

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

**City of Portland
Portland Development Commission**

June 18, 2008

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REPORT ON PROPOSED
RIVER DISTRICT URBAN RENEWAL PLAN AMENDMENT

I. INTRODUCTION

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

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

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

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

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

Notice of a proposed amendment to an urban renewal plan must be provided pursuant to ORS 457.120 when the amendment will have the effect of either: (a) increasing the amount of maximum indebtedness authorized under the Plan, or (b) adding land to the urban renewal area, except for an addition of land that totals not more than one percent of the existing area of the urban renewal area. The first amendment to the River District Urban Renewal Plan qualifies as such an amendment under both criteria because it increases the maximum indebtedness of the Plan and adds land totaling 16.24% of the Area's existing acreage.

1. Public Participation Process

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

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

2. Urban Renewal Advisory Group Formed

The PDC created the URAG in May of 2007. The URAG includes two PDC Commissioners (Charles Wilhoite and Mark Rosenbaum), two City Council members (Erik

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Sten and Dan Saltzman), Multnomah County Commissioner Jeff Cogen, Planning Commissioner Chairman Don Hanson and citizen budget committee member Jon Kruse.

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

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

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

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

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

3. Additional Community Meetings

PDC staff also briefed stakeholders at community meetings including:

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

4. Electronic Communications

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

5. URAG Recommendations

The URAG developed seven recommendations involving the RD URA:

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

6. Report Format

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

- A. A description of physical, social and economic conditions in the urban renewal areas of the plan, and expected impact, including the fiscal impact, of the plan (or change) in light of added services and increased population;
- B. Reasons for selection of each urban renewal area in the plan;
- C. The relationship between each project to be undertaken and the existing conditions in the urban renewal area;
- D. The estimated total cost of each project and the sources of moneys to pay such costs;
- E. The anticipated completion date for each project;
- F. The estimated amount of money required in each urban renewal area under ORS 457.420 to 457.460 and the anticipated year in which indebtedness will be retired or otherwise provided for under ORS 457.420 to 457.460;
- G. A financial analysis of the plan with sufficient information to determine feasibility;
- H. A fiscal impact statement that estimates the impact of the tax increment financing, both until and after indebtedness is repaid, upon all entities levying taxes upon property in the urban renewal area; and

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- I. A relocation report which shall include:
- a) An analysis of existing residents or businesses required to relocate permanently or temporarily as a result of agency actions, under ORS 457.170;
 - b) A description of the methods to be used for the temporary or permanent relocation of persons living in, and businesses situated in, the urban renewal area in accordance with ORS 285.045 - 285.105; and
 - c) An enumeration, by cost range, of the existing housing in the urban renewal areas of the plan which are to be destroyed or altered, and of the new units to be added.

This report will address each of the required information categories.

II. A DESCRIPTION OF PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS IN THE URBAN RENEWAL AREAS OF THE PLAN AND THE EXPECTED IMPACT, INCLUDING THE FISCAL IMPACT, OF THE PLAN IN LIGHT OF ADDED SERVICES OR INCREASED POPULATION

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

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

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

Table numbering for the separate areas is as follows:

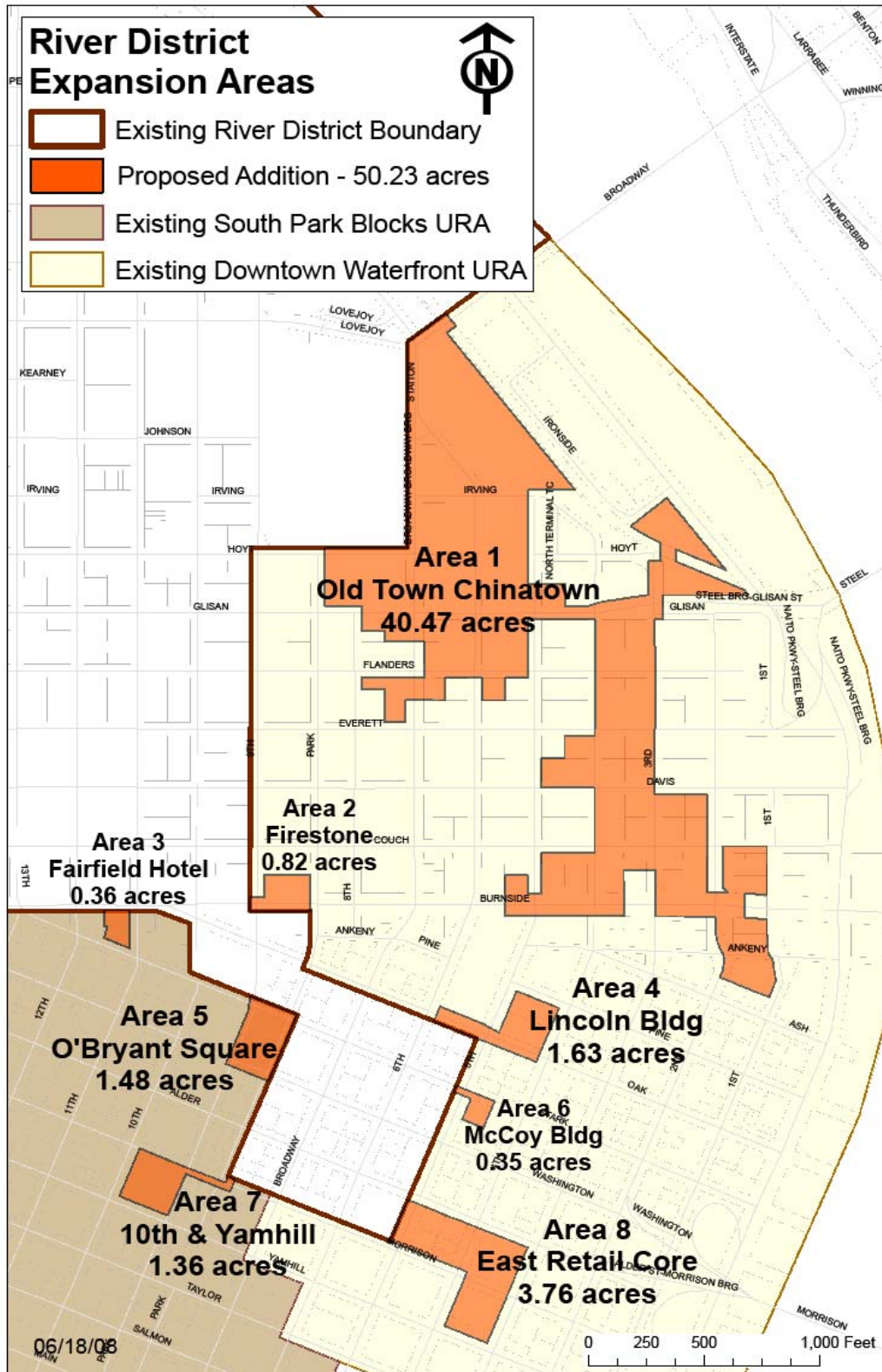
- Table 1: Existing Land Uses
- Table 2: Building Conditions
- Table 3: Age of Buildings
- Table 4: Social Conditions
- Table 5: Improvement to Land Ratio

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

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Figure 1. Expansion Areas



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1. Old Town/Chinatown Expansion Area

A. Physical Conditions

1. Land Use

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

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

Table 1.1. Existing Land Uses

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

Source: Multnomah County Assessor

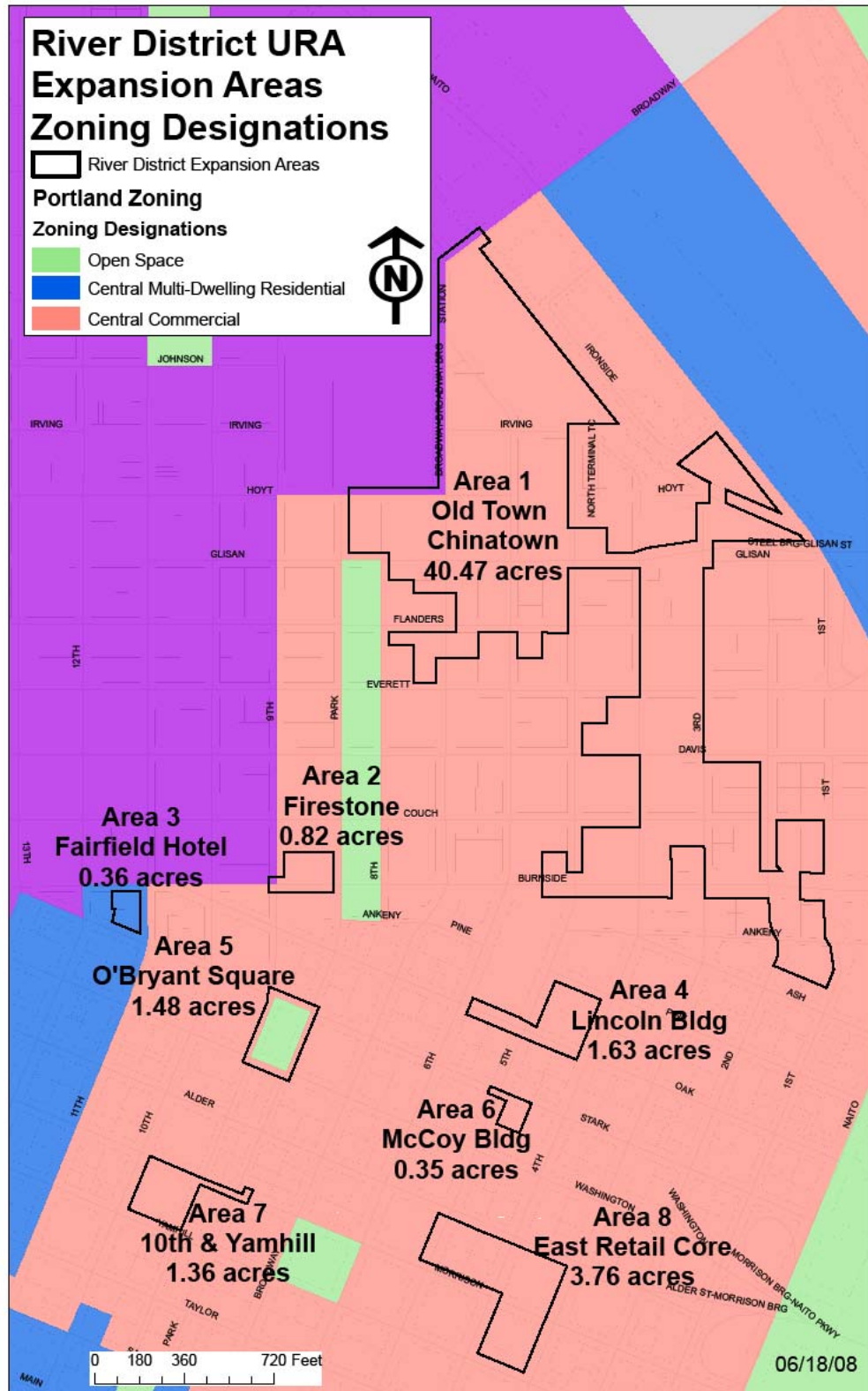
2. Zoning

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

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

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Figure 2. River District Urban Renewal Area Expansion Areas Zoning



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3. Building Condition

The condition of the buildings within the added Old Town/Chinatown Expansion Area was generally surveyed in March 2008. Table 2.1 illustrates the conditions of the structures. The results indicate a majority of built structures within the area could benefit from rehabilitation or improved maintenance.

Structures were visually surveyed and ranked on a three-step scale:

“A” New, near new, or well maintained older buildings.

“B” Buildings needing rehabilitation and improved maintenance.

“C” Dilapidated buildings which appear to be beyond an ability to be economically rehabilitated.

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

Table 2.1 Building Condition of Old Town/Chinatown Expansion Area

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

Source: PDC

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

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4. Age of Buildings

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

Table 3.1. Age of Buildings

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

Source: Multnomah County Assessor

5. Streets and Utilities Condition

Streets

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

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

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

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

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

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

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

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

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

Water

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

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

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

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

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Storm water & Wastewater

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

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

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

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

6. Parks and Open Space

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

7. Public Spaces

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

8. Public Parking

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

9. Public Buildings

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

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

The City of Portland also owns buildings at:

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

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

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B. Social Conditions

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

Table 4.1 Social Conditions

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

The key summary points from this are:

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

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C. Economic Conditions

1. Taxable Value of Property Within the Area

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

2. Land and Improvement Values

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

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

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

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

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Table 5.1. Improvement to Land Ratio

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

Source: Multnomah County Assessor

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

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

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

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

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

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

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

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

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

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2. Firestone Expansion Area

A. Physical Conditions

1. Land Use

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

2. Zoning

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

3. Building Condition

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

4. Age of Building

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

5. Streets and Utilities Condition

Streets

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

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

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

Water

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

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

Storm water & Wastewater

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

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

6. Parks and Open Space

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

7. Public Spaces

There are no public spaces in the Firestone Expansion Area.

8. Public Parking

There is no public parking in the Firestone Expansion Area.

9. Public Buildings

There are no public buildings in the Firestone Expansion Area.

B. Social Conditions

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

C. Economic Conditions

1. Taxable Value of Property Within the Area.

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

2. Land and Improvement Values

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

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

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

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

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

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

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

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

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

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

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3. Fairfield Expansion Area

A. Physical Conditions

1. Land Use

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

2. Zoning

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

3. Building Condition

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

4. Age of Buildings

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

5. Streets and Utilities Condition

Streets, Storm water & Wastewater, Water

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

6. Parks and Open Space

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

7. Public Spaces

There are no public spaces in the Fairfield Expansion Area.

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8. Public Parking

There is no public parking in the Fairfield Expansion Area.

9. Public Buildings

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

B. Social Conditions

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

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

C. Economic Conditions

1. Taxable Value of Property Within the Area.

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

2. Land and Improvement Values

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

3. Rehabilitation Estimates

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

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

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

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

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

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

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

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4. Lincoln Building Expansion Area

A. Physical Conditions

1. Land Use

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

2. Zoning

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

3. Building Condition

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

4. Age of Building

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

5. Streets and Utilities Condition

Streets

SW Oak is classified as a Traffic Access Street.

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

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The condition was identified as:

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

Water

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

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

Storm water, and Wastewater

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

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

6. Parks and Open Space

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

7. Public Spaces

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

8. Public Parking

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

9. Public Buildings

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

B. Social Conditions

There are no residents in the Lincoln Building Expansion Area.

C. Economic Conditions

1. Taxable Value of Property Within the Area.

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

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2. Land and Improvement Values

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

3. Floor Area Ratio

The FAR is 15:1.

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

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

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

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

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

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5. O’Bryant Square Expansion Area

A. Physical Conditions

1. Land Use

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

2. Zoning

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

3. Building Condition

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

4. Age of Building

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

5. Streets and Utilities Condition

Streets

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

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

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Water

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

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

Storm water & Wastewater

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

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

6. Parks and Open Space

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

7. Public Spaces

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

8. Public Parking

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

9. Public Buildings

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

B. Social Conditions

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

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C. Economic Conditions

1. Taxable Value of Property Within the Area

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

2. Land and Improvement Values

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

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

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

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

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

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

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

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6. Mc Coy Building Expansion Area

A. Physical Conditions

3. Land Use

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

4. Zoning

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

5. Building Condition

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

6. Age of Building

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

7. Streets and Utilities Condition

Streets

SW Stark Street is classified as a Traffic Access Street.

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

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

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Water

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

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

Storm water & Wastewater

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

The systems in the connecting streets are “good”.

8. Parks and Open Space

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

9. Public Spaces

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

10. Public Parking

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

11. Public Buildings

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

B. Social Conditions

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

C. Economic Conditions

1. Taxable Value of Property Within the Area

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

2. Land and Improvement Values

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

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

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

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

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

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

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

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7. 10th and Yamhill Expansion Area

A. Physical Conditions

1. Land Use

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

2. Zoning

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

3. Building Condition

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

4. Age of Building

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

5. Streets and Utilities Condition

Streets

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

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

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Water

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

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

Storm water & Wastewater

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

The systems in the connecting streets are “good”.

6. Parks and Open Space

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

7. Public Spaces

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

8. Public Parking

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

9. Public Buildings

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

B. Social Conditions

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

C. Economic Conditions

1. Taxable Value of Property Within the Area.

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

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2. Land and Improvement Values

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

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

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

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

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

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

If the 10th and Yamhill area is redeveloped, a much higher level of use would be expected, as described above in building condition. This could require additional infrastructure, however most of that infrastructure is already in place. Redevelopment in the Area should not require additional city, county or school district services. Redevelopment could provide additional employment opportunities by providing additional improved office space and potential additional retail space. Additional employees will help support the retail core. The fiscal impact would be the potential assistance in future redevelopment.

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

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8. East Retail Core Expansion Area

A. Physical Conditions

1. Land Use

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

Table 1.8. Existing Land Uses

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

Source: Multnomah County Assessor

2. Zoning

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

3. Building Condition

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

Table 2.8 Building Condition

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

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

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

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4. Age of Building

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

Table 3.8. Age of Buildings

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

Source: Multnomah County Assessor

5. Streets and Utilities Condition

Streets

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

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

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

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

Water

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

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

Storm water & Wastewater

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

The systems in the connecting streets are “good”.

6. Parks and Open Space

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

7. Public Spaces

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

8. Public Parking

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

9. Public Buildings

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

B. Social Conditions

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

C. Economic Conditions

1. Taxable Value of Property Within the Area.

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

2. Land and Improvement Values

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

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

Table 5.8 Improvement to Land Ratio

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

Source: Multnomah County Assessor

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

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

3. Economic Vitality

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

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

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

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

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

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

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

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

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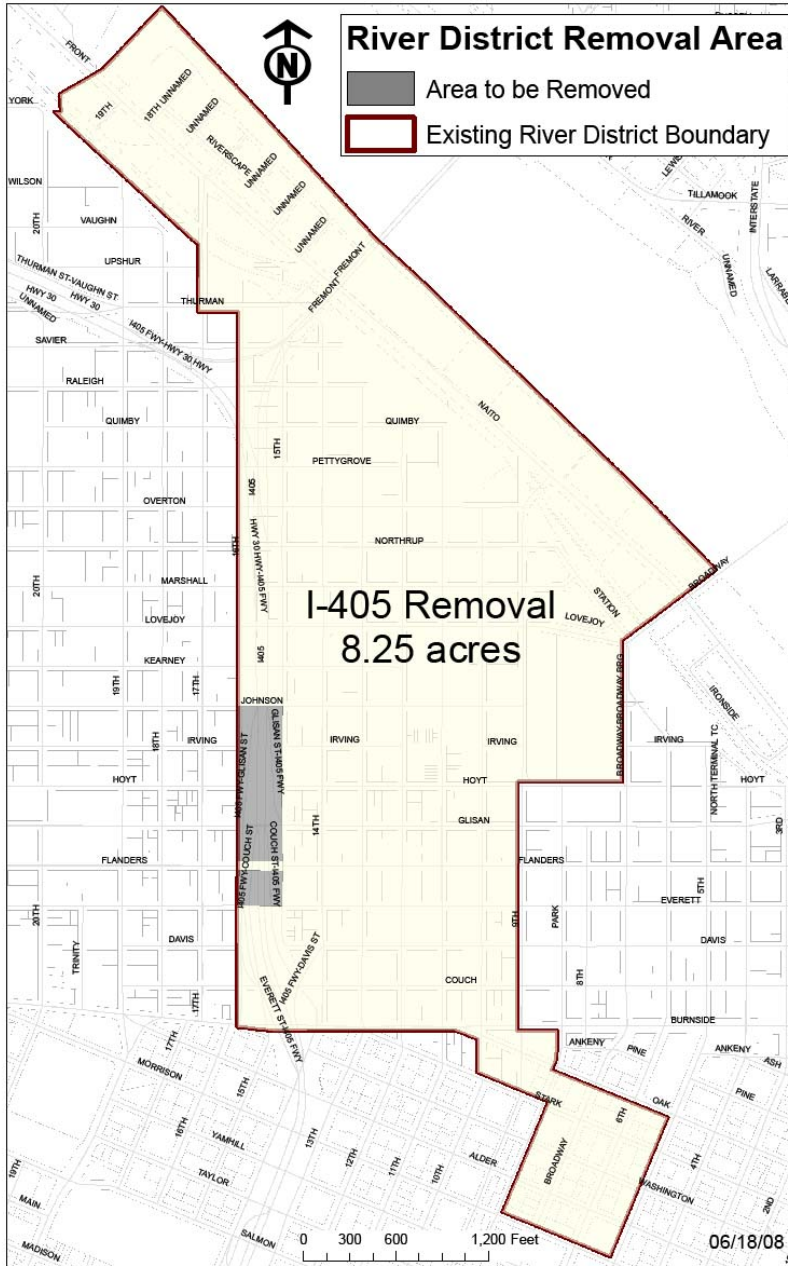
9. I-405 Freeway Right-of-Way Deletion Area

A. Physical Conditions

1. Land Use

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

Figure 3. River District Removal Area



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2. Zoning

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

3. Building Condition

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

4. Age of Building

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

5. Streets and Utilities Condition

Streets, Storm water & Wastewater, Water

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

6. Parks and Open Space

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

7. Public Spaces

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

8. Public Parking

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

9. Public Buildings

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

B. Social Conditions

There are no residents in the area.

C. Economic Conditions

1. Taxable Value of Property Within the Area.

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

2. Land and Improvement Values

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

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

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

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

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

1. Old Town/Chinatown Expansion Area

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

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

2. Firestone Expansion Area

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

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

3. Fairfield Expansion Area

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

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

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

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

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

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

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

4. Lincoln Building Expansion Area

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

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

5. O'Bryant Square Expansion Area

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

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

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

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

6. Mc Coy Building Expansion Area

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

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

7. 10th and Yamhill Expansion Area

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

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

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8. East Retail Core Expansion Area

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

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

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

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

A. Project Areas

1. Old Town/ Chinatown Expansion Area: The projects in this area are in two main categories:

- a) Broadway Corridor/Union Station – The Broadway Corridor includes Portland’s Union Station, the properties directly south of Union Station, some of which are currently owned by PDC, adjacent to the Post Office Area. PDC has undertaken a study to evaluate the current opportunities for this area including the rehabilitation of Union Station which involves an upgrade of the rail facility into a multi-modal transportation hub with the additions of inter-city bus, light rail, streetcar and improved bicycle and pedestrian connections, redevelopment of the Post Office property into a regional quality jobs attractor, complement to anticipated housing and development by educational institutions and potential extension of the North Park Blocks city parks attractor. This project area would include, but not be limited to, the following projects.

- (1) Public Improvements:

(a) Central City Streetcar,

- (2) Rehabilitation, Development and Redevelopment Assistance

(a) Resource Access Center Permanent Supportive Housing

(b) Broadway Corridor/Union Station Area

- (3) Economic Development Programs

- (4) Land Acquisition, Improvement, and Disposition for Redevelopment Projects

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

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

(1) Public Improvements:

(a) Burnside Couch Couplet

(2) Rehabilitation, Development and Redevelopment Assistance

(a) North Old Town/Chinatown Area

(3) Economic Development Program

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

2. Firestone Expansion Area

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

(1) Public Improvements:

(a) Burnside Couch Couplet

(2) Rehabilitation, Development and Redevelopment Assistance

(a) North Old Town/Chinatown Area

(3) Economic Development Program

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

3. Fairfield Expansion Area

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

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

4. Lincoln Building Expansion Area

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

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

5. O'Bryant Square Expansion Area

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

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

6. Mc Coy Building Expansion Area

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

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

7. 10th and Yamhill Expansion Area

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

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

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

8. East Retail Core:

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

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

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

B. Administration

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

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

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

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

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

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

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VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

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

VII. THE ESTIMATED AMOUNT OF MONEY REQUIRED IN EACH URBAN RENEWAL AREA UNDER ORS 457.420 TO 457.460 (TAX INCREMENT FINANCING OF URBAN RENEWAL INDEBTEDNESS) AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED OR OTHERWISE PROVIDED FOR UNDER ORS 457.420 TO ORS 457.460.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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IX. A FISCAL IMPACT STATEMENT THAT ESTIMATES THE IMPACT OF THE TAX INCREMENT FINANCING, BOTH UNTIL AND AFTER THE INDEBTEDNESS IS REPAYED, UPON ALL ENTITIES LEVYING TAXES UPON PROPERTY IN THE URBAN RENEWAL AREA

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

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

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

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

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

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

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

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

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

X. RELOCATION REPORT

A. Existing Residents or Businesses Required to Relocate

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

B. Methods to be used for the temporary or permanent relocation of persons living in, and businesses situated in, the urban renewal area in accordance with ORS 35.500 to 35.530.

The Commission has adopted a Relocation Policy which conforms to the requirement of ORS 35.500 to 35.530. Portland Development Commission Relocation Policy is incorporated herein by reference.

C. An enumeration, by cost range, of the existing housing units in the urban renewal areas of the plan to be destroyed or altered and new units to be added.

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No existing housing units are planned to be destroyed or altered. The goals for new units to be added to the River District Area as a whole (including those units to be added in the proposed Plan area) are discussed in Section II. A. Housing in the Plan.

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

XI. COMPLIANCE WITH LAND AREA AND ASSESSED VALUE LIMITS

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

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

The City also remains in compliance with the assessed value percentage, as shown below in Table 11. This amendment will include an additional frozen base value of approximately \$103,083,975 to the RD. The numbers in the chart below reflect the estimate of the Lents Town Center Urban Renewal Plan amendment of 6/18/08. This chart does not reflect the change in frozen base from the amendments on 6/18/08 to the SPB Urban Renewal Plan and the DTWF Urban Renewal Plan as determining the reduction in frozen base in areas is a much more difficult process than determining additions. The frozen base assessed value numbers for SPB and DTWF will be reduced once the assessor calculates the new frozen base.

Therefore, the numbers in the Frozen Base Assessed Value column are actually higher than what the final tabulation will show, but even so, the total Frozen Base Assessed Value with the changes made by this amendment is 11.32% of the city's total assessed value, well within the statutory 15 percent restriction.

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Table 11. Compliance with AV and Acreage

Urban Renewal Area	Frozen Base Assessed Value	Acres
Airport Way	\$129,701,177	2,726
Central Eastside	\$224,626,739	692
Downtown Waterfront (acreage shows 6/18/08 deletion)	\$70,866,644	232
South Park Blocks (acreage shows 6/18/08 deletion)	\$378,055,680	157.35
Oregon Convention Center	\$248,689,281	594
North Macadam	\$180,450,967	402
River District	\$358,684,364	309.21
River District proposed amendment (estimated)	\$103,083,975	41.98
Interstate	\$1,019,370,465	3,769
Gateway	\$307,174,681	659
Willamette Industrial	\$481,443,135	758
Lents (shows 6/18/08 AV and acreage addition)	\$714,432,705	2,846.79
Total	\$4,185,256,713	13,187.33
Total Acreage, City of Portland		92,773
Total Assessed Value City of Portland Less Incremental Assessed Value in Urban Renewal Areas	\$37,261,781,831	
Percent of Portland AV in Urban Renewal Areas	11.32%	
Percent of Portland Area in Urban Renewal Area		14.21%