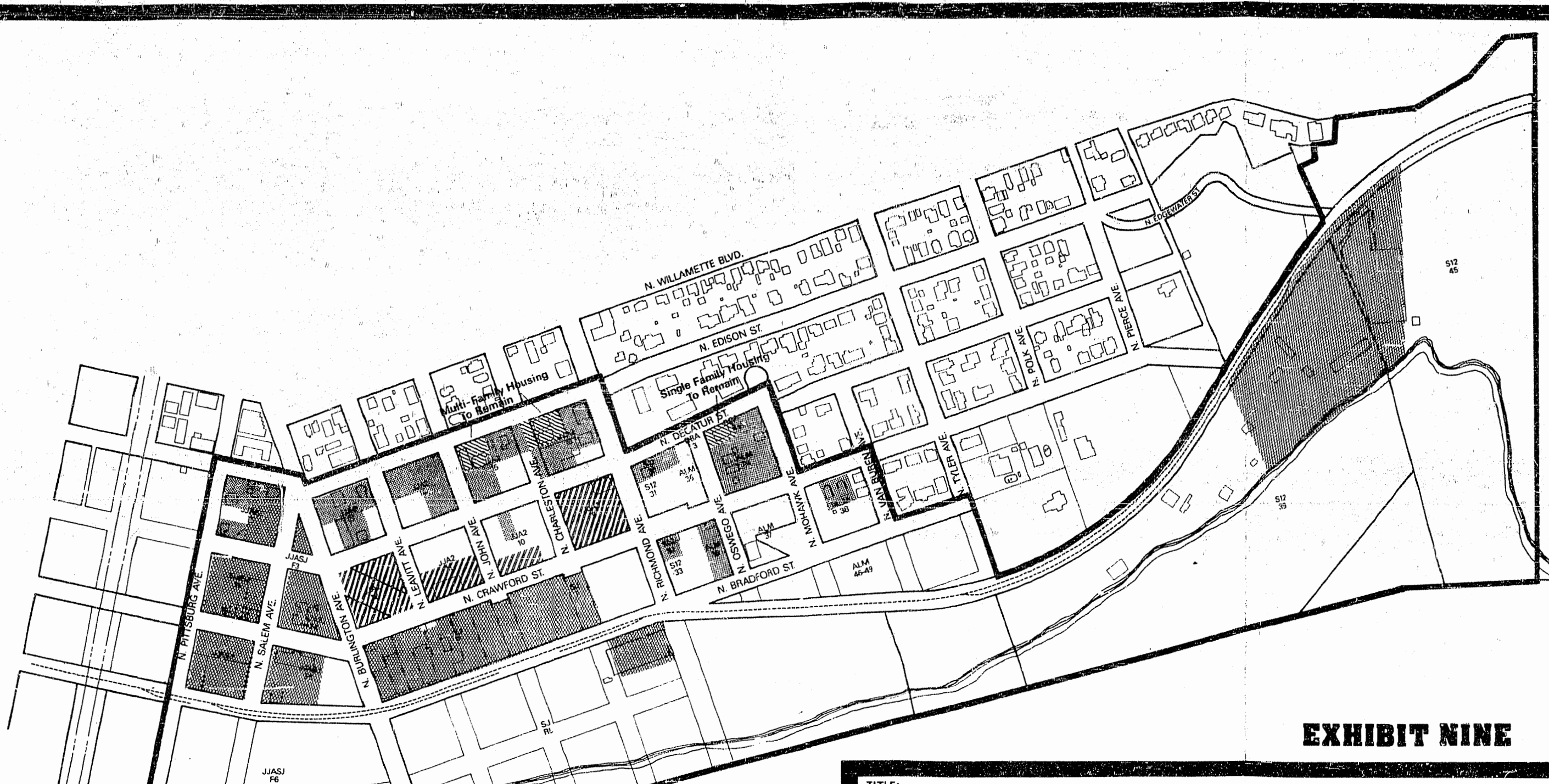
DATE: _____

REVIS ED: _____

ST. JOHNS RIVERFRONT DEVELOPMENT

PORTLAND DEVELOPMENT COMMISSION
CITY OF PORTLAND, OREGON

BURLINGTON NORTHERN RAILROAD BRIDGE



BURLINGTON NORTHERN RAILROAD BRIDGE

EXHIBIT NINE

TITLE: **DEMOLITION MAP**

SCALE: 0 200

DATE: _____

REVISED: _____

ST. JOHNS RIVERFRONT DEVELOPMENT

PORTLAND DEVELOPMENT COMMISSION
CITY OF PORTLAND, OREGON

NOTE: ALL PROPERTY WITH IN THE BOUNDARY EXCEPT WHERE INDICATED WILL BE AQUIRED

LEGEND

	COMMERICAL		RESIDENTIAL
	INDUSTRIAL		VACANT
	NOT TO BE AQUIRED		

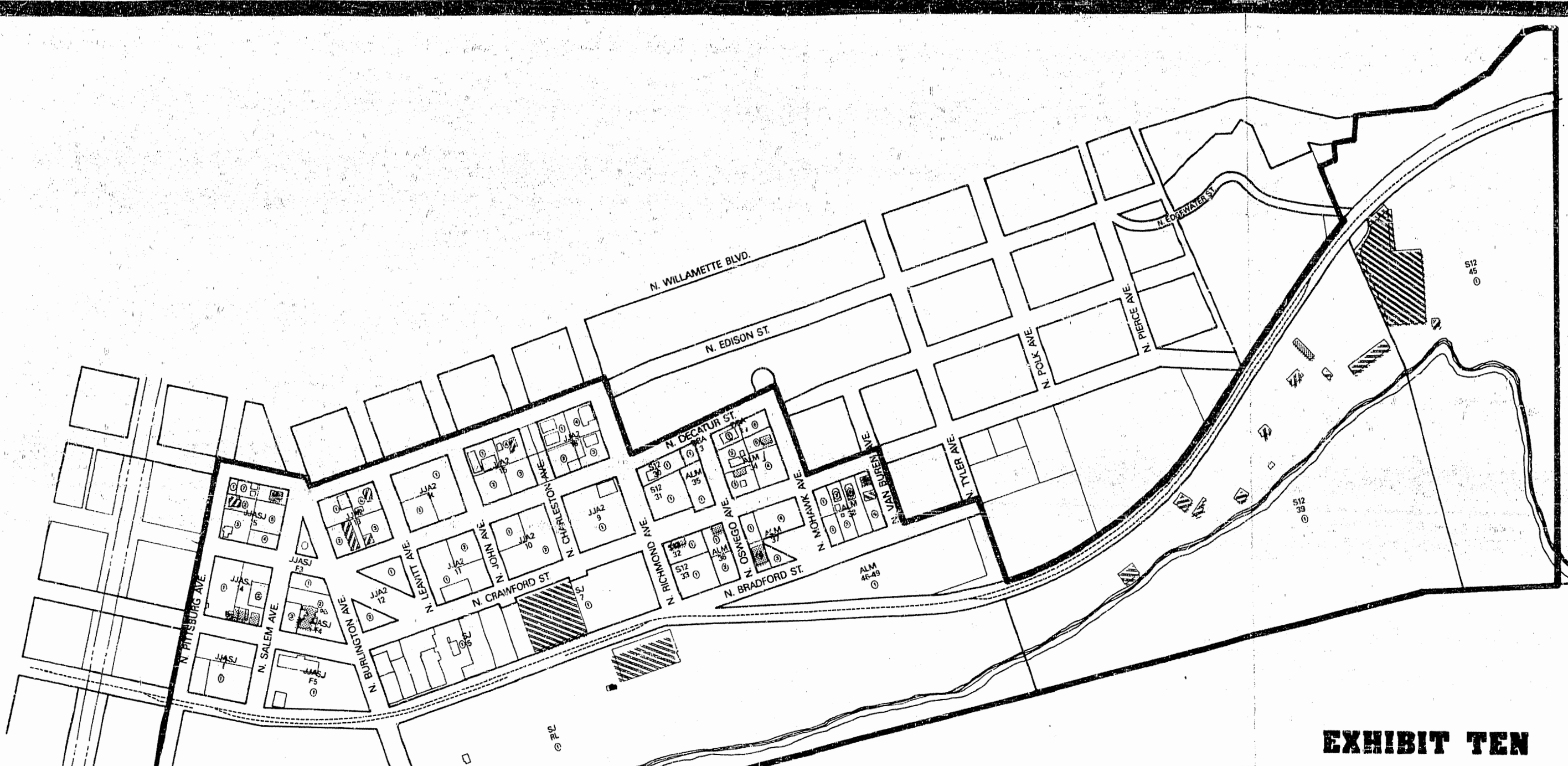


EXHIBIT TEN

- LEGEND**
- GOOD
 - FAIR
 - POOR

TITLE:
EXISTING BUILDING CONDITIONS

SCALE: 0 100 200
DATE:
REVISED:

ST. JOHNS PORTLAND DEVELOPMENT COMMISSION
 CITY OF PORTLAND, OREGON

RIVERFRONT DEVELOPMENT



ST. JOHNS BRIDGE

BURLINGTON NORTHERN RAILROAD BRIDGE

EXHIBIT 11

ST. JOHNS RIVERFRONT DEVELOPMENT -- SCHEDULE FOR ACQUISITION, DISPOSITION AND DEVELOPMENT

1979		1980				1981				1982				1983			
S	F	W	S	S	F	W	S	S	F	W	S	S	F	W	S	S	F
mkt.data																	
re-use est.			re-use appr														
acqu. appr.		acquisition		disposition						disposition							
		1-10		2(HAP)						1,2,3,4,5a,5b							
fin.p.		relocation								construct							
E.I.S./U.R.p.		1,2a	2b, 4-10							1,3							
		demolition															
		1-9															
		fnl:design,utilities,streets															
		1-10															
Init.Devel.Comm.		construction		construction						construction							
		2(HAP)		2b													
		site prep.	settle	construction						construction				construction			
		1 - 10		4						5a				5b			
		bank stabil	path bse rock														
D.P.R.		appvl	constr. brkwtr.	construction													
		demo.	dredge	construction													
		10	10	7													
			construct.														
			berm														

REPORT ON THE URBAN RENEWAL PLAN

FOR THE

ST. JOHNS RIVERFRONT DEVELOPMENT

Adopted by Portland
Development Commission
5/22/80

INTRODUCTION

The St. Johns Urban Renewal Project will create 550 units of market-rate housing, 80 units of subsidized elderly housing, a marina, 2 restaurants, a commercial/light industrial water-oriented development, and public greenway/path along the entire shoreline with pedestrian access from the surrounding residential area.

The 550 units of market-rate housing will consist of about 35% rental units and 65% owner-occupied units--nearly the same ratio as exists in the surrounding neighborhood. By design, these units will attract families with children. The structures will be primarily one and two stories to minimize the obstruction of the hillside residents' views. Residential densities of 7 to 20 units per acre are planned. (Multi-family units in the surrounding area have been built at approximately 40 units per acre and the surrounding residential area has a density of about 8 units per acre. Current estimates call for rents of \$200- 350 per month and sales prices of \$60,000 - 100,000 with the units between the railroad tracks and the bank selling at somewhat higher prices.

The 80 units of subsidized housing will be in a six-story apartment structure to be financed, built and operated by the Housing Authority of Portland. The structure will be located on a site which minimizes the elevation difference between the nearby St. Johns commercial district and is close to a proposed bus route through the project.

The marina will include permanent moorage for 250 boats as well as a restaurant. A breakwater will be constructed to protect the marina and to minimize conflicts with industrial river traffic. Approximately 5 acres will be devoted to marina/water-related commercial uses adjacent to the marina. It is expected that 100 jobs will be provided by this development. The second restaurant will be located at the opposite end to the project, adjacent to Cathedral Park which is now under construction. Both restaurants are optional and must be acceptable to developers of adjacent housing.

A public greenway/path will be provided along the entire riverfront linking the marina and Cathedral Park. The greenway will be a minimum of 30 feet wide and will be expanded significantly in areas where it intersects with pedestrian pathways through the project from the adjacent residential area.

Prior to the adoption of the St. Johns Riverfront Urban Renewal Plan, the State Legislature's recent amendments to the State Urban Renewal Law (ORS 457) require that a Report on the Urban Renewal Plan be prepared. The Report shall address the following subjects:

1. A description of physical, social and economic conditions in the urban renewal areas (activity areas) of the plan and the expected impact, including fiscal impact, of the plan in light of services or increased population.
2. Reasons for selection of each urban renewal area in the plan.

3. The relationship between each project to be undertaken under the plan and the existing conditions in the urban renewal area;
4. The estimated total cost of each project and the sources of moneys to pay such costs;
5. The anticipated completion date for each project;
6. The estimated amount of tax increment money required in each urban renewal area and the anticipated year in which indebtedness will be retired.
7. A financial analysis of the plan with sufficient information to determine feasibility; and
8. A relocation report which shall include:
 - a. Analysis of residents and businesses to be relocated permanently or temporarily;
 - b. Methods to be used to relocate them; and
 - c. An enumeration, by cost range, of the existing housing units to be destroyed or altered and new units to be added.

This document constitutes the required report and shall be known as the "Report on the Urban Renewal Plan for the St. Johns Riverfront Development.

For the purpose of clarification of terms used in the recent amendment to ORS 457 as it affects this Report, the St. Johns Riverfront Area is a single, contiguous urban renewal area and the St. Johns Riverfront Development is a single, contiguous urban renewal project.

The City of Portland's Planning Bureau and Development Commission (Urban Renewal Agency) retained the services of N. W. Region West, research consultants, to prepare an analysis of economic and fiscal impacts of the Urban Renewal Project. Their efforts resulted in a report, "Economic and Fiscal Impact Analysis for the St. Johns Riverfront Project", and, by reference, is made a part of this Report.

Further, the Planning Bureau and the Portland Development Commission caused an Environmental Impact Statement to be prepared by independent environmental consultants. Such Environmental Impact Statement is, by reference, also made a part of this Report. Staff of the Portland Development Commission prepared a Relocation Plan (Report) and it, too, by reference is made a part of this Report.

Because of the extensive physical, social, economic, and environmental analysis having been prepared for this Project, the thrust of this Report is to summarize this information to meet the requirements of the amended State Urban Renewal Law.

SECTION 100 - EXISTING CONDITIONS

A. LOCATION. The Project Area is located in the St. Johns neighborhood on the east bank of the Willamette River. It is bounded by Cathedral Park on the west, residential uses on the north, an elevated railroad structure on the east, and the Willamette River on the South. See Exhibit A, attached herewith.

B. EXISTING PHYSICAL, SOCIAL AND ECONOMIC CONDITIONS. The Project Area contains slightly more than 96 acres of land and nearly one mile of river shoreline. The land forms are steeply sloped from Willamette Boulevard to the railroad right-of-way (which runs from east to west through the Project Area) and is gently sloping between the railroad and the river shoreline.

1. Existing Land Uses. The principal existing land uses are low-intensity industrial and some housing. Approximately 40% of the land is vacant. See Exhibit B, attached herewith. There are currently 71 dwelling units in 33 structures located within the Project Area. Of these, 27 are single-family units and 44 multi-family units. The current assessed value of the Project Area, including land and improvements, but excluding private utilities and personal property is \$4,522,400.

A summary of existing land use by land area and percent of total areas is as follows:

Land Use	Land Area	
	Acres	% of Total
Water	13.79	14.35
Vacant	37.60	39.14
Single-Family Residential	3.38	3.51
Multi-Family Residential	1.37	1.43
Parks	None	--
Commercial	None ¹	--
Industrial	19.73	20.54
Public/Institutional	0.69	0.72
Improved Streets	6.82	7.10
Unimproved Streets	11.22	11.68
Railroad Right-of-Way	1.47	1.53
Total Land Area	82.28	85.65
Total Project Area²	96.07	100.00

¹ 12 commercial buildings exist on industrially zoned land

² Land and Water Area

While most of the area is zoned for industrial use only, 14 businesses remain with a total employment force of about 150 workers. At one time the area supported over 3,000 employees. Changes in industrial development and economic constraints brought about changes in industrial operations. The river no longer serves as a major mode of transportation for industry and the site is isolated from the freeway system. Streets into the area are steep and narrow and pass through residential sections of St. Johns--a condition disliked by both the residents and industry in the area. Another contributing factor to the decline is the extremely limited land area between the rail line and the riverbank. Distance between these two features range from 200 to 500 feet, the average distance being about 450 feet. An area of 1,000 feet or more is generally required for most facilities being developed today.

The result has been a gradual moving away of industrial uses to areas more accessible to highways which offer sites for more efficient operations. New industries have not replaced those that left and a large number of vacant, under-utilized parcels remain. Many of these sites are being used for open storage of industrial vehicles, equipment, and miscellaneous items.

Land use conditions can generally be described as unstable. The elevated railway on the east edge and Cathedral Park to the West isolate the proposed project site from other industrial uses. Industries are moving away and there appears to be little demand for industrial sites in the area.

While less than five percent (5%) of the Project Area is used for residential purposes at the present time, the principal cause for such low figure is the presence of an unattractive living environment.

2. Building Conditions. About 45 percent of the buildings in St. Johns were built before 1939. Single-family structures are generally older than multi-family buildings, a condition which reflects a trend toward multi-family developments replacing older single-family units. This trend is also evident along the north edge of the proposed project area.

The following is a tabulation of the types of buildings in the area and their condition, based upon inspections conducted by inspectors from the Bureau of Buildings. See Building Conditions, Exhibit C, attached.

<u>Type of Building</u>	<u>Building Condition</u>			
	Good	Fair	Poor	Total
Residential	16	7	10	33 ¹
Commercial	5	0	7	12
Industrial	<u>3</u>	<u>7</u>	<u>2</u>	<u>12</u>
Total	24	14	19	57

¹ The 33 structures contain 17 single-family units and 36 multi-family units.

3. Topography and Soils. The area is divided, by the existing Union Pacific railway, into two land forms. The area between the railroad track and the river is flat, and the area above the tracks varies in topography from gentle slopes at the west end to steep hillsides at the east. According to the U.S. Army Corps of Engineers, it is above the flood plain.

Much of the lower area between the railroad track and the river is made up of fill material, some of which is highly organic and soft. A saw-mill used to be located in that area, and mill waste along with dirt and debris make up the fill. As a result, it is expected that uneven settling will occur. Soil stabilization work will have to be done, or piling driven into the ground, before extensive development can take place. It may be difficult to place shallow foundations on the site in its present condition in sub-areas 4a, 4b, 5a, 5b, 7, 8, & 9.

The lower area also suffers from the threat of severe erosion if left in its present state. Numerous slope failures have been observed along the shoreline by soil engineers from the firm of Rittenhouse-Zeman Associates. It is their opinion that riverbank stabilization efforts will be necessary to check erosion. Such stabilization work will be more essential after removal of existing piling which presently helps to dissipate wave energy against the shoreline.

The area above the railway is generally stable, except along Bradford Street east of Richmond. Signs of minor instability and erosion are evident in that section, and erosion control measures will be necessary before the area is developed.

4. Sewer and Water Facilities. A combined sanitary and storm sewer system presently serves the project area. The system was built in the early 1900's, and consists mainly of vitrious clay pipe. Problems arise during stormy weather when storm run-off mixes with sanitary sewage which drains into the river. The project area is situated below the main drainage system, and sanitary sewage is now pumped uphill into the main system.

City sanitary engineers indicate that the present system is in a deteriorated condition and would not be adequate to serve any new development. It is barely adequate to serve the minimum industrial and residential development there now. City engineers feel that proper servicing of the site requires a separated storm, sanitary sewer system.

The existing water supply system is also old and in need of upgrading. The System consists of cast-iron pipe laid in sawdust fill. Water service is minimum and barely adequate to serve existing uses. The Bureau of Water Works feels that any publicly assisted project will require a new looped 12-inch water main.

Fire protection is now provided to the Project Area, but future development will necessitate upgrading of the service. Basically, the Fire Bureau has the same requirements as the Water Bureau with the additional requirement that a dedicated roadway parallel to the railroad tracks be constructed to City standards for fire fighting access. See Utilities Map, Exhibit E, attached.

- 5. Other Utilities. There does not appear to be any significant problems in the area with respect to other utility services. Power, telephone, natural gas, and other services can be provided to the area as necessary to meet the needs generated.
- 6. Streets. About one-third of the streets in the Project Area are unimproved or in need of repair. Exhibit F attached hereto shows streets in the area that are paved. Some of these, however, have not been built to City standards. Most of the remaining streets are dirt and gravel, and a few exist only on paper. All of the unpaved streets have ruts and pot holes. This condition is so extensive on some streets that they are impassable by automobile.
- 7. Traffic Circulation. A major problem in the St. Johns area is the flow of traffic, particularly truck traffic, through the neighborhood. Willamette, Philadelphia, Ivanhoe, Lombard, Smith, Fessenden, St. Louis, and Columbia are streets with major traffic volumes and traffic problems. Numerous smaller streets are carrying cross traffic through neighborhoods, creating intersection problems and disrupting the neighborhood with noise, litter and air pollution.

The City's Arterial Streets Planning program is dealing with these issues by relocating truck traffic off of Smith, St. Louis and Fessenden streets and on to Columbia Boulevard and a future extension of Marine Drive. Additional transportation planning is underway to deal with intra-neighborhood traffic flow. Recommendations for re-routing truck traffic are contained in the St. John's Waterfront Access Study, Robert Conradt, 27 August 1979.

The project area is located away from the main flow of traffic and is not as seriously affected by these problems. Much of the area is now vacant land and generates only minimum traffic.

Access to the Project Area is provided by N. Burlington, N. Richmond, N. Tyler Avenues, and Edgewater Street. See Exhibit G, Principal Access Routes in Vicinity of Project. Of these streets, North Burlington and North Richmond serve as primary access. North Tyler Avenue is a narrow, predominantly residential street and is not suitable as a major connection to the project, although it could be used in emergencies as access to the project. The eastern portion of the project is served by Edgewater Street which is narrow and steep with a low traffic carrying capacity. This, and the extensive substandard street conditions have contributed to traffic problems that exist in the Project Area.

8. Railway Traffic. A Union Pacific Railway line runs through the length of the project area, but it is no longer utilized by industrial uses that remain. This railway is the primary linkage between Albina Yard and Terminal #4. It is not the primary linkage between Albina Yard and Rivergate. The main track connecting these points runs through the Swan Island tunnel to Barnes Yard, and then to Rivergate. The following describes the nature of rail traffic moving through the project site.
 - a. On the average, there are 3.5 "trains" per day passing through the Project Area. It is common that there are no train movements through the area on weekends.
 - b. Two thirds of all trains passing through the site took less than one minute to pass a given point and consists of less than 15 cars. It is common for a train to consist of a single engine and one or two cars. The longest trains average about 50 cars.
 - c. Maximum allowable speed for trains traveling within the yard (the St. Johns' track is within the yard) is 20 mph. Because of the number of on-grade crossings which trains presently encounter while passing along this stretch of track, speeds are kept to a minimum - generally around 10 mph.
 - d. Forty-nine percent of train activity on the St. Johns track occurs between the hours 8 a.m. - 8 p.m. All of these train movements were of less than 3 minutes duration.
 - e. Grain, autos and containers are the predominant types of cargo passing from Terminal #4 to the Albina yard. Seldom do toxic materials pass through the St. Johns area. However, the City periodically receives a shipment of toxic gas for use in the municipal sewage treatment plant.
 - f. There has never been a recorded rail accident involving toxic materials in the St. Johns area. Very toxic materials going through St. Johns to Rivergate could go from Albina to Troutdale and then to Rivergate via Barnes yard.

- g. In the 10 year period between 1967 and 1977, there was one recorded crossing accident involving a train and a vehicle at Burlington Avenue. There has never been an accident in the St. Johns area involving a pedestrian or derailment.
 - h. Union Pacific has never received a formal complaint from anyone working or residing along, or in close proximity to, the St. Johns line regarding excessive noise, potential hazards or safety violations.
 - i. An increase in industrial growth in Rivergate will not cause an increase in trains along the St. Johns track through the Project site; an increase in the storage and receiving capacity of Terminal #4 would.
 - j. Union Pacific officials feel that because of the presence of the St. Johns track, the widening of North Bradford will be an issue for the Public Utility Commission and the Public Utility Commissioner to resolve. They feel that it may be necessary to provide gate crossings and signals at Pittsburg, Burlington Avenue, North Richmond and Edgewater.
9. Noise. An analysis of noise sources affecting the Project Area was performed by Paul Herman, Noise Control Officer with the Bureau of Neighborhood Environment. Noise from aircraft or river traffic do not have a major effect. However, noise from the Union Pacific Railway bisecting the area and the Burlington Northern rail bridge at the east end does affect the Project Area. This will necessitate noise control improvements and setbacks to shield proposed development from the adverse effects of railway noise.
10. Social Conditions. St. Johns is a relatively stable neighborhood with a predominantly blue-collar workforce. Residents have a strong neighborhood identity, and many citizens in St. Johns are actively involved in a neighborhood revitalization effort.

According to the 1970 census data, the area is classified as below the median income level for the Portland Metropolitan area. There is a high degree of owner-occupants in the area (60% in St. Johns, compared to 54% for Portland generally). Census data also show that there has been an overall increase of about 7% in population in St. Johns between 1960 and 1970. Figures indicate that there is a population shift toward younger age groups in their 20's, and fewer families with children. There actually was a drop in the number of children under 10 years of age in St. Johns between 1960 and 1970. This combined with a lower birth rate, has resulted in declining school enrollment.

Despite its stability and citizen interest in neighborhood improvement, the district is rated by Police statistics as a fairly high crime area compared to the rest of Portland.

Although St. Johns has been experiencing a high rate of crime, the incidence of crime in the Project Area is low. This is due mainly to the fact that few people live within that area. Other than Cathedral Park, there is little to attract people to the area. Based on information provided by the Portland Police Bureau, crimes consist mainly of car burglary and theft in and around Cathedral Park.

During the years 1969 through 1975, fires in the Project Area occurred about two to three times per year with losses ranging from \$50 to \$10,000. Most of the fires were in residential buildings, but the greatest losses occurred in non-residential properties. One fire has taken place in a residence in that area since 1975.

11. Property Values. Total assessed valuation of properties in the Project Area is \$4,522,400. Compared with other industrial areas around Portland, industrial properties in St. Johns are valued low. Comparative information below show land values in the St. Johns district compared to other areas:

Land Values in Portland and Suburban Industrial Areas		
Industrial Area	Value per Square Foot of First 100 Feet in Depth	
	1976 Sale Prices*	
	High	Low
Within Portland		
Guilds Lake	\$2.00	\$1.40
Swan Island	1.50	1.50
Columbia Boulevard	1.50	0.90
St. Johns	0.80	0.57
Suburban		
Clackamas	0.70	0.45
Tigard	1.15	0.39
Beaverton	1.38	0.91

*First nine months of 1976.

This information indicates that St. Johns District has the lowest land values within the city, and has a lower value than the closer-in suburban areas such as Beaverton.

Summary and Conditions

The area included in the proposed Urban Renewal Plan is characterized by the existence of the following conditions as outlined in this Section:

1. Vacant, underutilized and inappropriately utilized land.
2. Structures in poor condition.
3. Poor soil conditions hindering proper development and threatening severe erosion.
4. Obsolete, unimproved and inadequate public utilities and streets.
5. Depreciated land values resulting in decreased tax revenues.

Based on these conditions, the following conclusions can be reached regarding the Area:

1. The Area meets the statutory definition of a blighted area under ORS 457.010.
2. Substantial acquisition, clearance, and redevelopment are necessary to eliminate the blighting conditions and create an attractive, productive and safe area.

SECTION 200 - REASONS FOR SELECTING THE URBAN RENEWAL AREA

Initial consideration of the proposed urban renewal area for redevelopment resulted from the decision by U. S. Department of Housing and Urban Development to begin a new grant program.

The Urban Development Action Grant (UDAG) program was announced by HUD in 1977 to make funds available to cities for purposes of developing housing, neighborhood improvements and economic development projects. Two primary goals of the program are to encourage the use of private sector development funds through the leveraging of federal dollars and to create projects that can be rapidly planned, organized and implemented.

At the time the UDAG program was introduced by HUD in 1977, Portland was showing progress in countering or slowing many of the adverse trends of central cities throughout the country. Through a combination of projects and policies often involving combined public and private investments, the city was moving towards downtown and neighborhood revitalization, improved public transit and arterial streets planning, urban containment policies and counters to further suburban sprawl.

Concurrent with this progress, however, Portland was still facing major problems and issues ranging from the consolidation and closure of neighborhood schools (previously at the center of neighborhoods) to increasing single person households, decreasing housing supplies and energy inefficiency due to the lack of close ties between the location of housing and the location of major transit corridors. Gradual change in the population composition of the city was also occurring, largely as a result of the outmigration of income earning families with children.

The nature of problems confronting the city demanded a comprehensive and integrated strategy to guide city programs and the expenditure of resources. Accordingly, the Mayor of Portland recommended the city concentrate its energies on the following objectives:

- (1) Develop a less dependent, more self-regulating City population.
- (2) Return and keep families in the City and children in the schools.
- (3) Increase community support for public education.
- (4) Obtain better use of existing under-utilized City and schools infrastructure.
- (5) Reinforce City trends supportive of racial integration.
- (6) Reduce crime.
- (7) Conserve energy.

The underlying assumption of these objectives was that the composition of the population is decisive in determining the capacity for self-help and neighborhood self-help, the demand for tax supported services, the quality of public education (a mix and diversity in the schools improves education), and a willingness and capacity to pay for public services, including schools and police.

In order to implement these objectives, it was necessary to formulate an overall action plan for the City. The tools available to help facilitate this plan included the city's Community Development Strategy and Economic Development Plan, as well as the proposed Comprehensive Land Use Plan and other neighborhood stabilization efforts. The UDAG program was another element of the overall plan that would support the Mayor's objectives and take advantage of unique opportunities to integrate several different government programs within one project.

Portland's early action grant proposals were aimed in three directions: the development of housing near major transportation corridors, housing in school target areas, and downtown housing.

The concept of housing at nodes was directed toward providing high density housing developments near mass transit stations, thus helping alleviate energy consumption and air quality problems and encouraging racial dispersion by providing housing opportunities for all income levels.

Housing in school target areas was based around the development of vacant land and lots near neighborhood schools experiencing severe enrollment decline and where the school district had committed funding for new capital improvements. As part of this concept, in exchange for a partial or complete land write down, the City could obtain developer commitment to construct small single family units that could be marketed to single person households, particularly senior citizens, occupying large houses too costly and uneconomical to maintain. As part of the "filtering-down" process, larger houses near schools, vacated by senior citizens taking advantage of smaller, more easily managed units, could be marketed to families with children.

Downtown housing proposals centered on the development of mixed income, high density housing units in areas of no occupancy units and vacant and underutilized parcels, in conjunction with existing and future downtown revitalization programs, i.e. transit mall, waterfront plan and subsidized housing projects.

An effort to find suitable action grant project sites was begun upon the integration of the program with adopted city policies and objectives. Twenty-one sites throughout the city were evaluated by the Office of Planning and Development - OPD, with the assistance of the Bureau of Planning and OPD Economic Planning staff. Of these, five were selected to study in detail. Subsequent feasibility analysis resulted in the selection of two final alternative project sites within the Lents and St. Johns neighborhoods.

In September 1977, a Lents Citizens Advisory Committee - CAC was formed to provide community review of the Lents action grant proposal. The final determination of the committee was to recommend against the Lents site and project.

During the fall of 1977, and concurrent to the activities relating the the Lents action grant proposal, a St. Johns Citizens Advisory Committee was appointed by the Mayor to discuss a series of redevelopment options for the St. Johns waterfront. In the course of the Committee's meetings, four alternatives emerged ranging in orientation from strictly industrial to all residential land uses.

In response to the four original alternatives, the City, in close relationship with the Citizens Advisory Committee, studied the market support for each proposal. Each alternative was also evaluated with respect to its consistency with review criteria established by the Citizens Advisory Committee. At the conclusion of this process, three refined alternatives emerged for final review and evaluation.

In the fall of 1977, City staff and technical consultants focused on the market, transportation and environmental impacts of each of the three alternatives. The conclusion of these studies was that the Assisted Residential Alternative was preferable from a market, transportation, and environmental impacts point of view.

Thus the final conclusion was that the location of the site, existing conditions on the site and its development potential for residential use all combined to support city-wide objectives and compliment previous public investments in the St. Johns Business District, park improvements and housing rehabilitation.

SECTION 300 - THE RELATIONSHIP BETWEEN EACH PROJECT TO BE UNDERTAKEN UNDER THE PLAN AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA

Each project is interpreted to mean each urban renewal activity or action to be undertaken under the Plan. See Section 600 of the Urban Renewal Plan for the St. Johns Riverfront Project.

- A. **REAL PROPERTY TO BE ACQUIRED.** The Portland Development Commission will acquire property, including vacant land, to eliminate detrimental land uses or conditions, to remove blight and blighting conditions and to achieve the objectives of the Urban Renewal Plan.
- B. **REAL PROPERTY NOT TO BE ACQUIRED.** Certain properties described in the Plan are not expected to be acquired. Such properties are capable of rehabilitation and the owners will be encouraged to do so.
- C. **RELOCATION OF RESIDENTS AND BUSINESSES.** Since occupied residential, commercial and industrial properties will be acquired, relocation activities will be undertaken by the Portland Development Commission--see Section 800 of this Report.
- D. **DEMOLITION AND SITE CLEARANCE.** Developed properties which are to be acquired by the Portland Development Commission will be demolished and cleared from their respective sites to make possible the redevelopment of the area and the implementation of the proposed land use plan.
- E. **PUBLIC IMPROVEMENTS.** New water, sanitary sewer, storm sewer systems, as well as new streets, with full improvements, will be installed in the Project Area to serve the existing residents who will remain and the new residents and businesses that are anticipated. None of the existing facilities are adequate to accommodate additional development. Privately owned utilities--gas, power and telephone--will be provided by their respective serving utility companies.
- F. **REHABILITATION AND CONSERVATION.** See subsection B of this Section 300.
- G. **REAL PROPERTY DISPOSITION.** The real property which the Portland Development Commission will acquire, except for that which will be retained for public streets and other public uses, will be disposed of to private developers for development in accordance with all of the terms and conditions set forth in the Urban Renewal Plan.

- H. **REDEVELOPER OBLIGATIONS.** The Portland Development Commission will sell property at fair market value to qualified redevelopers (developers) to develop the cleared land in conformity with the Urban Renewal Plan. Redevelopers, or owner participants, will be required to consummate and comply with appropriately prepared agreements to assure proper development and rehabilitation in accordance with the Plan.
- I. **COOPERATION WITH PUBLIC BODIES.** The involvement and cooperation of other public agencies may be required to carry out the Urban Renewal Plan. Such involvement may include cooperation in regard to city utilities, public streets and the Willamette Greenway.
- J. **PROPERTY MANAGEMENT.** During the period of time between acquisition and disposition, the Portland Development Commission will provide property management services for the property acquired.

SECTION 400 - THE ESTIMATED TOTAL COST OF EACH PROJECT, THE SOURCES OF MONEY TO PAY SUCH COSTS AND ANTICIPATED TAX INCREMENT REQUIREMENTS

A. The following cost estimates have been developed by the Portland Development Commission and its consultants:

1. Administration

a.	Administration	
	5 years @ \$173,860/yr. avg.	\$884,300
b.	Environmental Impact Statement	252,000
c.	Development Consultants	30,000
d.	Construction Administration & Supervision - coordinate utility design and construction	150,000
e.	Miscellaneous Consulting Services Urban Renewal Plan, Brochures, Public Information	50,000
		<hr/>
		\$1,366,300

2. Property Acquisition and Related Expenses

a.	Purchase of Property	
	Incl. tax proration, closing costs	\$7,500,000
b.	Interest on Acquisition loan @ 6.25% to Feb. 14, 1980	74,000
c.	Appraisals	
	Acquisition	
	Reuse	
	Options - Incl. 15% contingency	135,000
d.	Relocation	1,790,000
e.	Demolition	649,000
		<hr/>
		\$10,148,000

3. Public Improvements

a.	Site Preparation	\$1,108,300
	5' excavation and backfill for Bradford and building pads, re- move excess	
b.	Sewers	804,000
	Storm, Sanitary, Lift Station Coordination	
c.	Water	673,500
	New Mains, hydrants, adjust existing facilities	
d.	Streets	285,700
	New streets (Edison, Bradford) Repaving (Pittsburgh, Burlington, Richmond, Edgewater)	
e.	Sidewalks	288,200
	Base preparation, waterfront path, sidewalks	
f.	Street trees and street landscaping	305,700
g.	Sound Berms	189,400
	4-8' high, planting, irrigation	
h.	Lighting	140,000
	Streets and waterfront (antique)	
i.	Railroad Crossing Signals & Gates	255,000
	3 pairs \$85,000 and computer	
j.	Riverbank Stabilization	618,500
	Excavation, rip rap	
k.	Greenway Trail Development	261,000
	Landscaping, irrigation, benches	
l.	Signs and Graphics	65,000
m.	Utilities	- 0 -
n.	Breakwater Construction	360,000
o.	Dredging and Pile Removal	220,000
		<hr/>
		\$5,574,300
p.	Construction Contingency	888,600
	15% of construction	
q.	Construction Overhead	474,000
	8% of Construction	
r.	Engineering and Final Design	350,000
		<hr/>
		\$1,712,600
4.	<u>Total Direct Project Cost Estimate</u>	\$18,801,200
5.	Interest and Contingency	2,098,800
		<hr/>
		\$20,900,000

- B. The estimated \$18,801,200 in direct Commission costs described in subsection A. of this Section 400 are anticipated to be provided from the sources identified in the following Financing Plan. The Financing Plan is not intended to be final; changes will occur as the urban renewal plan is implemented, final designs and construction contracts approved and property appraised and purchased.

Permanent Funding

City of Portland (Federal U.D.A.G. Funds)	\$9,000,000
Urban Renewal and Redevelopment Bonds (Tax Increment Financing)	5,900,000
Land Disposition Proceeds	<u>7,000,000</u>
TOTAL	\$21,900,000

This Financing Plan anticipates the need for the Commission to receive a loan during the implementation of the urban renewal to assist in financing the program until all of the land proceeds are received, which should occur by FY 1984-85. Currently, this loan, estimated at 6.5 million, is expected to be provided by methods described in Section 600.B.4. with repayment by tax increment revenues to be received under ORS457.420 to 457.440 and land disposition proceeds.

Including issuing costs for both the short term loan and the final bonds plus interest on the short term loan, the total amount of bonds anticipated to be issued should be approximately \$5.9 million.

The actual amount can only be determined when final costs are clearer. In addition to the potential repayment of the City's loan, or in lieu of repayment of a portion or all of the loan, bond proceeds may be needed to pay for unanticipated expenses or increases in the costs of project activities experienced during the implementation of the Plan.

As indicated in Section 600 of this Report, the increased assessed value within the urban renewal area should support \$5.9 million in bonds assuming a 9.0% interest rate and 25 year serial bonds. The resulting total amount of revenues to repay the principal and interest on the bonds over their life will be approximately \$11.9 million. This amount will be provided from revenues to be received through the tax increment process and land disposition proceeds. All indebtedness should be retired or otherwise provided for by the year 2008.

This Financing Plan is subject to change based upon actual costs, interest rates, final disposition values, the availability of anticipated loans and grants, and similar factors.

SECTION 500 - THE ANTICIPATED COMPLETION DATE FOR THE PROJECT

It is estimated that the completion date for each major project activity will be as follows:

- | | | |
|----|----------------------|-------------|
| A. | Administration | 1983 - 1984 |
| B. | Property Acquisition | 1980 - 1981 |
| C. | Project Improvements | 1982 - 1983 |
| D. | Private Development | 1984 - 1985 |

SECTION 600 - A FINANCIAL ANALYSIS OF THE PLAN WITH SUFFICIENT INFORMATION
TO DETERMINE FEASIBILITY

A. PRIVATE DEVELOPMENT AND FINANCING

The City Planning Bureau and the Portland Development Commission retained the services of N.W. Region West, research consultants, to prepare an economic and fiscal impact analysis for the St. Johns Riverfront Urban Renewal Project.

The completed analysis, "Economic and Fiscal Impact Analysis - St. Johns Riverfront Development Project", was transmitted to the City on June 25, 1979 and is hereby included within this Report by reference as if included herein in full.

This included report contains an analysis of existing conditions and the impacts of the proposed Urban Renewal Plan on population, income, employment, housing and schools.

This Analysis concludes the proposed redevelopment of the Area as provided for in the Urban Renewal Plan is feasible in that private developers and financial institutions will be willing to undertake and finance the private redevelopment. Since negotiation of the federal grant contract, nine private lenders have entered into commitments to finance \$34.4 million in new private development.

B. PUBLIC DEVELOPMENT AND FINANCING

Section 400 of this Report identifies approximately \$19 million in public costs required to undertake this renewal program. The following chart summarizes the final Financing Plan for those costs, indicating the sources of revenues anticipated to be available to the Commission to pay these costs:

1. City of Portland Grant (Federal U.D.A.G. Funds)	\$9,000,000
2. Urban Renewal and Redevelopment Bonds	5,900,000
3. Land Disposition Proceeds	<u>7,000,000</u>
TOTAL	\$21,900,000

1. City of Portland Grant - \$9,000,000

The City of Portland has entered into a contract with the U.S. Department of Housing and Urban Development (HUD) under which HUD agrees to provide the City with a \$9 million Urban Development Action Grant (U.D.A.G.) to help finance this program. The City has in turn contracted with the Commission to implement the UDAG program.

2. Urban Renewal and Redevelopment Bonds - \$5,900,000

The Urban Renewal Plan, in accordance with ORS Chapter 457 authorized the Commission to incur indebtedness to be repaid from revenues to be made available to the Commission under ORS 457.420 to 457.440, commonly known as tax increment financing. Section 400 of this Report identifies the potential need for principal funds from this source totaling \$5.9 million. The \$5,900,000 will be needed to cover contingencies and to pay principal and interest on a note to a local lender or a HUD Section 108 loan which will be used to cover project costs until all land proceeds and bond revenues are received.

Tax increment financing is tied to the growth in assessed value within the urban renewal area. Current estimates are that growth support will reach \$45 million in 1984-85. Utilizing a 9.0% interest rate, and 25 year term, revenues to the Commission from this increased assessed value could support a bond sale of approximately \$5,900,000.

3. Land Sales Proceeds - \$7,000,000

The estimate of money to be received by the Commission from the re-sale of land to private developers is based upon preliminary economic research by consultants. The estimate has been reviewed with developers and lenders and is felt to be within a reasonable range of expectation. The actual land sale values will be verified by an independent appraisal prior to sale of the sites.

4. Interim Financing

During the initial years of the project, the cost of public improvements is greater than revenues, i.e., the UDAG grant is insufficient to cover all direct costs. Total revenues from land disposition and urban renewal bonds are sufficient to cover all projected costs; however, they accrue after public improvement costs are incurred. Accordingly, interim financing is required to meet project costs during the time when costs exceed revenues.

The sources of interim financing are:

1. A land development loan at: a) the tax-exempt rate or b) the taxable rate, with a mortgage on the land as security;
2. Short-term loan from a local lender utilizing a 2-3 year tax increment note which would be repaid by a later tax increment bond sale - with a back-up pledge of local Commission funds (without an actual transfer to funds out of the Commission account);
3. A HUD Section 108 loan at 15% interest rate, secured by a pledge of the proceeds of land disposition and urban renewal bonds... and with a back-up pledge of Community Development Block Grant (CDBG) funds and some amount of PDC funds pledged in front of CDBG funds.

The loan would be utilized to cover project costs incurred prior to receipt of revenues as discussed. The amount of loan has been estimated at \$6,500,000 based on projections of expenditures for public improvements during the course of the project, and an interest rate of 10% draw-down of the loan funds would occur as needed, based on actual expenditures. Repayment is expected in five years, based on projections of receipt of revenues. Although utilization of the loan assumes an ultimate commitment of CDBG funds as security, the Commission will be pledging tax increment and land disposition proceeds in a sufficient amount to cover the loan costs. The commitment of CDBG funds requires a public hearing and City Council approval of an amendment to the Community Development Plan. This commitment would not alter the use of CDBG funds as now programmed.

Sources 1 and 2 (land development loan and short term loan from local lender) will be used as the principal means of interim financing and the Section 108 loan will be utilized only in the event funds from a local lender are unavailable.

SECTION 700 - A RELOCATION REPORT

A Relocation Plan has been prepared by the Portland Development Commission. Such Plan meets the requirements of the Federal Relocation Assistance and Real Property Acquisition Policies Act of 1970 and the provisions of State Law--ORS 281.045 to 281.105.

A. ANALYSIS OF EXISTING RESIDENTS AND BUSINESSES REQUIRED TO RELOCATE PERMANENTLY OR TEMPORARILY

The following data has been extracted from the above described Relocation Plan.

1. Residential Households Which will Need Relocation Assistance:

Table 1 - Number of Families and Individuals

(Includes Number of Households with Two Households Living Together in One Unit)

	Black	White	Spanish	Unknown	Total
No. of Families		22			22
No. of Individuals	1	12			13
Unknown				2	2
Total Households	1	34	0	2	37

Table 2 - Number of Tenants and Owner-Occupants

	Black	White	Spanish	Unknown	Total
Owner-Occupant		10			10
Tenant	1	24		2	27
Total Households	1	34	0	2	37

Table 3 - Household Income

Annual Household Income	Black	White	Spanish	Unknown	Total	Female Head of Household
Under \$6,000		14			14	4
\$6,000 to \$10,000	1	8			9	3
\$10,000 to \$14,000		3			3	
\$14,000 to \$20,000		4			4	
No Information		1		6	7	2
Total	1	30		6	37	9

Table 4 - Main Source of Income of Head of Household by Age

Age	ADC	SS-SSI	Employed	Unemployed	Disability	Unknown	Total
Under 62	1	2	17	3	3		26
Over 62		7	3			1	11
Total	1	9	20	3	3	1	37

Table 5 - Age of Head of Household

Age	Owner-Occupant	Tenant	Unknown	Total	Black	White	Spanish	Unknown	Total
Under 21		2		2		2			2
21 - 30		9		9		9			9
31 - 40		3		3		3			3
41 - 50		7		7		7			7
51 - 60		4		4	1	3			4
61 - 70	4	3		7		7			7
71 or over	2			2		2			2
Unknown			3	3		3			3
Total	6	28	3	37	1	36			37

Table 6 - Number of Persons in Household

Number in Household	Tenant	Owner-Occupant	Unknown	Total
1	9	3		12
2	8	3		11
3	7	1		8
4	2			2
5	1			1
6		1		1
9				
Unknown			2	2
Total	27	8	2	37

Table 7 - Number of Households Residing in Single-Family Dwellings

Single-Family Dwellings		Single-Family Dwellings	
Families	14	Owners	10
Individuals	6	Tenants	10
Total	20		20

Table 8 - Present Size of Dwelling Unit

Number of Units in Project

No. of Bedrooms	Tenant	Owner-Occupant	Unknown	Total	Number of Units Required as Determined by Size of Family
0	6	0		6	14
1	9	1		10	15
2	11	2		13	6
3	1	5		6	1
4		1		1	1
5		1		1	
6					
Unknown					
Total	27	10		37	37

2. Businesses and Industries which will need Relocation AssistanceTable 9 - Number and Name of Business

	Name	Address	Type of Business
1.	Columbia Sportswear	8638 N. Crawford	Wholesale
2.	Willamette Tractor Parts	8629 N. Crawford	Retail
3.	Fibron Corporation	6507 N. Richmond	Manufacturing
4.	St. Johns Truck Repair	8435 N. Crawford	Retail
5.	Columbia Forge & Machine	8424 N. Crawford	Manufacturing
6.	Totem Transit Company	6729 N. Richmond	Service
7.	Arrow Machine Works	8515 N. Decatur	Manufacturing
8.	Burlington Apartments	8527 N. Decatur	Rental
9.	Atlas Wreckers	2035 N. Willamette Blvd.	Construction
10.	Log Rafting, Inc.	Foot of North Pierce	Service
11.	Pacific Fasteners & Supply	8640 N. Crawford	Wholesale
12.	Joe Pollock, Jr.	6815 N. Richmond	Construction
13.	Apt. House	8102 N. Decatur	Rental
14.	Skookum Company	8524 N. Crawford	Manufacturing

Table 10 - Present Building Size, Lot Size, and Number of Employees of the Businesses Listed in Table 9

	Present Building Size	Lot Size	No. of Employees
1.	25,000 sq. ft.	40,000	4
2.	7,400 sq. ft.	160,000	2 - 6
3.	7,100 sq. ft.	185,000	9
4.	3,950 sq. ft.	93,000	18
5.	10,200 sq. ft.	40,000	\
6.	2,480 sq. ft.	40,000	5
7.	780 sq. ft.	10,000	1
8.	4,800 sq. ft.	10,000	
9.	3,750 sq. ft.	-0-	
10.		20.96 Acres	
11.	5,800 sq. ft.	-0-	1
12.	2,525	23,000	
13.	3,200	10,000	
14.	30,882	40,000	

B. DESCRIPTION OF THE RELOCATION METHODS TO BE USED

1. The following minimum standards will be followed when referring replacement housing to displacees:
 - a. Physical and occupancy standards: Displacees will be referred to housing which is comparable, decent, safe and sanitary and adequate in size to meet the needs of each family and individual being displaced.
 - b. Ability to Pay Standards: Displacees will be referred to housing which is within the family's or individual's ability to pay. Families and individuals shall not be expected to pay more than 25% of their adjusted gross income for housing expense. Adjusted gross income is projected annual income from all sources of each member of the family who is at least eighteen years of age residing in the household, except that the income of a head of household or his spouse who is under 18 shall be included.
 - c. Environmental Standards: No displacee shall be referred to a replacement dwelling unit which is in a location subjected to unreasonably adverse environmental conditions, natural or manmade, or which is generally less desirable than the location of the acquired dwelling with respect to public utilities and services, schools, churches, recreation, transportation, and other public and commercial facilities. Consideration will also be given to the proximity of the dwelling unit to the displaced person's place of employment.
 - d. Equal Opportunity Standards: The Commission will not list or refer any property which is not open to all persons without regard to race, color, religion or national origin, in a manner consistent with Title VIII of the Civil Rights Act of 1968, or available without discrimination based on sex or source of income. All cases of unlawful discrimination will be turned over to the Civil Rights Division of the Department of Labor, State of Oregon, and/or filed with HUD.

The Commission shall take affirmative actions to provide displaced families and individuals maximum opportunities for selection of replacement housing within the community's total housing supply and to lessen racial, ethnic, and economic concentrations. The following are examples of affirmative actions that the Commission may take:

Make full use of HUD-acquired properties, multiple listing services, and normal real estate management and brokerage services.

Inform members of minority groups of housing opportunities in non-traditional neighborhoods and provide services to familiarize them with such neighborhoods.

Provide escort services to brokers' offices.

Cooperate fully with fair housing groups, human relations bodies, and other social, civic, and religious groups interested in facilitating freedom of choice of residence.

2. Relocation Assistance Advisory Services.

a. General. The Commission will conduct a relocation assistance advisory services program in order to provide the maximum assistance possible to eligible persons required to relocate. The services will be provided by personal contact whenever possible.

b. Eligibility. Relocation assistance advisory service shall be offered to:

All persons occupying property to be acquired.

All persons occupying property immediately adjacent to the real property acquired when the Commission determines that such person or persons are caused substantial economic injury because of the acquisition.

All persons who, because of the acquisition of real property used for a business operation, moves from other real property used for a dwelling, or moves his personal property from such other real property.

c. Minimum Advisory Service. The relocation assistance advisory service program shall include as a minimum such measures, facilities or services as may be necessary or appropriate to:

Discuss and explain the services available, relocation payments and the eligibility requirements and assist in completing any applications or other forms required.

Determine the need of displaced persons for relocation assistance.

d. Information on Available Housing. The Commission will:

Provide information as needed on the availability, prices, and rentals of comparable sales and rental housing and of comparable commercial properties. Information will be compiled from all available sources, such as multiple listing services, newspaper advertisements, private listings, builders, etc.

Supply information concerning Federal and State housing programs, disaster loan programs, and other Federal or State programs offering assistance to displaced persons.

- e. Assistance to Prospective Homeowners. The Commission will provide assistance to prospective homeowners in obtaining mortgage financing, including help in the preparation and submission of purchase offers, obtaining credit reports, verification of employment and making any other arrangements with lending institutions.
 - f. Home Ownership Counseling. The Commission will provide or have provided home ownership counseling to prospective homeowners as needed.
 - g. Other Assistance. The Commission will provide other assistance in obtaining housing as needed, such as assistance in obtaining priority for admission to public housing and Federally-assisted low- and moderate-income housing.
 - h. Housing Discrimination Complaint. If a family or individual is unable to purchase or rent a replacement dwelling because of discrimination based on race, color, creed, source of income or national origin, the family or individual shall be assisted in filing a complaint with the appropriate agencies.
 - i. Social Services. All families and individuals will be provided with access to needed social services and counseling, both prior to and subsequent to relocation. Necessary services and counseling shall also be made available to those residents who do not move, whenever the need exists. The Commission will also provide or have provided, necessary job, financial, educational, health, and other services and counseling as needed, and will follow up to determine that the service has been provided.
3. Actions to Ensure Nondiscrimination in Housing Referrals. The Commission will take all available legal action to ensure that housing listings and referrals will be in keeping with the requirements of Title VIII of the Civil Rights Act of 1968.

The Commission continues to have good cooperation from members of the Portland area real estate community with regard to compliance with the provisions of the Oregon Civil Rights Laws. The Commission will refer to the Civil Rights Division of the Oregon State Bureau of Labor any complaint regarding any of the provisions of ORS 659.031, 659.033 or any other applicable law.

4. Assistance to Business Concerns and Nonprofit Organizations. The Commission will provide relocation advisory assistance to all business concerns and nonprofit organizations to be displaced by a project or program. The Commission will also provide advisory services and assistance to any business concern or nonprofit organization occupying property which is immediately adjacent to the project area or real property acquired for purpose of the project or program when the business is determined by the Commission to have suffered substantial economic injury as a result of project activities. Examples of the services to be provided are as follows:
- a. Consultation. The Commission will consult with the owner or operator of a business to determine the need for relocation assistance. Among the items to be considered are space, traffic patterns, markets, licensing and permit requirements.
 - b. Availability of Relocation Sites. The Commission will provide current and continuing information on the availability, cost, and square footage of comparable commercial or industrial locations, and obtain referrals from real estate brokers who may be able to assist in obtaining suitable accommodations.
 - c. Economic Information. The Commission will assist in obtaining information relative to property values, growth potentials in various areas, zoning ordinances, and other general and economic information which may assist the business in site selection.
5. Grievance Procedure. If a person disagrees with the amount of the relocation payment, he is entitled to a hearing. Appendix 5 contains a copy of the grievance procedure. The hearing will be substantially of the character required by ORS 183.415, 183.425, 183.470 and 183.480.
6. Procedure for Making Relocation Payments.
- a. Notification to Persons in Area.

Information About Relocation Payments. At the earliest possible date, the Commission will notify all persons who may be displaced or otherwise affected by project activities, of the availability of relocation payments, the office where detailed information about the payments may be obtained, and the dates governing eligibility for payments.

Assistance. The Commission will provide all displacees eligible to receive a payment with the proper claim forms, and upon request of a claimant, will provide assistance in the preparation of claims for relocation payments.

Time Limit for Submission. A claim for a relocation payment shall be submitted to the Commission within a period of 18 months after displacement of claimant. The 18-month provision may be waived by the Commission for good cause on a case-by-case basis.

- b. Payment of Claims. Payments will be made as promptly as possible after a person's eligibility has been determined. Limited advance payments may be made in hardship cases if the Commission determines such advances to be appropriate.
7. Eviction Policy. Except as required by emergency, no one will be required to move without having received at least 90 days prior written notice. Eviction will be used only as a last resort. It shall only be undertaken for one or more of the following reasons:
 - a. The failure to pay rent, except in those cases where the failure to pay is based upon the Commission's failure to keep the premises in habitable condition.
 - b. Maintenance of a nuisance or use of the premises for illegal purposes.
 - c. A material breach of the rental agreement.
 - d. Refusal to accept one of a reasonable number of offers of accommodations meeting HUD relocation standards.
 - e. The eviction is required by State or local law, and cannot be prevented by the Commission.
 8. Estimate of Anticipated Displacement. A relocation survey conducted in February 1979 shows that 37 households will be displaced as a result of development activity in the program area. A majority of these households are tenant occupants as compared to owner occupants. In addition, 14 businesses will be displaced. Tabulations showing information obtained by the survey is contained in Subsection A of this Section 800.
 9. Narrative Description of the Characteristics of the Families and Individuals, Delineating Relocation Needs and Resources. The information about those living in the project area was obtained from a survey conducted by personal contact of project area residents. When difficulty was experienced, information was obtained from landlords, neighbors, or statistical reports published by R. L. Polk. Over 90% of the residents received direct personal contact.

All families and individuals residing in the project will receive payment for moving expenses. A family or individual may elect to receive actual reasonable expenses of a move of not more than 50 miles or elect to receive payment in accordance with a schedule which is set forth in the Relocation Plan. Actual expense payments include packing and unpacking as well as cartage.

Those being displaced will be encouraged to select their own replacement dwelling in the area and of the type they choose. Because of the assistance that the experienced relocation personnel can offer and because of the need to meet certain eligibility requirements for the various relocation benefits close contact will be maintained. Where transportation or other needs are present, relocation personnel will be available to provide assistance. Relocation personnel will be available to accompany those being displaced to broker offices, on inspections of replacement housing, and to loan offices. Assistance will be available at all steps either from relocation personnel directly or as needed by referral to other agencies or professionals who can best meet the needs of those being displaced.

C. AN ENUMERATION, BY COST RANGE, OF THE EXISTING HOUSING UNITS TO BE DESTROYED OR ALTERED AND NEW UNITS TO BE ADDED

Estimated Values of Owner-Occupied Dwellings

Estimated Value	\$10,000 to \$14,999	\$15,000 to \$19,999	\$20,000 to \$24,999	\$25,000 to \$29,999	Over 30,000
Number of Houses	1	3	2	2	2

Estimated Rents Paid in Tenant-Occupied Dwellings

Monthly Rent	Under \$100	\$100 to \$149	\$150 to \$199	\$200 to \$249	Over \$250
Number of Units	5	15	1	2	1

- NOTE: 1. Some dwellings are occupied by more than one household.
 2. Estimates are as of February 1979.
 3. A total of 34 dwelling units will be demolished by project activities. An additional 19 dwelling units are in the project boundaries, but will remain with no relocation anticipated. The project boundaries currently encompass a total of 53 dwelling units.

EXHIBITS
(To be Included)

EXHIBIT A	Vicinity Map
EXHIBIT B	Existing Land Use
EXHIBIT C	Building Conditions
EXHIBIT D	Utilities Map
EXHIBIT E	Street Map
EXHIBIT F	Principal Access Routes in Vicinity of Project

NEW UNITS TO BE ADDED:

Owner-Occupied

358

(Approximate)

Estimated Purchase
Price Range

\$60,000 to \$100,000+

Tenant-Occupied

192

(Approximate)

80

(Subsidized Housing
for Sr. Citizens)

Estimated Monthly
Rent Range

\$250-\$350

25% of Income

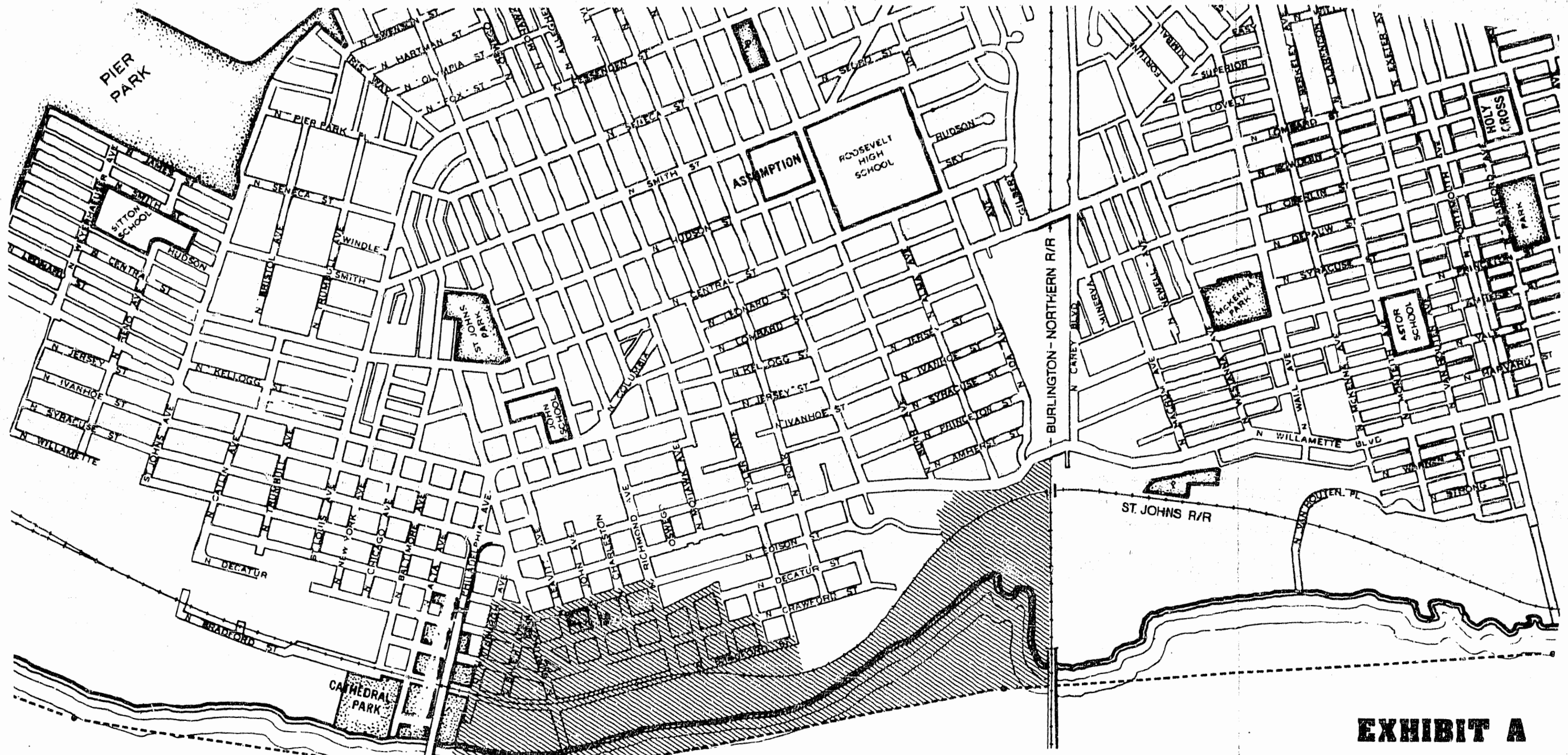


EXHIBIT A

WILLAMETTE

RIVER

LEGEND

 PROJECT BOUNDARY

TITLE:

VICINITY



DATE: _____
 REVIS ED: _____



ST. JOHNS PORTLAND DEVELOPMENT COMMISSION
 CITY OF PORTLAND, OREGON
RIVERFRONT DEVELOPMENT

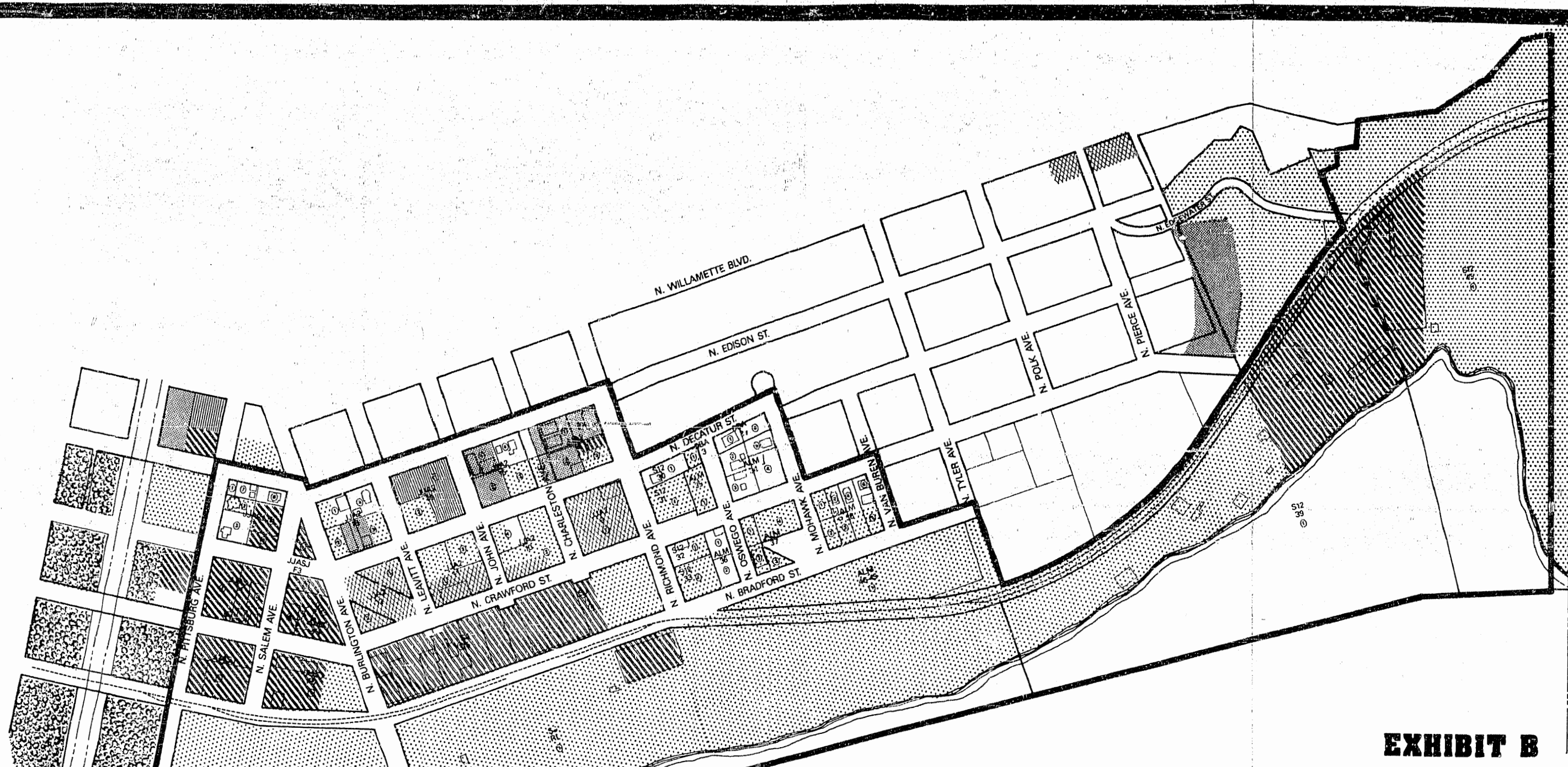


EXHIBIT B

TITLE:
EXISTING LAND USE

SCALE: 0 200
DATE: _____
REVIS ED: _____

ST. JOHNS RIVERFRONT DEVELOPMENT

PORTLAND DEVELOPMENT COMMISSION
 CITY OF PORTLAND, OREGON

- LEGEND**
- COMMERCIAL
 - INDUSTRIAL
 - PARKS
 - S. FAMILY
 - VACANT LAND
 - PUBLIC & INSTITUTIONAL
 - MULTI FAMILY



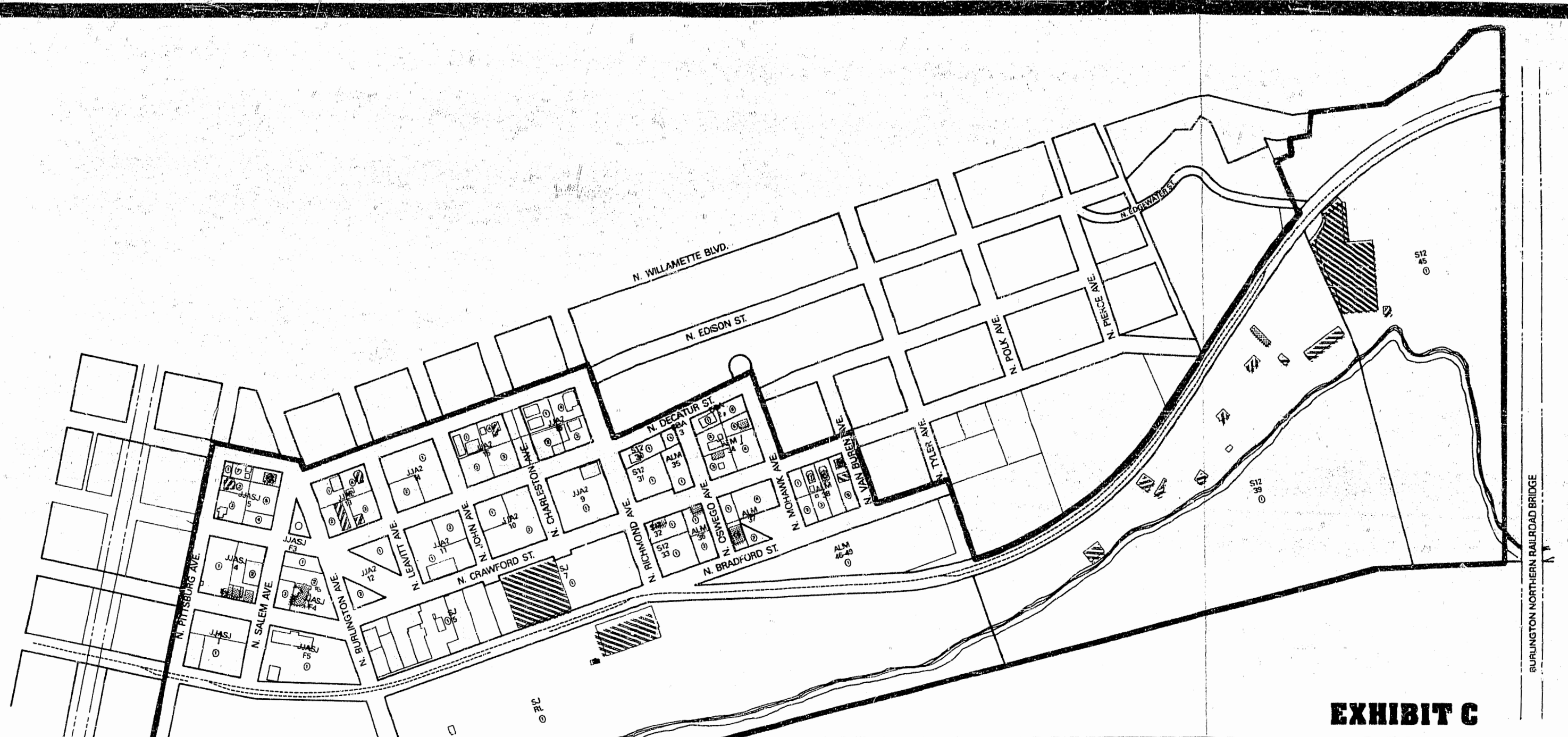
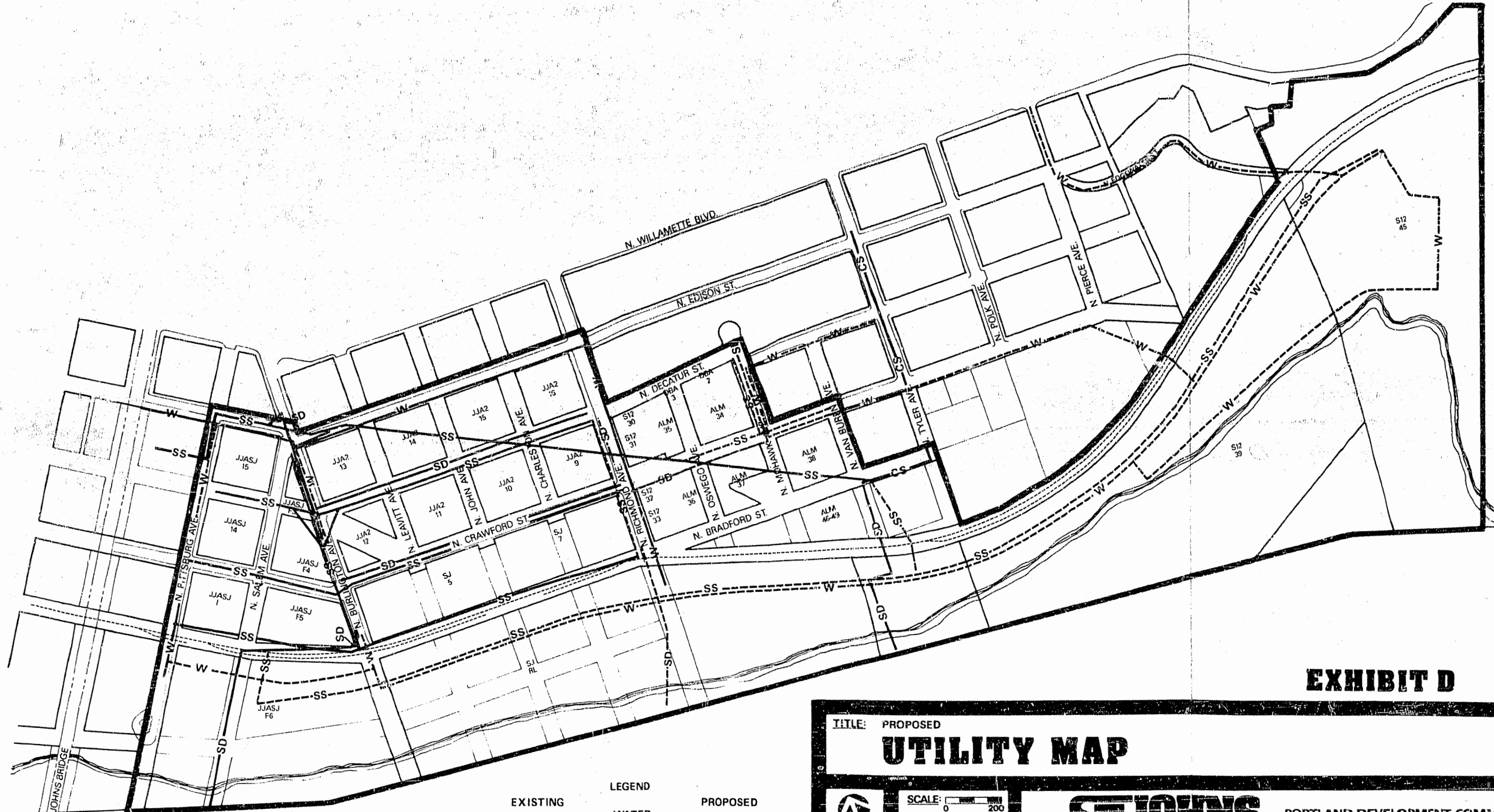


EXHIBIT C

- LEGEND
- GOOD
 - FAIR
 - POOR

TITLE:	EXISTING BUILDING CONDITIONS		
 NORTH	SCALE: 	 ST. JOHNS RIVERFRONT DEVELOPMENT	
	DATE: REVISED:	PORTLAND DEVELOPMENT COMMISSION CITY OF PORTLAND, OREGON	



NOTE: Wherever Feasible
 Natural Gas - Electric - Telephone - T V Cable
 Will Be Placed Underground

EXISTING		LEGEND		PROPOSED	
— W —	WATER	— W —	WATER	- - - W - - -	WATER
— SS —	SANITARY SEWER	— SS —	SANITARY SEWER	- - - SS - - -	SANITARY SEWER
— SD —	STORM DRAIN	— SD —	STORM DRAIN	- - - SD - - -	STORM DRAIN
— CD —	COMBINED SEWER	— CD —	COMBINED SEWER	- - - CD - - -	COMBINED SEWER

EXHIBIT D

TITLE: PROPOSED
UTILITY MAP

SCALE: 0 200
 DATE: _____
 REVIS ED: _____

ST. JOHNS PORTLAND DEVELOPMENT COMMISSION
 CITY OF PORTLAND, OREGON

RIVERFRONT DEVELOPMENT

BURLINGTON NORTHERN RAILROAD BRIDGE

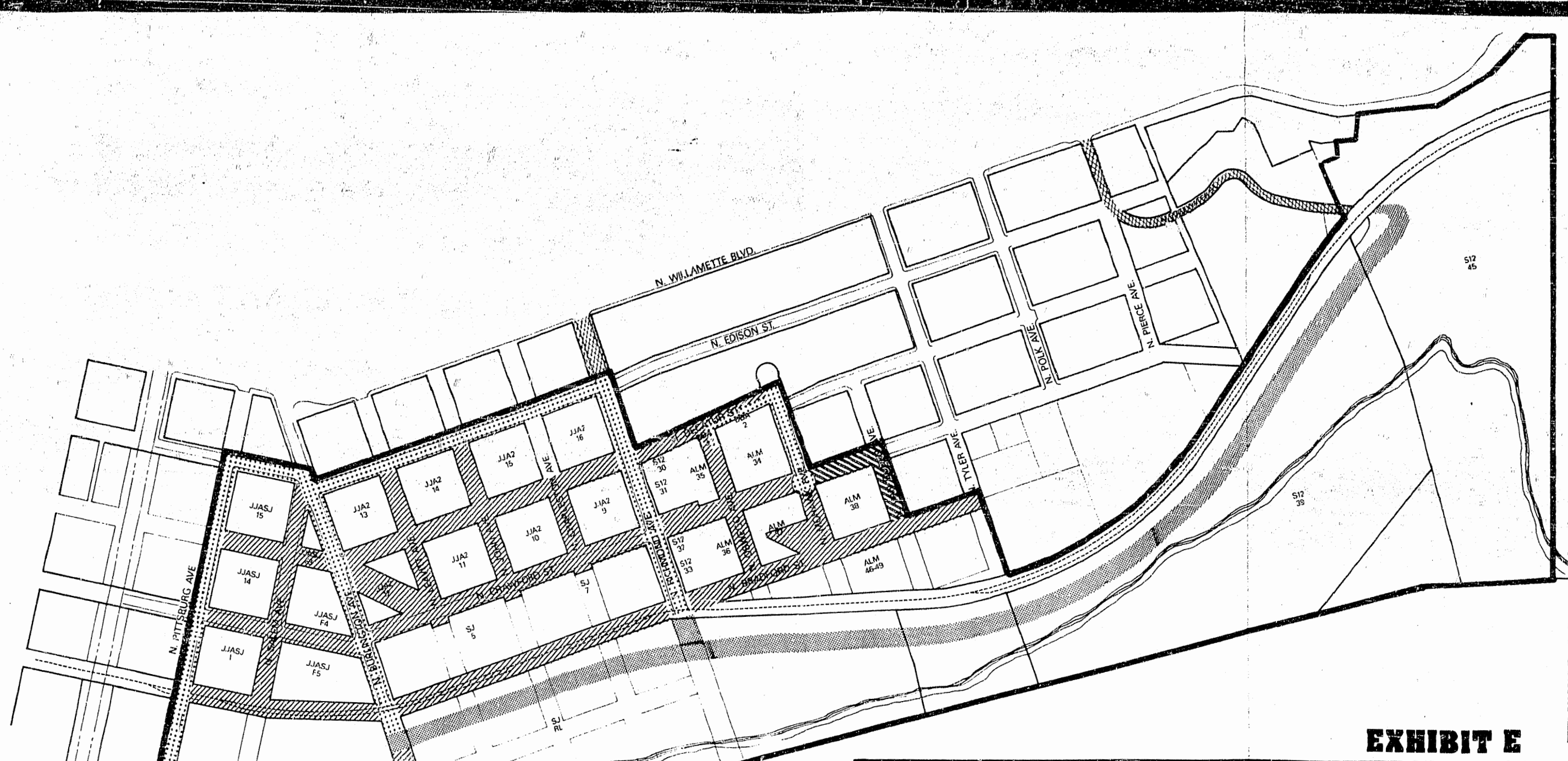


EXHIBIT E

- LEGEND**
- DEDICATED STREETS TO BE RETAINED & IMPROVED
 - DEDICATED STREETS TO BE VACATED
 - NEW STREETS TO BE DEDICATED & IMPROVED
 - DEDICATED STREETS OUT SIDE THE URBAN RENEWAL PLAN BOUNDARY TO BE IMPROVED AS PROJECT COST
 - DEDICATED STREETS LEFT IN PRESENT CONDITION

TITLE:
STREET MAP

SCALE: 0 200

DATE:
REVIS ED:

ST. JOHNS RIVERFRONT DEVELOPMENT PORTLAND DEVELOPMENT COMMISSION
CITY OF PORTLAND, OREGON

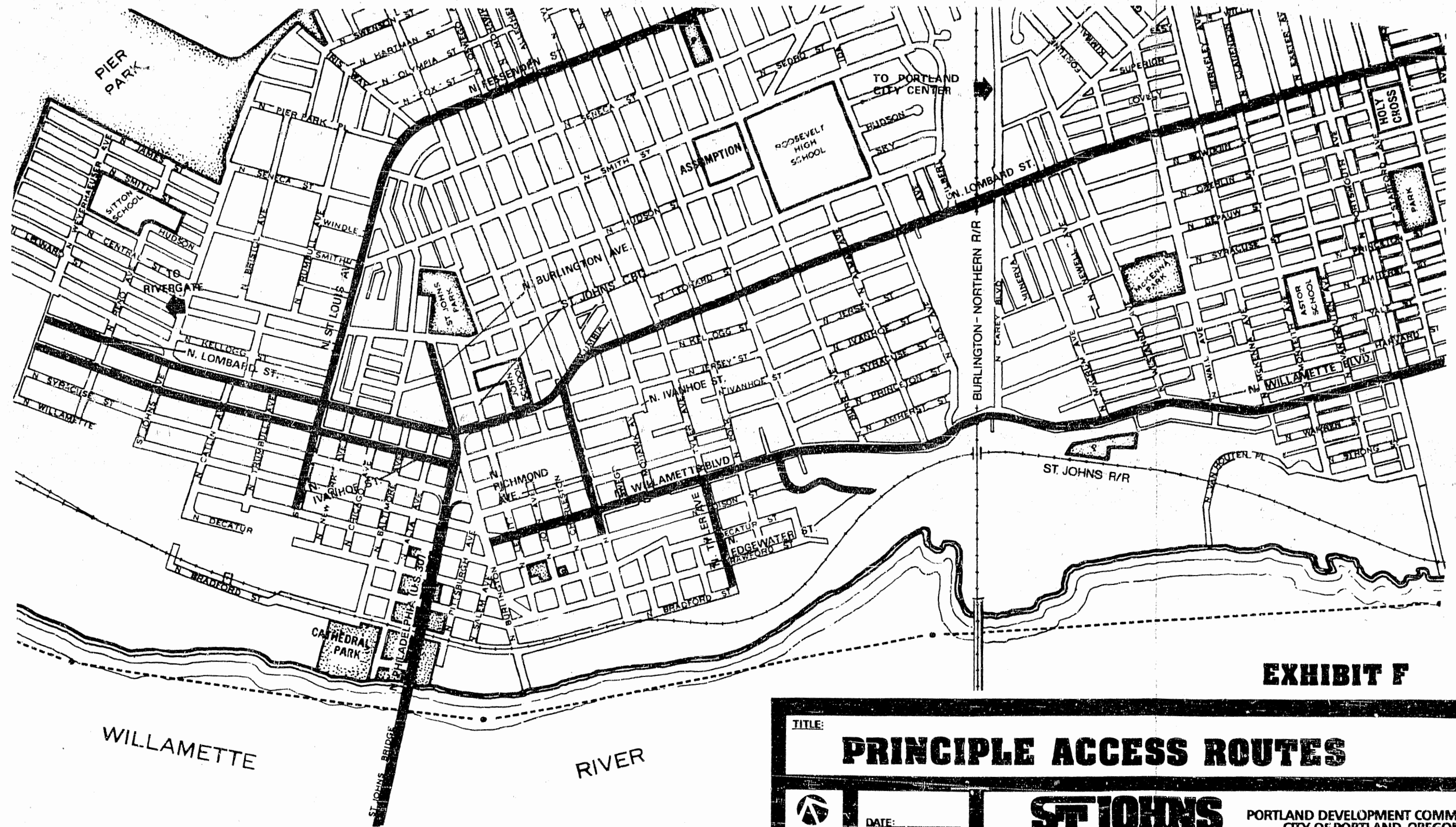


EXHIBIT F

TITLE: **PRINCIPLE ACCESS ROUTES**



DATE: _____
 REVIS ED: _____

ST. JOHNS PORTLAND DEVELOPMENT COMMISSION
 CITY OF PORTLAND, OREGON
RIVERFRONT DEVELOPMENT

ORDINANCE NO. 149929

An Ordinance approving the St. Johns Riverfront Development Urban Renewal Plan and the Report on the Urban Renewal Plan for the St. Johns Riverfront Development, making certain findings and determinations relating thereto.

The City of Portland ordains:

Section 1. The Council finds:

- (1) The Portland Development Commission, as the duly designated Urban Renewal Agency of the City of Portland, in cooperation with the Office of Planning and Development and the Portland City Planning Commission, has caused to be prepared and submitted to the Council for review and approval an Urban Renewal Plan for the St. Johns Riverfront Development consisting of 20 pages and Exhibits labeled I through XI, a copy of said Urban Renewal Plan being on file with the City Auditor and by reference made a part hereof.
- (2) The Urban Renewal Plan is accompanied by a Report prepared by the Portland Development Commission in accordance with ORS Chapter 457, a copy of which is on file with the City Auditor.
- (3) The Council has reviewed the Urban Renewal Plan and Report on the Urban Renewal Plan for the St. Johns Riverfront Development.
- (4) The Urban Renewal Plan and Report have been reviewed by the Planning Commission of the City of Portland which has recommended that the Council approve the Urban Renewal Plan.
- (5) After proper public notice, the Council has held a public hearing on the Urban Renewal Plan and has considered testimony received at the public hearing.
- (6) The area included in the Urban Renewal Plan, as described in the attached Exhibit A, is blighted and its redevelopment is necessary to protect the public health, safety and welfare of the City of Portland.
- (7) The Urban Renewal Plan provides an outline for accomplishing the urban renewal projects proposed therein, including but not limited to proposals for land acquisition, relocation of existing businesses and residents, demolition and removal of structures, disposition and redevelopment of land, and construction and reconstruction of public facilities and amenities.

ORDINANCE No.

- (8) The Urban Renewal Plan conforms to the proposed comprehensive plan and economic development plan of the City as a whole by specifying proposed land uses, maximum densities and building requirements in the Area and by specifying the relationship of the Urban Renewal Plan to definite local objectives as to appropriate land uses, improved traffic, public transportation, public utilities, recreation and community facilities, and other public improvements within the Area.
- (9) The acquisition of real property provided for in the Urban Renewal Plan is necessary to eliminate the blighting conditions and permit redevelopment of the area.
- (10) Provision has been made to house displaced persons within their financial means in accordance with ORS 281.045 to 281.105 and, except in the relocation of elderly or handicapped individuals, without displacing on priority lists persons already waiting for existing federally subsidized housing.
- (11) Adoption and carrying out of the Urban Renewal Plan is economically sound and feasible as documented in the Report on the Urban Renewal Plan.
- (12) Approval of the Urban Renewal Plan will not cause the limits on urban renewal programs contained in ORS 457.420 to be exceeded.

ORDINANCE NO. 11000
 NOW, THEREFORE, the Council directs:

- (a) That the Urban Renewal Plan for the St. Johns Riverfront Development, having been duly reviewed and considered, is hereby approved.
- (b) The City of Portland will assume and complete any activities prescribed by the Urban Renewal Plan.
- (c) The City Auditor is directed to file a copy of the Urban Renewal Plan with this Ordinance and to forward copies of this Ordinance to the Development Commission and the Planning Commission.
- (d) The City Auditor is directed to cause to be published within four days of adoption of this ordinance a Notice of Adoption as required by ORS Chapter 457.

Passed by the Council, JUL 2 1980

Mayor McCready
 June 18, 1980
 Cowles Mallory/AJF/fw

George E. Gorman
 Auditor of the City of Portland

2418
Calendar No. ~~2246~~

ORDINANCE No. 149329

Title

An Ordinance approving the St. Johns River front Development Urban Renewal Plan and the Report on the Urban Renewal Plan for the St. Johns Riverfront Development, making certain findings and determinations relating thereto.

JUN 25 1980

PASSED TO THIRD READING JUL 2 1980

THE COMMISSIONERS VOTED AS FOLLOWS:		
	Yeas	Nays
Ivancie		
Jordan		
Lindberg		
Schwab		
McCready		

FOUR-FIFTHS CALENDAR	
Ivancie	
Jordan	
Lindberg	
Schwab	
McCready	

Filed **JUN 20 1980**

GEORGE YERKOVICH
Auditor of the CITY OF PORTLAND

By *Gordon Crall*
Deputy

INTRODUCED BY
<i>Mayor McCready</i>

NOTED BY THE COMMISSIONER
Affairs
Finance and Administration <i>CAH</i>
Safety
Utilities
Works

BUREAU APPROVAL
Bureau: OPD/ Portland Development Commission
Prepared By: Alan Fox/Elaine Howard
Date: 6/18/80
Budget Impact Review:
<input checked="" type="checkbox"/> Completed <input type="checkbox"/> Not required
Bureau Head: <i>Edt for Robert Holmes</i> <i>JSR</i>

NOTED BY
City Attorney
City Auditor <i>GC</i>
City Engineer