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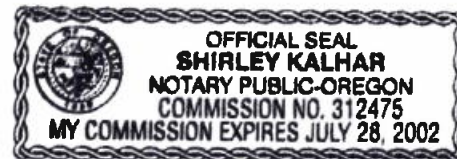
C WHARTON

I, ..... BEING FIRST DULY SWORN DEPOSE AND SAY  
THAT I AM THE PRINCIPAL CLERK OF THE PUBLISHER OF THE OREGONIAN,  
A NEWSPAPER OF GENERAL CIRCULATION, AS DEFINED BY ORS 193.010 AND  
193.020, PUBLISHED IN THE CITY OF PORTLAND, IN MULTNOMAH COUNTY,  
OREGON: THAT THE ADVERTISEMENT, THE PRINTED TEXT OF WHICH IS SHOWN BELOW,  
WAS PUBLISHED IN THE ENTIRE AND REGULAR ISSUES OF THE OREGONIAN  
FOR 1 DAYS STARTING 07/09/98, ENDING 07/09/98 TH

*Charles Wharton*  
.....  
PRINCIPAL CLERK OF THE PUBLISHER

JUL 10 1998

SUBSCRIBED AND SWORN TO BEFORE ME THIS DATE .....



NOTARY: .....  
*Shirley Kalhar*

966066  
AD TEXT:

PUBLIC NOTICE  
Adoption of Twentieth  
Amendment to the Downtown  
Waterfront Urban Renewal Plan  
Notice is hereby given pursuant to  
ORS 457 that on June 10, 1998,  
the Council of the City of Port  
land adopted Ordinance No.  
172356 approving the Twentieth  
Amendment to the Downtown  
Waterfront Urban Renewal Plan  
which project area is identified in  
the Urban Renewal Plan.  
The Twentieth Amendment has  
been prepared and approved  
pursuant to Chapter 457 of the  
Oregon Revised Statutes.  
The Twentieth Amendment to the  
Downtown Waterfront Urban Re  
newal Plan provides for the ad  
dition of a new paragraph: "The  
maximum indebtedness incurred  
in completing this Plan shall be  
\$165,000,000.00".  
ORS Chapter 457 provides that any  
Urban Renewal Plan purported  
to be adopted in conformance

with the applicable legal requirements shall be conclusively presumed valid for all purposes 90 days after adoption of the Plan by Ordinance of the governing body of the municipality. No direct or collateral attack on the action may thereafter be commenced.

The Twentieth Amendment and the Report on the Twentieth Amendment to the Downtown Waterfront Urban Renewal Plan are available for review at the office of the Portland Development Commission, Suite 100, 1900 SW Fourth Avenue, Portland, Oregon 97201 during its regular working hours 8 a.m. to 5 p.m. Monday through Friday. Published by order of the City Council, Barbara Clark, City Auditor



CITY OF

## PORTLAND, OREGON

**Planning Commission**

Telephone No. 823-7708 TDD 823-6868 FAX 823-7800  
c/o Bureau of Planning, Rm. 1002, 1120 S.W. Fifth Ave. 97204

May 19, 1998

Honorable Vera Katz, and Members of the Portland City Council  
Portland City Hall  
1221 S.W. 4th Avenue  
Portland, Oregon 97204-1966

Dear Mayor Katz and Members of the Council:

The Portland Planning Commission has completed our review of maximum indebtedness limits for each of Portland's existing urban renewal districts. On May 12, 1998, the Planning Commission held a public hearing on the proposed indebtedness limits. Notice of this hearing was provided and those interested were invited to testify. We strongly urge the adoption of these renewal district indebtedness limits by the Portland City Council.

These indebtedness limits are necessitated by provisions of 1997's Measure 50 as implemented in the 1997 Oregon Legislature in Senate Bill 1215 (SB1215). Measure 50 and SB1215 specifically allow for the timely completion of existing urban renewal plans. Many private sector and public sector commitments have been made anticipating the completion of existing urban renewal plans. These commitments should be honored. The legislature required that 'existing urban renewal plans' be limited in cost. These cost limits are to be based on the content of the existing urban renewal plan.

The City of Portland has five active urban renewal plans. These are the *Airport Way, Central Eastside, Downtown Waterfront, Oregon Convention Center, and South Park Blocks Urban Renewal Plans.*

The maximum indebtedness figure defines the financial scope of 'existing plans'. It is based on good faith estimates of the costs of the programs and projects called for or authorized by the adopted urban renewal plans as of December 6, 1996. It includes a factor for future inflation.

The recommended maximum amount of indebtedness for each existing urban renewal plan is summarized in the following table.

PLAN	MAXIMUM AMOUNT OF INDEBTEDNESS
Airport Way	\$ 72,639,000
Central Eastside	\$ 66,274,000
Downtown Waterfront	\$165,000,000
Oregon Convention Center	\$167,511,000
South Park Blocks	\$143,619,000

**Recommendation**

The Portland Planning Commission recommends the City Council approve the indebtedness limits for the five existing urban renewal districts (listed above) and incorporate these limits into the applicable urban renewal plans.

Sincerely,



Steve Abel, President,  
Portland Planning Commission

SA/MSH/msh

cc: David C. Knowles, Planning Director  
Michael S. Harrison, AICP, Chief Planner



**PORTLAND DEVELOPMENT COMMISSION**

Portland, Oregon

**RESOLUTION NO. 5121**

**RESOLUTION APPROVING THE 20TH AMENDMENT TO  
THE DOWNTOWN WATERFRONT URBAN RENEWAL PLAN**

**WHEREAS**, the Portland Development Commission is undertaking the Downtown Waterfront Urban Renewal Project, herein after referred to as the "Project", pursuant to an urban renewal plan adopted on April 25, 1974 by the City Council, by Resolution No. 31395 (the "Plan"), as subsequently amended; and

**WHEREAS** ORS 457.190(3)(c)(A) requires that the Plan be changed by substantial amendment no later than July 1, 1998, to include a maximum amount of indebtedness that may be issued or incurred under the Plan, determined by good faith estimates of the scope and cost of projects, including but not limited to increases in costs due to reasonably anticipated inflation, in the existing urban renewal plan, considering the projects and their anticipated completion dates as anticipated as of December 5, 1996, such maximum indebtedness amount to be specified in dollars and cents; and

**WHEREAS** the staff has undertaken a review of the Plan and supporting documents, as well as interviews and fact finding with members of the community in order to determine the scope of projects contemplated under the Plan as of December 5, 1996, and has made its best estimates of reasonable costs for completion as the projects were anticipated to be completed; and

**WHEREAS** the Commission has reviewed these estimates and the information contained in the plan amendment report accompanying this Resolution, and the Commission finds the estimates to be reasonable and to have been made in good faith; now, therefore, be it

**RESOLVED** that a recommendation be made to City Council to adopt an ordinance declaring that Section F 1. of the Plan shall be amended, by the addition of a new paragraph: "The maximum indebtedness incurred in completing this Plan shall be \$165,000,000.00".

**ADOPTEDBY by the Commission May 20, 1998.**

Carl B. Talton  
Carl B. Talton, Chairman

Martin Brantley  
Martin Brantley, Acting Secretary

**TWENTIETH AMENDMENT TO  
DOWNTOWN WATERFRONT URBAN RENEWAL PLAN  
TO ESTABLISH A MAXIMUM AMOUNT OF INDEBTEDNESS**

The Downtown Waterfront Urban Renewal Plan is amended as follows:

Add the following at the end of Section F2, Self-Liquidation of Costs of Project (Tax Increment):

The maximum indebtedness, as defined in ORS 457.010(9), that may be issued or incurred under the Plan is \$165,000,000.

CERTIFICATE OF RECORDING OFFICER

The undersigned hereby certifies, as follows:

1. That s/he is the duly qualified staff Secretary of the Portland Development Commission, herein called the "Commission," and in such capacity keeps its records, including the minutes of proceedings of the Commission;

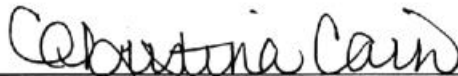
2. That the attached resolution is a true and correct copy of the resolution as finally adopted at a meeting of the Commission held on May 20, 1998, and duly recorded in the Commission office;

3. That the undersigned is authorized to execute this certificate.

IN WITNESS WHEREOF the undersigned has executed this certificate

May 20, 1998

Date

  
Christina Cain, Commission Asst.

**PORTLAND DEVELOPMENT COMMISSION**

Portland, Oregon

DATE: May 20, 1998

TO: The Commissioners

FROM: Felicia L. Trader

REPORT NO.: 98-18

SUBJECT: **Amendments to Urban Renewal Plans to Set the Maximum Indebtedness Under Each Plan**

As we have been discussing for the last several months, it is necessary to amend each urban renewal plan so that they contain an amount specifying the maximum indebtedness to be incurred throughout the life of the plan. The amendments are necessary to ensure that the plans are considered "existing plans" under Senate Bill 1215 and, therefore, subject to expanded urban renewal levy authority as specified in the bill. The maximum indebtedness amounts must be good faith estimates of the costs incurred in carrying out projects under the plans as they were scoped, scheduled and estimated in December 1997.

Beginning in August 1997, PDC staff have been reviewing the plans and discussing the development of the maximum indebtedness amounts with key community and government partners. The recommendations resulting from this work have been reviewed by the City Council and received the required approval from the Planning Commission. It is now necessary for the Development Commission to recommend adoption of the requisite plan amendments to the City Council. Attached are a series of Resolutions and consultant reports containing the specific recommendations and detailing the necessary decisions.

**RECOMMENDATION:**

**We recommend adoption of this report and the accompanying Resolutions approving amendments to the Airport Way, Central Eastside, Downtown Waterfront, Oregon Convention Center, and South Park Blocks Urban Renewal Areas specifying the maximum amount of indebtedness to be incurred under each plan.**

  
\_\_\_\_\_  
**Felicia L. Trader, Executive Director**

**ACTION:**

Approved May 20, 1998  
Resolution 5119

EXHIBIT "A"  
REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN

**DOWNTOWN WATERFRONT FINDINGS**

Findings for projects within the Downtown Waterfront Urban Renewal Plan (the "Plan") are grouped below according to the following categories: Housing, Employment, Older/Historic Buildings, Transportation, Parks, Parking, Neighborhood Development and Environmental. These findings are organized by project category. The projects are first described in scope, schedule and estimated cost (including inflation), then followed by a section which lists how the projects in this category relate to the goals and objectives of the Plan and related documents. A section then follows which specifies the section(s) of the Plan which give specific authorization for the projects within the category. Finally, the conclusion states how each project implements the Plan and is therefore appropriate for including as a component of the maximum amount of indebtedness to be issued under the Plan.

**I. HOUSING**

**A. Project Descriptions and Cost Estimates**

**1. Loan Funds**

Low interest loans for housing development which will produce approximately 541 units for persons in the 0-60% median income range and approximately 757 units in the 60-100% median income range.

The project cost is \$30,296,000 between 1997/98 and 2003/04. This project will provide approximately 541 loans with a \$28,000 per unit subsidy for persons in the 0-60% of median income range, and approximately 757 loans with a \$20,000 per unit subsidy for persons in the 60-100% of median income range.

**2. Preservation:**

Acquisition of HUD sponsored low income rental housing projects for which the low household income requirements are expiring. This will allow preservation of approximately 654 units of housing downtown.

The project cost and schedule is \$14,440,000 between 1997/98 and 2003/04. This project will provide a subsidy of \$22,000 per unit to preserve approximately 654 units.

**3. Site Acquisition And Development**

Acquisition, project management and loan subsidy for mixed income housing development which will result in approximately 282 units of housing.

The project cost and schedule is \$4,428,000 between 1998/99 and 2003/04. This project assumes that nearly two one-half block projects can be completed. Land cost for one-half block is assumed at \$50/square foot; project management at \$200,000 and an additional loan subsidy of \$7000 per unit for 150 units in each half-block project. \$4,700,000 would be needed for the total two one-half block projects; additional funds from another source would be required for completion of the projects.

**4. Home Ownership:**

Loans which subsidize home ownership of approximately 140 units for persons in the 60-80% of median income range.

The project cost and schedule is \$4,138,000 between 1998/99 and 2003/04. This project would provide a subsidy of \$30,000 per unit.

**EXHIBIT "A"**  
**REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN**

**B. Relationship to Goals and Objectives:**

**1. The Downtown Waterfront Urban Renewal Plan**

These projects conform to Goal 3 of the Downtown Waterfront Urban Renewal Plan:

To maintain existing low-income housing and promote additional new housing serving mixed income groups.

The Fourteenth Amendment to the Plan authorizes financial assistance to private parties for property acquisition for development of low-income housing. Selection of specific parcels of property for acquisition will be the prerogative of private parties.

Chapter IV of the Report on the Fourteenth Amendment states

... The reasons for undertaking this Project are listed below:

1. To preserve and upgrade existing residential hotels and other low-cost housing which might otherwise deteriorate or be closed or converted to non-residential use.
2. To provide financing for development of additional low-income housing to achieve public policy goals, through land acquisition for construction of new units and acquisition of buildings for renovation of housing.
3. To reduce costs of capital debt service to housing providers, so that rents can be offered to very low-income tenants at affordable rates....

**2. Goals and Guidelines/Portland Downtown Plan**

The Downtown Waterfront Urban Renewal Plan includes the "Goals and Guidelines/Portland Downtown Plan", adopted by the City Council in October, 1980. The following sections are relevant to these projects:

**Housing and Downtown Neighborhoods**

**General Goal:** To give a high priority to increasing the number of residential accommodations in the Downtown area for a mix of age and income groups, taking in to consideration differing life styles; and to provide a "quality" environment in which people can live recognizing that residents of Downtown and adjacent areas are essential to the growth, stability and general health of a metropolitan city.

**Specific Goals:**

- A.1. Develop economic or other incentives to reduce the slippage rate of existing housing units from the market in the Downtown area and encourage the building of additional housing units.
- A.2. Encourage the fullest use of public and private programs to ensure that future Downtown housing accommodates a mix of low, moderate and high income people.

**EXHIBIT "A"**  
**REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN**

**3. Central City Plan**

The Downtown Waterfront Urban Renewal Plan was prepared in conformance with the Central City Plan of the City of Portland, adopted March 24, 1988. The policies which are relevant to these projects include:

Policy 3 - Housing: Maintain the Central City's status as Oregon's principal high density housing area by keeping housing production in pace with new job creation.

3A: Promote the construction of at least 5000 new housing units in the Central City by the year 2010.

3B: Preserve and encourage rehabilitation of existing housing.

3C: Encourage the development of housing in a wide range of types and prices and rent levels.

3D: Foster the growth of housing to help reinforce the Central City as a lively urban area, especially during evenings.

Action Item H4: Use urban renewal and tax increment financing to foster the development and preservation of housing in urban renewal districts....

**4. Central City 2000 Strategy**

The Central City 2000 Strategy was adopted by the City Council in July, 1996. Relevant portions of this document include:

**Section II - Housing Strategy**

Currently, about 70 percent of downtown housing is low- and moderate-income housing. Middle-income housing is needed in the Central City to: make diverse housing opportunities accessible to average, wage-earning families; and make family-wage jobs available to city residents by providing the labor and consumer markets needed to attract quality businesses to the Central City.

The cost of developing middle-income housing in the Central City is higher than comparable units in other locations, particularly the suburbs. This is caused by the higher price of land, the higher costs of constructing higher density housing and the special difficulties associated with constructing in an active downtown environment compared to a construction site which can be isolated from interference. Given these added costs and the market rate for housing, developers cannot make a reasonable rate of return on Central City housing. Public assistance is needed to lower the private costs ...

Create a Central City housing inventory which balances the need for low-income housing, including the need to retain housing units for very low income persons, with the need for rental and owner occupied housing which middle-income households can afford.

To minimize the funding competition between middle-income housing in the Central City and low-income housing, the City should levy on average, \$4 million per year of tax increment funds for affordable mixed- or middle-income housing projects in the Central City.

**Section VI - District Infrastructure. Downtown/Old Town/Chinatown**

Over 1000 new housing units are also expected over the next twenty years.



**EXHIBIT "A"**  
**REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN**

**5. Prosperous Portland**

Prosperous Portland was adopted by the City Council in September, 1994. Relevant portions of the document include:

**Policy 14 - Encourage Urban Development and Redevelopment**

**Strategy 14H:** In addition to the Comprehensive Housing Affordability Strategy (CHAS) priorities, the City will lead a strong public effort to encourage development and redevelopment of a balanced mix of housing units.

**Physical Development and Infrastructure - Central City**

**Strategy C:** The City will maintain a strong public advocacy role and capability for forming public/private partnerships to ensure balanced housing development throughout the Central City. The City will work to establish effective public policy incentives and funding support for housing development of varying types and serving middle, moderate and low-income levels in the Central City. For example, prototypes for market rate infill and transit supportive housing are needed.

**Strategy J:** The City will establish effective policy and financial incentives to stimulate housing development to meet the needs of a full range of households, with a goal of addressing a high growth scenario of 2600 moderate and middle-income residential units in three years, and a need for 10,000 low and moderate income units over the next ten years.

**C. Authorization for Housing Projects:**

These projects are authorized by the following sections of the Downtown Waterfront Urban Renewal Plan:

**Section D - Project Activities:**

1. **Rehabilitation and Conservation**
  - b. **Method.** Rehabilitation and conservation may be achieved four ways:
    - (1) By owner and/or tenant activity;
    - (2) The enforcement of existing City codes and ordinances;
    - (3) Acquisition by the Agency for rehabilitation or resale for rehabilitation; and
    - (4) Acquisition by private parties for rehabilitation for housing, with or without the financial assistance of the Agency; ...
2. **Acquisition and Redevelopment**
  - b. **Method.** Proposals for property acquisition, including limited interest acquisition, may be recommended for inclusion in this Plan to achieve objectives of the Plan based on one or more of the following criteria:
    - (1) Where existing conditions do not permit practical or feasible rehabilitation of the structure and it is determined that acquisition of such properties and demolition of the improvements thereon are necessary to remove substandard conditions;
    - (2) Where detrimental land uses or conditions such as incompatible uses, or adverse influences from noise, smoke or fumes exist, or where there exists overcrowding, excessive dwelling unit density, or conversions to incompatible types of uses, and it is determined that acquisition of such properties and demolition of the improvements necessary to remove blighting influences and the achieve the objectives of the Urban Renewal Plan.

**EXHIBIT "A"**  
**REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN**

(3) Where it is determined that the property is needed to provide public improvements and facilities; or

(4) Where the existing property owner is either unwilling or unable to achieve the objectives of the Urban Renewal Plan.

**c. Property Acquisition for Redevelopment as Housing**

Real property may be acquired by private parties for redevelopment as housing, with or without the financial assistance of the Agency.

**D. Conclusions:**

**1. Loan Funds**

Provision of housing for varying income groups is a key objective of the Downtown Plan, as stated in Goal 3 of the Plan and the Report on the Fourteenth Amendment. The Report discusses financial assistance to private parties for property acquisition for development of low-income housing. Selection of specific parcels of property for acquisition will be the prerogative of private parties. The Report discusses the need for providing financing for creation of low income units, including reducing capital cost of debt service so that rents can be affordable.

Because housing downtown is more expensive to construct, as described in the Central City 2000 Strategy, a subsidy is necessary in order to achieve the downtown housing goals described in the Central City Plan and Prosperous Portland.

Prosperous Portland states that the City will maintain a capability for forming public/private partnerships to ensure balanced housing development downtown and will establish funding support for housing of varying types and for varying income levels. It states that the City will establish effective financial incentives to stimulate housing development to meet the needs of a full range of households, with a goal of addressing a high growth scenario of 2600 moderate and middle-income residential units in three years, and a need for 10,000 low and moderate income units over the next ten years. This project will result in the creation of approximately 541 units for persons in the 0-60% median income range and approximately 757 units in the 60-100% median income range, consistent with the Plan.

**2. Preservation**

This project supports Goal 3 of the plan to maintain existing low-income housing. The Report on the Fourteenth Amendment to the Plan specifically discusses the need to preserve and upgrade existing residential hotels and other low-cost housing which might otherwise close or be converted to non-residential use. This project targets existing HUD sponsored low-income housing units for which the low-income requirement is expiring. Because these units are already in use as low income housing, preserving them is the most efficient method of maintaining the current number of low income units, rather than letting them go to higher income units and recreating low income housing elsewhere. This project also allows people to remain in apartments which may have been their homes for many years, rather than having to relocate. This project will result in the retention of approximately 654 low-income housing units downtown.

EXHIBIT "A"  
REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN

3. Site Acquisition and Development

This project involves land acquisition, project management and a loan subsidy to create approximately 282 units of mixed-income housing. The project supports Goal 3 of the Plan to promote additional new housing serving mixed-income groups. The Report on the Fourteenth Amendment to the Plan discusses the need for providing financing for land acquisition for construction of new units.

The Goals and Guidelines for Portland's Downtown Plan encourages the fullest use of public and private programs to ensure that future Downtown housing accommodates a mix of low, moderate and high income people. The Central City Plan encourages the development of housing in a wide range of types and prices and rent levels.

This project also supports the Prosperous Portland strategy for the City to maintain a strong role to ensure balanced housing development in the Central City and for the City to establish funding support for housing development of varying types and income levels downtown. The Central City 2000 Strategy regarding housing states that middle-income housing is needed in the Central City. Since the cost of developing middle-income housing in the Central City is higher than other locations, according to the Strategy, public assistance is needed to lower the costs.

This project will result in additional housing units downtown for a range of income groups, consistent with the Plan.

4. Ownership

This project increases the number of housing units downtown for persons earning 60-80% of median income, consistent with Goal 3, to promote additional new housing units serving mixed income groups. In addition, creating ownership housing adds to the stability of the neighborhood from the pride of ownership. This creates the "quality" environment in which people can live recognizing that residents of Downtown and adjacent areas are essential to the growth, stability and general health of a metropolitan city, as described in the Goals and Guidelines/Portland Downtown Plan.

Because housing downtown is more expensive to construct, as described in the Central City 2000 Strategy, a subsidy is necessary in order to achieve the downtown housing goals described in the Central City Plan and Prosperous Portland.

Prosperous Portland states that the City will maintain a capability for forming public/private partnerships to ensure balanced housing development downtown and will establish funding support for housing of varying types and for varying income levels. It states that the City will establish effective financial incentives to stimulate housing development to meet the needs of a full range of households, with a goal of addressing a high growth scenario of 2600 moderate and middle-income residential units in three years, and a need for 10,000 low and moderate income units over the next ten years. This project will result in the creation of approximately 541 units for persons in the 0-60% median income range and approximately 757 units in the 60-100% median income range, consistent with the Plan.

This project will produce approximately 140 units of affordable, ownership housing consistent with the Plan.

**EXHIBIT "A"**  
**REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN**

**II. EMPLOYMENT**

**A. Project Descriptions**

**1. Opportunity Fund**

This project consists of acquiring sites for redevelopment of office buildings which will promote the creation of jobs within the urban renewal area.

The project cost and schedule is \$20,119,000 between 1998/99 and 2003/04. The project assumes creation of a fund which would leverage private investment 20 to 1. This could result in the creation of 2 million square feet of new office space (\$400 million, based on a construction cost of \$200/square foot) which could create 10,000 new jobs (assuming 200 sq. ft./job).

**2. Trailways Block**

Site preparation and promotion of redevelopment of the site for employment generating office uses.

The estimated cost and schedule for this project is \$286,000 between 1999 and 2001.

**3. Recruitment**

Personnel, materials and services for business recruitment activities that create employment within the Urban Renewal Area.

The cost and schedule for this project is \$540,000 between 1997/98 and 2003/04.

**4. Predevelopment Assistance**

Personnel, materials and services to provide market analysis and project planning for employment generating development.

The estimated cost and schedule for this project is \$441,000 between 1999 and 2004.

**5. Policy Development And Review**

Personnel, materials and services for review and preparation of new policies and programs to be undertaken by the Commission and the City of Portland.

The cost and schedule for the project is \$251,000 between 1998/99 and 2003/04.

**6. Creative Services Incubator**

This project consists of acquisition of property and building plus renovation cost or new construction (both with joint venture partner) for development of a center for promoting employment in the creative services industry.

The cost and schedule for the project is \$7,489,000 between 1997/98 and 2000/01.

**EXHIBIT "A"**  
**REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN**

**B. Relationship to Goals and Objectives:**

**1. Central City Plan**

The Downtown Waterfront Urban Renewal Plan was prepared in conformity with the Central City Plan of the City of Portland, adopted March 24, 1988. The policies which are relevant to these projects include:

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

**1A:** Foster the development of at least 50,000 additional jobs in the Central City by the year 2010.

**1B:** Enhance the Central City's dominance in finance, government, professional services, culture, entertainment, and as a business headquarters location.

**1F:** Support the retention and expansion of existing businesses while attracting and encouraging new businesses in the Central City.

**1G:** Build on and market the Central City's livability as a central component of Portland's economic development strategies.

**Policy 14 - Downtown.** Strengthen the Downtown as the heart of the region, maintain its role as the preeminent business location in the region, expand its role in retailing, housing, and tourism, and reinforce its cultural, educational, entertainment, governmental and ceremonial activities.

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

**2. Prosperous Portland**

Relevant sections are:

**Policy 4 - Sustain Aggressive Business and Workforce Development Activities:** The City will maintain an aggressive business development program that includes retention and expansion, recruitment and workforce development and placement activities.

**Strategy 4F:** The City encourages the growth of existing and emerging economic activities which contribute to Portland's overall economy and the development of the Central City and neighborhood business districts. An initial list of such activities includes: ... Film and Video...

**Policy 7 - Capture International Opportunities.** The City of Portland will take a leadership role in developing Portland's opportunities in the international economy ....

**Strategy 7D:** The City's proactive international business development strategy should focus on the City's target industries.

**Policy 14 - Encourage Urban Development and Redevelopment.** The City of Portland will tailor its programs and regulations to meet the needs of and encourage investment in the development and redevelopment of urban land and buildings for employment and housing opportunities.

**Strategy 14B:** The City will support continuation of highest density office and retail development in Downtown and the Lloyd District to maintain this as the major employment and economic center of the region.

**EXHIBIT "A"**  
**REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN**

**3. Central City 2000 Strategy:**

Relevant sections are:

**Section III - Business Climate.** The Central City business climate affects the retention and expansion of existing businesses and the attraction of new businesses. Compared to suburban locations, for many businesses the Central City business climate is characterized by: higher business taxes, higher construction costs due to the high price of land and construction at higher densities and higher combined cost of office space and parking. To mitigate these impediments to job retention, growth and attraction, the Central City 2000 Task Force recommends:

Establishing an Opportunity Fund to leverage private investments in business development and expansion. .... The Fund would finance land assembly and related site improvements which foster the development of commercial space required for job growth and attraction. It could also underwrite low-interest or deferred-payment loans or job training grants to new or expanding businesses.

**Section IV - Target Industries.** The Region 2040 Plan envisions 71,300 net new jobs. .... The attraction of new businesses is also required. But resources area limited and the City must focus its attraction efforts on "target industries" ... Based on these criteria, ... the City focus its Central City job attraction efforts on the following target industries: ... Creative Services....

PDC, with the private sector assistance, should examine the possibility of developing a facility to provide a geographic focus and adequate support capability to attract creative service businesses to the Central City.

The Center would house anchor creative service tenants and incubating businesses. The facility would potentially be a renovated older commercial building which includes cutting edge telecommunications and electronics, an uninterrupted power supply and shared support services and equipment.

**Section VI - District Infrastructure.** Downtown/Old Town/Chinatown

The downtown ... contains about 80,600 jobs today, 53 percent of the Central City total. To achieve the job growth envisioned in the 2040 Plan, the number of jobs in the Downtown District must grow by 34,400 jobs by the year 2015. Thus, almost one-half of the job growth required of the Central City by the 2040 Plan is expected to occur in the Downtown District.

**C. Authorization for Employment Projects:**

These projects are authorized by the following sections of the Downtown Waterfront Urban Renewal Plan:

**Section D - Project Activities:**

1. **Rehabilitation and Conservation**

b. **Method.** Rehabilitation and conservation may be achieved four ways:

- (1) By owner and/or tenant activity;
- (2) The enforcement of existing City codes and ordinances;
- (3) Acquisition by the Agency for rehabilitation or resale for rehabilitation; and

**EXHIBIT "A"**  
**REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN**

(4) Acquisition by private parties for rehabilitation for housing, with or without the financial assistance of the Agency; ...

**2. Acquisition and Redevelopment**

b. Method. Proposals for property acquisition, including limited interest acquisition, may be recommended for inclusion in this Plan to achieve objectives of the Plan based on one or more of the following criteria:

(1) Where existing conditions do not permit practical or feasible rehabilitation of the structure and it is determined that acquisition of such properties and demolition of the improvements thereon are necessary to remove substandard conditions;

(2) Where detrimental land uses or conditions such as incompatible uses, or adverse influences from noise, smoke or fumes exist, or where there exists overcrowding, excessive dwelling unit density, or conversions to incompatible types of uses, and it is determined that acquisition of such properties and demolition of the improvements necessary to remove blighting influences and the achieve the objectives of the Urban Renewal Plan.

(3) Where it is determined that the property is needed to provide public improvements and facilities; or

(4) Where the existing property owner is either unwilling or unable to achieve the objectives of the Urban Renewal Plan.

**5. Redevelopment Through New Construction**

b. Method. Redevelopment through new construction may be achieved in two ways:

(1) By property owners, with or without financial assistance by the Development Commission; and

(2) By acquisition of property by the Development Commission for resale to others for redevelopment.

**D. Conclusions**

**1. Opportunity Fund**

This project is to acquire sites for redevelopment of office buildings to promote creation of jobs downtown. Goal 1 of the Central City Plan, Economic Development, is to build upon the Central City as the economic heart of the region. The Goal supports the creation of at least 50,000 new jobs downtown by 2010 and enhancing the Central City's dominance in finance, government, professional services and business headquarters. Goal 14 of the Central City Plan calls for strengthening the role of downtown as a business location and taking actions to foster the competitiveness of downtown. This project is designed to ensure that creation of downtown jobs can occur in an environment in which suburban office parks are very competitive.

The Central City 2000 strategy discusses some of the obstacles to affordable, competitive business locations downtown and recommends creation of an Opportunity Fund to leverage private investments in business development and expansion. The Fund would finance land assembly and related site improvements which foster the development of commercial space required for job growth and attraction. It could also underwrite low-interest or deferred-payment loans or job training grants to new or expanding businesses. The Strategy discusses the Region 2040 Plan which envisions 71,300 net new jobs and states that the attraction of new businesses is required in order for that to occur. The project meets these goals of the Central City 2000 Strategy.

EXHIBIT "A"  
REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN

2. Trailways Block

This project involves site preparation and promotion of the Trailways site in order to generate office jobs in the area. This project supports Goal 1 of the Central City Plan, Economic Development to enhance the dominance of the downtown area for office uses and to attract new businesses to the Central City. It also supports the Region 2040 goal of creating 71,300 net new jobs downtown as discussed in the Central City 2000 Strategy.

Prosperous Portland Policy 14 encourages the City to redevelop urban land for employment opportunities, and to support continuation of the highest density office development downtown and Lloyd Center to maintain this region as a major employment center. This project will create office jobs downtown, assisting in meeting the goals of the Plan.

3. Recruitment

This project involves the necessary recruitment for job generating development within the Urban Renewal Area. Consequently, it supports Goal 1 of the Central City Plan to create new employment opportunities downtown and the Central City 2000 Strategy to create 71,300 net new jobs downtown within the planning period.

Prosperous Portland calls for the City to maintain an aggressive business development program which includes recruitment.

4. Predevelopment Assistance

This project allows technical assistance to allow full utilization of other employment services, such as the Opportunity Fund and Creative Services Incubator. It is essential to the success of those projects, and is consequently consistent with the Plan. The project will result in new employment downtown to meet Goal 1 of the Central City Plan and the job creation goals of Region 2040 and the Central City 2000 Strategy.

5. Policy Development and Review

This project involves creation of the policies which will guide the employment services, such as the Opportunity Fund and the Creative Services Incubator, and other strategies to increase employment downtown. Planning activities to further the job creation goals of the Plan are authorized by and consistent with the Plan.

6. Creative Services Incubator

This project involves acquisition of a sites for development or redevelopment of a Creative Services Incubator to promote creation of jobs downtown by targeting a specific industry. Goal 1 of the Central City Plan, Economic Development, is to build upon the Central City as the economic heart of the region. The Goal supports the creation of at least 50,000 new jobs downtown by 2010 and enhancing the Central City's dominance in professional services and business headquarters. Goal 14 of the Central City Plan calls for strengthening the role of downtown as a business location and taking actions to foster the competitiveness of downtown. This project is designed to build upon the existing creative services businesses, including the strong advertising and high-tech in the region, and create a magnet for others.

This incubator project directs funding to one of the target industries identified in the Central City 2000 Strategy; a method to focus investment on the industries which have the most potential to create quality jobs and contribute to the City's workforce and economic goals.

Prosperous Portland calls for the City to maintain an aggressive business development program which includes retention, expansion and recruitment of businesses. The document encourages the growth of emerging economic activities which contribute to the development of downtown and specifies Film and Video as a target industry, which is a component of Creative Services.



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**REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN**

This project will create a center with cutting edge technology to build on existing assets and help meet the aggressive job creation targets downtown in the Region 2040 Plan and the Central City 2000 Strategy.

### **III. OLDER/HISTORIC BUILDINGS**

#### **A. Project Descriptions and Cost Estimates**

##### **1. Seismic Loan Program**

This program consists of low interest loan programs to preserve the older and historic building stock by providing seismic retrofit incentives in compliance with Portland's Zone 5 seismic classification.

The cost and schedule of this project is \$5,323,000 between 1997/98 and 2003/04.

##### **2. Older/Historic Building - Union Station Restoration**

Estimated seismic, structural and building restoration of the historic Union Station building.

The cost and schedule of this project is \$8,347,000 between 2001/02 and 2003/04.

##### **3. Union Station Forecourt**

Construction of parking and a public plaza at historic Union Station.

The cost and schedule of this project is \$1,367,000 in 2003/04.

##### **4. 511 Building**

This project involves a restoration of the historic building at 511 SW Broadway, the old Post Office, which may be given to the City by the Federal Government.

The cost and schedule of this project is \$11,602,000 between 1997/98 and 1999/00. The cost assumes \$61/square foot renovation cost and \$44/sf seismic retrofit.

#### **B. Relationship to Goals and Objectives:**

##### **1. Downtown Waterfront Urban Renewal Plan**

These projects conform to the following Goals and Objectives of the Downtown Waterfront Urban Renewal Plan:

*Goal 2. To support the development of the high density retail/office core by providing transit and pedestrian facilities, convenient short-term parking, and open spaces, including a public square, thereby reducing traffic congestion.*

Goal 4. To support and promote the preservation and enhancement of historic buildings and districts.

Goal 6. To stimulate private conservation, rehabilitation and development both within and adjacent to the Project Area through public improvements in the Project Area.

**EXHIBIT "A"**  
**REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN**

**Goal 11. To establish a redevelopment program for the Union Station Project Activity Area, including the redevelopment of adjacent and other nearby properties.**

The Twelfth Amendment to the Downtown Waterfront Urban Renewal Plan authorized the acquisition and renovation of Union Station and its Forecourt Plaza. Following are some relevant passages from the Report, dated April 8, 1987:

**Social Conditions:** ... The Union Station depot is recognized as one of the most architecturally significant historic properties in the City of Portland. .... The opportunity to save Union Station as a landmark of local and national prominence through complete renovation and preservation is a key attribute of the property. The building, and in particular the clock tower, lends itself extremely well to creation of a strong and unique architectural identity for the project.

**Reasons for Selection of Each Urban Renewal Area in the Plan Amendment:** ....The project is fully consistent with and furthers the primary objective of the original DTWF Urban Renewal Plan as well as the Third Amendment to that Plan, the 1972 Downtown Plan, the North of Burnside Recommended Land Use Policy of 1981, the Northwest Triangle District Plan of 1982, the Union Station Transportation Center report, and other adopted plans and policies in the area through the preservation of historic properties, the redevelopment of obsolete and underutilized properties, the creation of public amenities and the development of a Transportation Center.

## **2. Central City Plan**

The Downtown Waterfront Urban Renewal Plan was prepared in conformity with the Central City Plan of the City of Portland, adopted March 24, 1988. The policies which are relevant to these projects include:

### **Policy 1: Economic Development**

**1F:** Support the retention and expansion of existing businesses while attracting and encouraging new businesses in the Central City.

**Policy 11: Historic Preservation.** Preserve and enhance the historically and architecturally important buildings and places and promote the creation of our own legacy for the future.

**11A.** Protect historically significant sites and architecturally important structures.

**Policy 16 - North of Burnside.** Extend downtown development toward Union Station and the Broadway Bridge ....

**Action Proposal NB1:** Restore Union Station, develop it into a public attraction ...

**Action Proposal NB4:** Create a public plaza in front of Union Station.

## **3. Prosperous Portland**

The following sections apply:

### **Business Development**

**Policy 6. Encourage Small Business Development.** The City of Portland recognizes the importance of small businesses to the Portland economy and will emphasize efforts that support and nurture their growth.

**Strategy 6A:** The City and its partners will pursue loan opportunities at attractive rates for small businesses throughout the City. City loans will seek an equal private match when possible. The City's loan programs will focus particularly on businesses within target industries and businesses in targeted redevelopment areas.

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**REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN**

**Physical Development and Infrastructure**

**Policy 14. Encourage Urban Development and Redevelopment.** The City of Portland will tailor its programs and regulations to meet the needs of and encourage investment in the development and redevelopment of urban land and buildings for employment and housing strategies.

**Central City Strategy E:** The City will pursue redevelopment of existing opportunity sites such as ....Union Station....

**Central City Strategy I:** The City will support and assist in the preservation and rehabilitation of historic buildings in the Central City area through appropriate regulations and code enforcement, financial incentives, and technical assistance.

**4. Central City 2000 Strategy**

The following sections apply:

**Business Climate - Renovation of Older Buildings:** Ensure a Supply of Renovated Low-Cost Commercial Space.

The City should establish a program to encourage the renovation of older commercial buildings to

- (1) Mitigate the financial impact of increasing code requirements on an aging building stock and
- (2) ensure an adequate supply of moderate-cost office space in the Central City to help retain and attract jobs.

**C. Authorization for Older Building/Historic Projects**

**1. Downtown Waterfront Urban Renewal Plan**

These projects are authorized by the following sections of the Downtown Waterfront Urban Renewal Plan:

**Section D - Project Activities:**

1. **Rehabilitation and Conservation**
  - b. **Method.** Rehabilitation and conservation may be achieved four ways:
    - (1) By owner and/or tenant activity;
    - (2) The enforcement of existing City codes and ordinances;
    - (3) Acquisition by the Agency for rehabilitation or resale for rehabilitation; and
    - (4) Acquisition by private parties for rehabilitation for housing, with or without the financial assistance of the Agency; ...
2. **Acquisition and Redevelopment**
  - b. **Method.** Proposals for property acquisition, including limited interest acquisition, may be recommended for inclusion in this Plan to achieve objectives of the Plan based on one or more of the following criteria:

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(1) Where existing conditions do not permit practical or feasible rehabilitation of the structure and it is determined that acquisition of such properties and demolition of the improvements thereon are necessary to remove substandard conditions;

(2) Where detrimental land uses or conditions such as incompatible uses, or adverse influences from noise, smoke or fumes exist, or where there exists overcrowding, excessive dwelling unit density, or conversions to incompatible types of uses, and it is determined that acquisition of such properties and demolition of the improvements necessary to remove blighting influences and the achieve the objectives of the Urban Renewal Plan.

(3) Where it is determined that the property is needed to provide public improvements and facilities; or

(4) Where the existing property owner is either unwilling or unable to achieve the objectives of the Urban Renewal Plan.

**5. Redevelopment Through New Construction**

b. Method. Redevelopment through new construction may be achieved in two ways:

(1) By property owners, with or without financial assistance by the Development Commission; and

(2) By acquisition of property by the Development Commission for resale to others for redevelopment.

**D. Conclusions:**

**1. Seismic Loan Program**

This project supports Goal 4 of the Plan to preserve historic buildings in the area. It is also consistent with Goal 1, Economic Development, of the Central City Plan to support the retention and expansion of existing businesses in the City. Seismic upgrades can be a very expensive item for older buildings and can be a barrier to their upgrade. This project provides loans for seismic upgrades which will encourage renovation of older buildings.

In Prosperous Portland, it states that the City recognizes the importance of small businesses and will pursue loan opportunities at attractive rates for small businesses throughout the City. The document also states that the City will tailor programs to encourage investment in redevelopment of urban land and buildings, which will occur with this project.

The Central City 2000 Strategy states that the City should establish a program to renovate older commercial buildings to mitigate the impact of increasing code requirements on an aging building stock and ensure an adequate supply of moderate-cost office space in the Central City. This mitigation of increasing code requirements will occur with the Seismic Loan program, enhancing lower cost office space downtown.

**2. Union Station Restoration**

This project supports Goal 4 of the Plan to preserve historic buildings, as well as Goal 11, to establish a redevelopment program for the Union Station area. The Report to the Twelfth Amendment of the Plan indicates that the Union Station depot is recognized as one of the most architecturally significant historic properties in the City of Portland. The opportunity to save Union Station as a landmark of local and national prominence through complete renovation and preservation is a key attribute of the property. The building, and in particular the clock tower, lends itself extremely well to creation of a strong and unique architectural identity for the project.

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Goal 16, North of Burnside, of the Central City Plan calls for the restoration of Union Station, developing it into a public attraction. Prosperous Portland states that the City will pursue redevelopment of existing opportunity sites such as Union Station.

**3. Union Station Forecourt**

This project supports Goal 4 of the Plan to preserve historic buildings and districts, as well as Goal 11, to establish a redevelopment program for the Union Station area. The Report to the Twelfth Amendment of the Plan indicates that the Union Station depot is recognized as one of the most architecturally significant historic properties in the City of Portland. Goal 16 of the Central City Plan calls for construction of a public plaza in front of Union Station.

In addition, this project creates parking for employees, visitors and residents of the area. This is consistent with Goal 6 of the Plan to use public improvements to stimulate private rehabilitation and development in the project area, and Goal 2 to construct pedestrian facilities and convenient, short-term parking to support the retail/office core.

**4. 511 Building**

This project supports Goal 4 of the Plan to preserve historic buildings in the area, as well as Policy 11 of the Central City Plan to preserve and enhance the historically and architecturally important buildings downtown.

Prosperous Portland, Policy 14, encourages redevelopment of urban buildings for employment strategies. Central City Strategy I states that the City will support and assist in the preservation and rehabilitation of historic buildings in the Central City area through appropriate regulations and code enforcement, financial incentives, and technical assistance. This project will result in preservation of an important historic building in Portland and will increase employment opportunities downtown.

#### **IV. TRANSPORTATION**

##### **A. Project Descriptions and Cost Estimates**

###### **1. Transit Mall Renovation**

This project includes improvements such as shelters, planters, etc. on the existing transit mall to enhance the area for pedestrians and transit users. PDC share of transit mall renovation project, total project \$6.1M. The estimated cost of this project is \$1,546,000 between FY 1997/98 and 1999/2000.

###### **2. Streetscape (China Town)**

Construction of 16-20 block faces in Chinatown with pedestrian improvements, street furniture, street lighting, landscaping, etc.

The cost and schedule of this project is \$2,755,000 between 1999/00 and 2003/04.

###### **3. Reopen NW 8th Avenue**

Estimated expense for curbs, gutters, sidewalks, lighting, asphalt and traffic control to reopen NW 8th Avenue between NW Glisan and NW Hoyt, thereby creating an opportunity for a new North Park Block.

The cost and schedule of this project is \$1,137,000 between 2000/01 and 2002/03.

###### **4. Pedestrian/Bridge Improvement**

This project would connect the transit mall and Union Station housing with NW Front Avenue. It includes a pedestrian overpass across the train tracks and a pedestrian crossing with passes through the McCormick Pier Apartments to the Greenway Trail.

The cost and schedule of this project is \$1,150,000 in 1997/98.

###### **5. Ankeny Street**

NW Ankeny Street improvements to create an enhanced urban design and streetscape for pedestrian use. Cost includes six blocks of improvements.

The cost and schedule of this project is \$1,244,000 between 2000/01 and 2003/04.

###### **6. Front Avenue Improvements**

A share of an PDOT improvements project to Front Avenue.

The cost and schedule of this project is \$449,000 in 1998/99.

**EXHIBIT "A"**  
**REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN**

**7. Harrison Street Connection**

This project will construct a connection from the existing terminus of SW Harrison Street east to connect to SW Moody within the South Waterfront Area. The project includes land acquisition, design, engineering and construction costs.

The cost and schedule of this project is \$2,336,000 in 1999/00.

**8. Central City Streetcar Extension**

Downtown Plan contribution to larger streetcar project serving the Central City.

The cost and schedule of this project is \$500,000 in 2001/02.

**9. River Parkway, South Waterfront**

Realignment and extension of River Parkway from its current terminus to the Marquam Bridge.

The cost and schedule of this project is \$2,907,000 between 1998/99 and 1999/00

**B. Relationship to Goals and Objectives:**

**1. Downtown Waterfront Urban Renewal Plan**

These projects conform to the following Goals and Objectives of the Downtown Waterfront Urban Renewal Plan:

Goal 1. To develop the Waterfront Park between the Marquam and Steel bridges as a major public open space and environmentally enhanced approach to the City and to provide pedestrian connections to downtown.

Goal 2. To support the development of the high density retail/office core by providing transit and pedestrian facilities, convenient short-term parking, and open spaces, including a public square, thereby reducing traffic congestion.

Goal 5. To assist in the provision of transportation facilities, including transit and street improvements, necessary to maintain the Area's accessibility to the region and its ability to accommodate growth.

Goal 6. To stimulate private conservation, rehabilitation and development both within and adjacent to the Project Area through public improvements in the Project Area.

**2. Central City Plan**

The policies which are relevant to these projects include:

Policy 4 - Transportation. Improve the Central City's accessibility to the rest of the region and its ability to accommodate growth, by extending the light rail system and by maintaining and improving other forms of transit and the street and highway system, while preserving and enhancing the City's livability.

4C: Support transportation facility improvements that improve the flow of traffic to, within and through the Central City.

Action Proposal T10: Create a safe, clear and pleasant system of walkways and bikeways.

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**REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN**

*Policy 8 - Parks and Open Spaces: Build a park and open space system of linked facilities that tie the Central City districts together and to the surrounding community.*

*8A: Create greenbelts that tie existing open spaces together using street trees, plazas, bicycle and pedestrian ways, recreational trails and new parks.*

*Action Proposal PO1: Improve the North Park Blocks ....*

**Policy 12 - Urban Design:** Enhance the Central City as a livable, walkable area which focuses on the river and captures the glitter and excitement of city living.

12A: Create a rich and enjoyable environment for pedestrians throughout the Central City.

12D: Promote the formation of districts with distinct character and a diverse and rich mixture of uses.

**Policy 14 – Downtown**

**Action Proposal D2:** Improve SW Ankeny, Harrison .... as pedestrianways.

**Action Proposal D7:** Improve SW Ankeny Street between 5th and Front Avenue for pedestrians.

**Policy 16 - North of Burnside.** Extend downtown development toward Union Station and the Broadway Bridge ....

**Action Proposal NB7:** Create a pedestrian crossing on Front Avenue as shown on the district map.

**Policy 17 - Northwest Triangle.**

**Action Proposal NW8:** Improve crossings for pedestrians on Front Ave.

### 3. Prosperous Portland

The relevant sections are:

**Policy 13 - Target Infrastructure Development.** The City of Portland will invest in infrastructure that fosters physical development to increase the City's economic and tax base in targeted geographical areas. [includes Central City]

**Policy 15 - Promote a Transportation System That Encourages Economic Growth.** The City of Portland promotes a regional transportation system that encourages economic growth.

**Strategy 15G:** The City will pursue special opportunities that serve to promote alternative modes of transportation and serve as attractors themselves. Such projects include water taxis, streetcars and bicycle/pedestrian pathways.

### 4. Central City 2000 Strategy

The relevant sections are:

**Section VI - District Infrastructure**

**6. Connecting Union Station to the River.** Union Station pedestrian improvements. The project would connect the transit mall and Union Station housing with NW Front Avenue.



**EXHIBIT "A"**  
**REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN**

**C. Authorization for Transportation Projects:**

**1. Downtown Waterfront Urban Renewal Plan**

These projects are authorized by the following sections of the Downtown Waterfront Urban Renewal Plan:

**Goal 3. Public Improvements**

a. Intent. Public facilities and utilities may be improved or constructed within public rights-of-way, easements, or on public property. These may include storm and sanitary sewer improvements, street lighting installation, landscaping, street improvements, transit system improvements, pedestrian malls, parking facilities, cultural and civic facilities, parks, open space development and public restrooms. ...

**D. Conclusions:**

**1. Transit Mall Renovation**

This project to improve the streetscape of the transit mall supports Goal 2 of the Plan to provide transit and pedestrian facilities. It also supports Goal 5 of the Plan to assist in the provision of transportation facilities, including transit and street improvements.

The Central City Plan, Policy 12, Urban Design, calls for enhancing the Central City as a livable, walkable area which captures the glitter and excitement of city living. One way this can be accomplished is by creating a rich and enjoyable environment for pedestrians throughout the Central City. This project provides pedestrian improvements on the transit mall, one of the most heavily used pedestrian areas downtown.

Prosperous Portland states that the City will invest in infrastructure which fosters physical development to increase the City's economic and tax base in targeted geographical areas, including the Central City. Enhancing the appearance of the transit mall is a benefit to adjacent businesses and can encourage additional investment in the area.

**2. Streetscape (China Town)**

Improvements to the Chinatown streetscape meets Plan Goal 2 to improve pedestrian facilities in the District. It also conforms to Goal 6 to stimulate private rehabilitation and development by public improvements in the area. This project provides pedestrian and safety improvements in China Town, a historic district of downtown, so it is also supportive of Goal 4, to promote the enhancement of historic districts.

The Central City Plan, Policy 12, Urban Design, calls for enhancing the Central City as a livable, walkable area which captures the glitter and excitement of city living. One way this can be accomplished is by creating a rich and enjoyable environment for pedestrians throughout the Central City, including China Town.

**3. Reopen NW 8th Avenue**

This project is consistent with Goals 2 of the Plan to provide pedestrian facilities and open spaces downtown. Opening NW 8th Avenue will result in better traffic and pedestrian circulation, as well as creating a new North Park Block. The project is also consistent with Goal 6 to stimulate private development through public improvements. An additional park block will add value to private development in the area.

The Central City Plan calls for pedestrian improvements to create a walkable, livable downtown. In addition, Goal 8 of the Central City Plan calls for a linked system of parks and open spaces, including improvements to the North Park Blocks. This project directly supports that goal.

**EXHIBIT "A"**  
**REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN**

**4. Pedestrian/Bridge Improvement**

This project supports Goal 2 of the Plan to create pedestrian facilities downtown. The Central City Plan calls for pedestrian improvements throughout downtown as a way to create a livable, walkable, exciting area. In addition the Central City 2000 Strategy calls for this bridge which would connect the transit mall and Union Station housing with NW Front Avenue and the Willamette River. This project also supports Goal 1 to develop Waterfront Park and provide pedestrian connections between it and downtown.

**5. Ankeny Street**

These streetscape improvements to Ankeny Street meet Plan Goals 2, to improve pedestrian facilities in the District, and 6 to stimulate private rehabilitation and development by public improvements in the area.

The Central City Plan, Policy 14, Action Proposal D2 calls for improvements to SW Ankeny Street to create a pedestrianway and Action Proposal D7 calls for improvements to SW Ankeny between SW 5th and Front Avenue for pedestrians. The project is consistent with the Plan.

**6. Front Avenue Improvements**

Improvements to Front Avenue will enhance pedestrian and vehicular circulation and connections to the Willamette Riverfront. The project is consistent with Goal 2 of the Plan to support the development of the downtown retail/office core with pedestrian facilities. It also supports Goal 5 to assist with transportation facilities, including street improvements, which are necessary to maintain accessibility. This project provides a share of the costs of Front Avenue improvements.

The Central City Plan, in Goals 12 and 14, calls for improved pedestrian facilities downtown, with Goal 14, Action Proposal D7 specifying the improvement of SW Front Avenue.

**7. Harrison Street Connection**

This project will connect from the existing terminus of Harrison Street at Front Avenue to SW Moody Street and the South Waterfront. It supports Goal 1 of the Plan to provide pedestrian connections from Waterfront Park to downtown, and Goal 5 to provide transportation facilities necessary to accommodate the area's growth.

The project is described in the Report on the 13th Amendment to the Plan. The Central City Plan Goal 4, Transportation calls for improving the flow of traffic within the Central City. This street connection will accomplish this goal by creating a direct connection from south downtown to the south waterfront area.

**EXHIBIT "A"**  
**REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN**

**8. Central City Streetcar Extension**

This project is a contribution to a larger City project to construct a streetcar system throughout portions of downtown. The project responds to Goal 2 of the Plan to support development of the retail/office core by providing transit facilities. It also supports Goal 5 of the Plan to provide transportation facilities, including transit improvements, to maintain the area's accessibility and to accommodate growth.

Prosperous Portland promotes a regional transportation system which encourages economic growth. It also states that the City will pursue special opportunities that serve to promote alternative modes of transportation and serve as attractors themselves. Such projects include streetcars. The Central City streetcar is a transportation alternative which can serve as both an attractor in itself and a method to accommodate growth, by reducing congestion and moving people throughout downtown.

**9. River Parkway, South Waterfront**

This project extends the transportation grid within the Urban Renewal Area and responds to Goals 2 and 5 of the Plan.

This project will realign and extend the existing River Parkway from its current terminus to the Marquam Bridge. It supports Goal 1 of the Plan to provide pedestrian connections from Waterfront Park to downtown, and Goal 5 to provide transportation facilities necessary to accommodate the area's growth.

The Central City Plan Goal 4, Transportation calls for improving the flow of traffic within the Central City. This street connection will accomplish this goal by enhancing the circulation system within the South Waterfront Area.

**V. PARKS**

**A. Project Descriptions and Cost Estimates**

**1. Chinese Classical Garden**

This project will design and construct a classical Chinese garden modeled after the urban gardens found in Portland's Sister City, Suzhou. Located on the block at 2nd/3rd and Flanders/Glisan. Includes visitor meeting facilities.

The cost and schedule of this project is \$3,146,000 between 1997/98 and 2000/01. This is the PDC share of \$8 million project.

**2. South Waterfront Park Extension**

Extension of Waterfront Park south to the Marquam Bridge.

The cost and schedule of this project is \$3,892,000 between 1997/98 and 1998/99.

**EXHIBIT "A"**  
**REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN**

**3. North Park Block**

Construction of the last North Park Block between NW Hoyt and NW Glisan.

The cost and schedule of this project is \$918,000 between 2002/03 and 2003/04.

**B. Relationship to Goals and Objectives:**

**1. Downtown Waterfront Urban Renewal Plan**

These projects conform to the following Goals and Objectives of the Downtown Waterfront Urban Renewal Plan:

Goal 1. To develop the Waterfront Park between the Marquam and Steel bridges as a major public open space and environmentally enhanced approach to the City and to provide pedestrian connections to downtown.

Goal 2. To support the development of the high density retail/office core by providing transit and pedestrian facilities, convenient short-term parking, and open spaces, including a public square, thereby reducing traffic congestion.

Goal 6. To stimulate private conservation, rehabilitation and development both within and adjacent to the Project Area through public improvements in the Project Area.

Goal 8. To establish a redevelopment program for the South Waterfront Activity Area.

**2. Central City Plan**

The policies which are relevant to these projects include:

Policy 2 - The Willamette Riverfront: Enhance the Willamette River as the focal point for views, public activities, and development which knits the city together.

2B: Locate a wide range of affordable and attractive public activities and attractors along the riverbank and create frequent pedestrian access to the water's edge.

2F: Encourage development of facilities that provide access to and from the water's surface throughout the Central City.

Policy 8 - Parks and Open Spaces: Build a park and open space system of linked facilities that tie the Central City districts together and to the surrounding community.

8A: Create greenbelts that tie existing open spaces together using street trees, plazas, bicycle and pedestrian ways, recreational trails and new parks.

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

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

Action Proposal PO1: Improve the North Park Blocks ....

**EXHIBIT "A"**  
**REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN**

**3. Central City 2000 Strategy**

**Section VI - District Infrastructure**

Completing the South-end of the Riverplace Esplanade.

Downtown/Old Town: Classical Chinese Garden. This project will design and construct a classical Chinese Garden modeled after the urban gardens found in Portland's Sister City of Suzhou, China. The garden would be located on a full-block at NW 2nd/NW 3rd Ave. and NW Flanders/NW Glisan St. This block is currently owned by Northwest Natural Gas, which would donate the property.

The garden will be major public attractor for the area and would include visitor meeting facilities.....

**4. Prosperous Portland**

The relevant sections are:

Policy 7 - Capture International Opportunities. The City of Portland will take a leadership role in developing Portland's opportunities in the international economy and will participate in cooperative programs that enhance the City's international position.

Strategy B: The City will develop and implement a strategy for continued internationalization of Portland including: ....

- Improving Portland's infrastructure for international visitors, including the development of international neighborhoods.

Central City Sub-Districts: Downtown/Old Town:

Action Item 3: The City will complete infrastructure investments in the South Waterfront Renewal Area and Union Station, including the design and construction of the Waterfront Park Esplanade from Riverplace to the Marquam Bridge, to stimulate private redevelopment investment.

**C. Authorization for Parks Projects**

These projects are authorized by the following sections of the Downtown Waterfront Urban Renewal Plan:

**Section D: Project Activities**

**3. Public Improvements**

a. Intent. Public facilities and utilities may be improved or constructed within public rights-of-way, easements, or on public property. These may include storm and sanitary sewer improvements, street lighting installation, landscaping, street improvements, transit system improvements, pedestrian malls, parking facilities, cultural and civic facilities, parks, open space development and public restrooms. ...

**EXHIBIT "A"**  
**REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN**

**D. Conclusions**

**1. Chinese Classical Garden**

Construction of a classical Chinese Garden supports Plan Goal 2 to support the retail/office core by providing pedestrian facilities and open spaces. This garden will be a pedestrian oasis in the midst of busy China Town. It also supports Goal 6 to stimulate private development through public improvements. This elegant garden will entice visitors to the area and enhance local businesses.

The project supports the Central City 2000 Strategy which calls for a Classical Chinese Garden on the block designated by this project which will be modeled after urban gardens in Suzhou, China and will be a major public attractor. Prosperous Portland calls for the City to improve Portland's infrastructure for international visitors, including the development of international neighborhoods. The Chinese Garden will enhance China Town as an international neighborhood.

**2.. Parks - South Waterfront Park Extension**

This park extension to the Marquam Bridge directly support Plan Goal #1 to develop Waterfront Park between the Marquam and Steel Bridges as a major public open space. This project is the final link for Waterfront Park between these two bridges.

The Central City Plan, Policy 2, Willamette River, shows this Waterfront Park extension on the map as a proposed park.

Prosperous Portland calls for completing infrastructure investments in the South Waterfront Renewal Area, including the design and construction of the Waterfront Park Esplanade from Riverplace to the Marquam Bridge, to stimulate private redevelopment investment. This project accomplishes that goal.

**3. North Park Block**

This project to develop a new North Park Block supports Plan Goal #2 to construct pedestrian facilities and open spaces downtown. It is also supportive of the Central City Plan, Policy 8, Parks and Open Spaces, calling for a linked system of parks and open spaces that tie the Central City districts together. The Park Blocks serve as a linked open space system in a north/south fashion through the downtown. Action Proposal PO1 specifies improvements to the North Park Blocks as a project for downtown.

**VI. PARKING**

**A. Project Descriptions and Cost Estimates**

**1. Chinatown**

This project involves development of structured parking for 450 cars in conjunction with redevelopment of residential and commercial projects in Chinatown.

The cost and schedule of this project is \$11,308,000 between 1998/99 and 2000/01 @ \$25,000/space.

**EXHIBIT "A"**  
**REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN**

**2. Trailways**

This project consist of structured parking for 500 cars on the Trailways and Post Office Parking Blocks across from Union Station.

The cost and schedule of this project is \$12,365,000 between 2002/03 and 2004/05. at approximately \$25,000/space.

**3. Agricultural Center**

This project consists of structured parking for 200 cars to serve the Agricultural Center and Union Station Complex.

The cost and schedule of this project is \$5,064,000 between 1999/00 and 2001/02.

**4. South Waterfront**

Surface parking under Marquam Bridge.

The cost and schedule of this project is \$573,000 between 1998/99 and 1999/00.

**B. Relationship to Goals and Objectives:**

**1. Downtown Waterfront Urban Renewal Plan**

These projects conform to the following Goals and Objectives of the Downtown Waterfront Urban Renewal Plan:

Goal 2. To support the development of the high density retail/office core by providing transit and pedestrian facilities, convenient short-term parking, and open spaces, including a public square, thereby reducing traffic congestion.

**2. Central City Plan**

The policies which are relevant to these projects include:

**Policy 1 - Economic Development**

**Action Proposal ED3: Provide an adequate and affordable supply of Downtown short-term parking.**

**Policy 4 - Transportation**

**4D: Recognize that parking is an important element in the transportation system which supports growth and ensure that each district has adequate parking while improving air quality and traffic flow.**

**Action Proposal T12: Develop a system of short-term parking facilities in the Central City.**

**EXHIBIT "A"**  
**REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN**

**3. Central City 2000 Strategy**

The relevant sections are:

Section VI - District Infrastructure: Downtown/Old Town/Chinatown

Old Town Commercial Building Development - PDC should request proposals to develop at least a 200,000 square foot office building and 4-5 story parking garage on the Trailways and Post Office Parking Blocks across from Union Station (owned by PDC).

The offering would require retail on the ground floor of both the office building and the parking garage. PDC funds would be required for the portion of the parking structure needed to replace the dislocated surface parking.

**4. Prosperous Portland**

The relevant sections are:

Policy 15 - Promote a Transportation System that Encourages Economic Growth.

Strategy 15C: The City will pursue the implementation of road and parking improvements that reinforce existing at-risk employment and residential districts and promote the development of new employment and residential districts.

Central City Sub-Districts: Downtown/Old Town

Action Item 1: The City will encourage and support development of parking structures that contribute to the health of existing B and C office buildings, the cultural district, and the retail core of downtown.

**C. Authorization for Parking Projects:**

These projects are authorized by the following sections of the Downtown Waterfront Urban Renewal Plan:

Section D, Project Activities:

**3. Public Improvements**

a. Intent. Public facilities and utilities may be improved or constructed within public rights-of-way, easements, or on public property. These may include storm and sanitary sewer improvements, street lighting installation, landscaping, street improvements, transit system improvements, pedestrian malls, parking facilities, cultural and civic facilities, parks, open space development and public restrooms. ...



**EXHIBIT "A"**  
**REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN**

**D. Conclusions:**

**1. Chinatown Parking**

Parking to support Chinatown businesses supports Plan Goal #2 to provide convenient, short-term parking to support the retail/office core downtown. The Central City Plan Policy 1, Economic Development, calls for provision of an adequate and affordable supply of short-term parking downtown. The Transportation Policy of the Central City Plan (Policy 4) recognizes that parking is an important element in the transportation system to support growth and improve air quality and traffic flow. It calls for developing a system of short-term parking facilities in the Central City. This parking structure will accommodate 450 cars in conjunction with redevelopment of residential and commercial projects in China Town to meet the goal of supporting growth by providing parking.

Prosperous Portland, in the Downtown/Old Town section, states that the City will support development of parking structures that contribute to the health of existing B and C office buildings and cultural districts. China Town is a cultural district of the City and contains B and C office buildings.

**2. Trailways Parking**

Parking to support businesses in the Union Station area supports Plan Goal #2 to provide convenient, short-term parking to support the retail/office core downtown. The Central City Plan Policy 1, Economic Development, calls for provision of an adequate and affordable supply of short-term parking downtown. The Transportation Policy of the Central City Plan (Policy 4) recognizes that parking is an important element in the transportation system to support growth and improve air quality and traffic flow. It calls for developing a system of short-term parking facilities in the Central City. This parking structure will accommodate 500 cars in conjunction with redevelopment of the Trailways Block and the Post Office building, to accommodate additional jobs in the area.

Prosperous Portland, in the Downtown/Old Town section, states that the City will support development of parking structures that contribute to the health of existing B and C office buildings and cultural districts. The Union Station area, which is supported by this parking structure, is a cultural (historic) district of the City and contains B and C office buildings.

**3. Agricultural Center Parking**

Parking to support a new employment center near the Willamette River supports Plan Goal #2 to provide convenient, short-term parking to support the retail/office core downtown. The Central City Plan Policy 1, Economic Development, calls for provision of an adequate and affordable supply of short-term parking downtown. The Transportation Policy of the Central City Plan (Policy 4) recognizes that parking is an important element in the transportation system to support growth and improve air quality and traffic flow. It calls for developing a system of short-term parking facilities in the Central City. This parking structure will accommodate 200 cars in conjunction with development of the Agricultural Center, to accommodate additional jobs in the area.

**EXHIBIT "A"**  
**REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN**

**4. South Waterfront Parking**

Surface parking to support businesses, residents and visitors in the South Waterfront Area supports Plan Goal #2 to provide convenient, short-term parking to support the retail/office core downtown. The Central City Plan Policy 1, Economic Development, calls for provision of an adequate and affordable supply of short-term parking downtown. The Transportation Policy of the Central City Plan (Policy 4) recognizes that parking is an important element in the transportation system to support growth and improve air quality and traffic flow. It calls for developing a system of short-term parking facilities in the Central City. This parking structure will accommodate surface parking in conjunction with development of the South Waterfront Area, to accommodate additional jobs in the area as well as visitors to the Riverfront Park..

**VII. NEIGHBORHOOD DEVELOPMENT**

**A. Project Descriptions and Cost Estimates**

**1. Storefront Grants**

Grants to provide for the upgrading of approximately 75 storefronts in Old Town, Downtown Core and Yamhill Historic District.

The cost and schedule of this project is \$1,540,000 between 1997/98 and 2003/04.

**2. Asian Market**

Land, building acquisition and redevelopment for an Asian Market.

The cost and schedule of this project is \$1,009,000 between 1998/99 and 2000/01.

**3. China Town Development Plan**

This project consists of the preparation of a land use and development vision for China Town.

The cost and schedule of this project is \$100,000 in 1997/98.

**4. Horsebarn Mixed Use Project**

Site prep, marketing for redevelopment of this site in the River District for housing and commercial uses.

The cost and schedule of this project is \$458,000 between 1998/99 and 1999/00.

**EXHIBIT "A"**  
**REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN**

**B. Relationship to Goals and Objectives:**

**1. Downtown Waterfront Urban Renewal Plan**

These projects conform to the following Goals and Objectives of the Downtown Waterfront Urban Renewal Plan:

Goal 4. To support and promote the preservation and enhancement of historic buildings and districts.

**2. Central City Plan**

The relevant sections are:

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

1F: Support the retention and expansion of existing businesses while attracting and encouraging new businesses in the Central City.

**Policy 12 - Urban Design:** Enhance the Central City as a livable, walkable area which focuses on the river and captures the glitter and excitement of city living.

12A: Create a rich and enjoyable environment for pedestrians throughout the Central City.

12D: Promote the formation of districts with distinct character and a diverse and rich mixture of uses.

**Policy 16 - North of Burnside.**

16A: Preserve and enhance the district's architectural heritage and international character.

16D. Pursue implementation of the "Chinatown Development Plan".

**3. Prosperous Portland**

The relevant sections are:

**Business Development**

**Policy 6. Encourage Small Business Development.** The City of Portland recognizes the importance of small businesses to the Portland economy and will emphasize efforts that support and nurture their growth.

Strategy 6A: The City and its partners will pursue loan opportunities at attractive rates for small businesses throughout the City. City loans will seek an equal private match when possible. The City's loan programs will focus particularly on businesses within target industries and businesses in targeted redevelopment areas.

**Capture International Opportunities.**

**Policy 7.** The City of Portland will take a leadership role in developing Portland's opportunities in the international economy and will participate in cooperative programs that enhance the City's international position.

Strategy B: The City will develop and implement a strategy for continued internationalization of Portland including: ....

- Improving Portland's infrastructure for international visitors, including the development of international neighborhoods.

**EXHIBIT "A"**  
**REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN**

Strategy 7G, Action Item 4: An international city requires international districts. To enhance the safety and vitality of the existing Old Town/China Town international area, the City will convene a task force to create a comprehensive strategy for the area.

**Physical Development and Infrastructure**

Policy 14. Encourage Urban Development and Redevelopment. The City of Portland will tailor its programs and regulations to meet the needs of and encourage investment in the development and redevelopment of urban land and buildings for employment and housing strategies.

Central City Strategy I: The City will support and assist in the preservation and rehabilitation of historic buildings in the Central City area through appropriate regulations and code enforcement, financial incentives, and technical assistance.

**4. Central City 2000 Strategy:**

The relevant sections are:

Section III. Business Climate - Renovation of Older Buildings: Ensure a Supply of Renovated Low-Cost Commercial Space. The City should establish a program to encourage the renovation of older commercial buildings to

- (1) Mitigate the financial impact of increasing code requirements on an aging building stock and
- (2) ensure an adequate supply of moderate-cost office space in the Central City to help retain and attract jobs.

Section VI. District Infrastructure: Downtown/Old Town/Chinatown

Old Town Development Plan. PDC would prepare a comprehensive development plan for the Old Town area which recommends a vision, housing plan, pedestrian plan, cultural amenity plan and urban design guidelines for the area ...

Action Item 4: The City will support and assist small businesses in the Old Town area in renovating their buildings and installing security improvements and other enhancements through direct financial assistance.

**C. Authorization for Neighborhood Development Projects:**

**1. Downtown Waterfront Urban Renewal Plan**

These projects are authorized by the following sections of the Downtown Waterfront Urban Renewal Plan:

Section D - Project Activities:

**1. Rehabilitation and Conservation**

b. Method. Rehabilitation and conservation may be achieved four way:

- (1) By owner and/or tenant activity;
- (2) The enforcement of existing City codes and ordinances;
- (3) Acquisition by the Agency for rehabilitation or resale for rehabilitation; and
- (4) Acquisition by private parties for rehabilitation for housing, with or without the financial assistance of the Agency; ...

**EXHIBIT "A"**  
**REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN**

**2. Acquisition and Redevelopment**

b. Method. Proposals for property acquisition, including limited interest acquisition, may be recommended for inclusion in this Plan to achieve objectives of the Plan based on one or more of the following criteria:

- (1) Where existing conditions do not permit practical or feasible rehabilitation of the structure and it is determined that acquisition of such properties and demolition of the improvements thereon are necessary to remove substandard conditions;
- (2) Where detrimental land uses or conditions such as incompatible uses, or adverse influences from noise, smoke or fumes exist, or where there exists overcrowding, excessive dwelling unit density, or conversions to incompatible types of uses, and it is determined that acquisition of such properties and demolition of the improvements necessary to remove blighting influences and the achieve the objectives of the Urban Renewal Plan.
- (3) Where it is determined that the property is needed to provide public improvements and facilities; or
- (4) Where the existing property owner is either unwilling or unable to achieve the objectives of the Urban Renewal Plan.

**5. Redevelopment Through New Construction**

1. Intent: It is the intent of the Plan to stimulate new private investment on vacant or under-utilized property to achieve the objectives of this Plan.
2. Method: Redevelopment through new construction may be achieved in two ways:
  - a) By property owners, with or without financial assistance by the Development Commission.
  - b) By acquisition of property by the Development Commission for resale to others for redevelopment.
3. Redevelopment Financing. The Development Commission, with funds available to it, is authorized to promulgate rules and guidelines, establish financial assistance programs and provide below-market interest rate and market rate loans or other assistance and provide such other forms of financial assistance to property owners as it may deem appropriate in order to achieve the objectives of this Plan.

**D. Conclusions:**

**1. Storefront Grants**

This project is consistent with Plan Goal #4 to promote the preservation of historic buildings in the area. It also supports Central City Plan Policy 1 to retain and expand existing businesses. This is accomplished by assisting businesses in the Old Town, Downtown Core and Yamhill Historic Districts to revitalize their appearance from the street.

Prosperous Portland states that the City recognizes the importance of small businesses and will emphasize efforts to support and nurture their growth. The document goes on to state that the City will tailor its programs to meet the needs of and encourage investment in the redevelopment of buildings downtown, and the city will assist in the rehabilitation of historic buildings. This grant program is designed to support the growth of small businesses, some of which may be located in historic buildings.

The Central City 2000 Strategy calls for the City to establish a program to encourage renovation of older commercial buildings to ensure an adequate supply of moderate-cost office space in the Central City and to help retain and attract jobs. This program will encourage the renovation of older buildings in several districts of downtown, consistent with this goal.

**EXHIBIT "A"**  
**REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN**

**2. Asian Market**

Construction of an Asian Market supports Goal #4 of the Plan to promote the preservation and enhancement of historic districts. Chinatown is an established historic/international district. This project will also result in a facility which enhances the vitality and stability of this district by providing a neighborhood grocery market in character with the unique qualities of this District.

The Central City Plan, Policy 12D, is to promote the formation of districts with distinct character and a diverse and rich mixture of uses. Policy 16D calls for preserving and enhancing the international character of the China Town area. This market would promote China Town and build upon its existing unique character.

Prosperous Portland supports enhancing the internationalization of Portland, including development of international neighborhoods. China Town is the predominant international neighborhood in Portland.

**3. Chinatown Development Plan**

Creation of a Development Plan for Chinatown will assist in meeting Plan Goal #4 to preserve and enhance historic districts. The Central City Plan, Policy 12D, calls for promoting districts with distinct character and a diverse and rich mixture of uses. Policy 16D specifically calls for implementation of the Chinatown Development Plan. Chinatown already possesses a distinct character; this project involves planning for the most effective way of enhancing the character of the area.

Prosperous Portland calls for creating a comprehensive strategy to enhance the safety and vitality of Old Town/Chinatown as a method of encouraging the growth of this international district. The Central City 2000 Strategy calls for PDC to prepare a development plan for the Old Town/China Town area which recommends a vision, housing plan, pedestrian plan, cultural amenity plan and urban design guidelines for the area. This project is designed to accomplish those goals.

**4. Horsebarn Mixed Use Project**

This mixed use residential/commercial project will include commercial space and residential units.

## **VIII. ENVIRONMENTAL**

### **A. Project Descriptions and Cost Estimates**

#### **1. South Waterfront Parcels 3,5,and 6 Mitigation**

Remediation of environmentally hazardous conditions on Parcels 3, 5 and 6.

The cost and schedule of this project is \$763,000 in 2000/01.

#### **2. Union Station Environmental Test/ Remediation**

Assessment and remediation of environmentally hazardous conditions within Union Station. The cost and schedule of this project is \$400,000 in 1997/98.

#### **3. Brownfield Development Policy**

Participation by PDC staff on behalf of Urban Renewal Area in developing policies for redevelopment of environmentally hazardous sites.

The cost and schedule of this project is \$373,000 between 1998/99 and 2003/04..

### **B. Relationship to Goals and Objectives:**

#### **1. Downtown Waterfront Urban Renewal Plan:**

These projects conform to the following Goals and Objectives of the Downtown Waterfront Urban Renewal Plan:

Goal 6. To stimulate private conservation, rehabilitation and development both within and adjacent to the Project Area through public improvements in the Project Area.

#### **2. Prosperous Portland**

The relevant sections are:

Policy 14 - Encourage Urban Development and Redevelopment. The City of Portland will tailor its programs and regulations to meet the needs of and encourage investment in the development and redevelopment of urban land and buildings for employment and housing opportunities.

Strategy 14D: The City of Portland will take a leadership role in working with the state Department of Environmental Quality (DEQ) and the federal Environmental Protection Agency (EPA) to incorporate and implement additional flexibility in the application of environmental remediation standards to support development and redevelopment on stagnant lands within the urban area.

**EXHIBIT "A"**  
**REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN**

**Strategy 14E:** The City of Portland will take a leadership role in establishing funding mechanisms for environmental remediation.

**Strategy 14F:** The City will allocate use of staff time and resources to address policy and technical issues on major private development and redevelopment projects that comply with the City's economic development policies.

**Central City Sub-Districts:** Downtown/Old Town:

**Action Item 3:** The City will complete infrastructure investments in the South Waterfront Renewal Area and Union Station, including the design and construction of the Waterfront Park Esplanade from Riverplace to the Marquam Bridge, to stimulate private redevelopment investment.

**C. Authorization for Environmental Projects:**

**1. Downtown Waterfront Urban Renewal Plan**

These projects are authorized by the following sections of the Downtown Waterfront Urban Renewal Plan:

**Section D - Project Activities:**

**1. Rehabilitation and Conservation**

**b. Method.** Rehabilitation and conservation may be achieved four ways:

- (1) By owner and/or tenant activity;
- (2) The enforcement of existing City codes and ordinances;
- (3) Acquisition by the Agency for rehabilitation or resale for rehabilitation; and
- (4) Acquisition by private parties for rehabilitation for housing, with or without the financial assistance of the Agency; ...

**D. Conclusions:**

**1. South Waterfront Parcels 3,5,6 Mitigation**

Environmental mitigation is required in order to allow sale and redevelopment of Parcels 3,5 and 6 of the South Waterfront Area. Consequently, the project is consistent with Goal #6 of the Plan to stimulate private development through public improvement. In this case, the improvement is the environmental cleanup of the property.

Prosperous Portland states that the City will tailor its programs to meet the needs of and encourage investment in the redevelopment of urban land for employment and housing opportunities. Strategy 14E states that the City will take a leadership role in establishing funding mechanisms for environmental remediation. This project is an essential element to successful redevelopment of these properties.



EXHIBIT "A"  
REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN

2. Union Station Environmental Testing/Remediation

Environmental testing and remediation is required in order to allow sale and redevelopment of the Union Station area properties. Consequently, the project is consistent with Goal #6 of the Plan to stimulate private development through public improvement.

Prosperous Portland states that the City will complete infrastructure investments in the Union Station area to stimulate private redevelopment investment. In this case, the investment includes the necessary environmental testing and remediation to allow the properties to be sold and developed.

3. Brownfield Development Policy

This project is the PDC contribution toward a City-wide program to develop policies to deal with brownfield sites and allow them to be productively developed and utilized. It will apply to land within the Downtown Urban Renewal District, as well as other places in the City, since the effects of environmental contamination can often be widespread and long lasting.

Prosperous Portland states that the City will take a leadership role regarding environmental remediation standards to support development and redevelopment on stagnant lands within the urban area. It goes on the state that the City will allocate use of staff time and resources to address policy and technical issues on major private development and redevelopment projects that comply with the City's economic development policies. Environmental remediation and effective use of brownfield properties is a project which assists the City in meeting economic development goals.

# **REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN TO ESTABLISH A MAXIMUM AMOUNT OF INDEBTEDNESS**

## **INTRODUCTION**

This is the Urban Renewal Report accompanying the Eighteenth Amendment (the "Amendment") of the Downtown Waterfront Urban Renewal Plan (the "Plan"), establishing a maximum amount of indebtedness, as explained below.

## **BACKGROUND**

The Constitutional amendments resulting from passage of Measure 50 were implemented in the 1997 Oregon Legislature in Senate Bill (SB) 1215. The effect of the new tax rates and assessed values called for in Measure 50 could have drastically reduced urban renewal revenues and stopped or delayed the completion of urban renewal plans.

However, Measure 50 and SB 1215 specifically allow for the timely completion of urban renewal plans that were in existence prior to new law. These existing urban renewal plans are allowed to generate almost the same amount of revenue that they would have prior to new law. The Legislature acknowledged that many private sector and public sector commitments were made based on anticipating the completion of urban renewal plans, and that these commitments should be honored.

In return for this "grandfathering" of existing urban renewal plans, the Legislature required that "existing urban renewal plans" be limited in cost, based on the state of the urban renewal plan in December, 1996. In other words, existing plans, and only existing plans, are entitled to the special grandfathering provisions of Measure 50. The means of establishing this limit to the cost of a plan is amending the plan to include a "maximum amount of indebtedness" that may be issued or incurred under the plan.

"Maximum indebtedness" is defined by statute to mean the amount of the principal of indebtedness included in a plan pursuant to ORS 457.190 (this section contains the requirement for a maximum amount of indebtedness) and does not include indebtedness incurred to refund or refinance existing indebtedness.

ORS 457.190 also states:

The maximum amount of indebtedness that may be issued or incurred under the plan, as determined for purposes of meeting the requirements of this paragraph, shall be based upon good faith estimates of the scope and costs of projects, including but not limited to increases in costs due to reasonably anticipated inflation, in the existing urban renewal plan and the schedule for their completion as completion dates were anticipated as of December 5, 1996. The maximum amount of indebtedness shall be specified in dollars and cents.

This report on the Amendment contains many sections that are required under ORS 457.085 but which do not apply to the Amendment. In all cases where a section is not applicable, the reason is that the Amendment to the plan does not change the substance of the Plan but rather quantifies costs of projects already contained in or authorized by the Plan.

**(A) 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**

The Amendment is of a technical nature and this section does not apply.

**(B) REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN**

The Amendment is of a technical nature and this section does not apply.

**(C) THE RELATIONSHIP BETWEEN EACH PROJECT TO BE UNDERTAKEN UNDER THE PLAN AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA**

The Amendment is of a technical nature and this section does not apply.

**(D) THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS**

Estimated project costs are provided in Exhibit A, "Findings", attached hereto and incorporated herein by reference.

**(E) THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT**

Estimated completion dates are provided in Exhibit A, "Findings", attached hereto and incorporated herein by reference.

**(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**

The Amendment is of a technical nature and this section does not apply.

**(G) A FINANCIAL ANALYSIS OF THE PLAN WITH SUFFICIENT INFORMATION TO DETERMINE FEASIBILITY**

The Amendment is of a technical nature and this section does not apply.

**(H) 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**

The Amendment is of a technical nature and this section does not apply.

**(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 281.045 TO 281.105; AND (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.**

The Amendment is of a technical nature and this section does not apply.



CITY OF

# PORTLAND, OREGON

Planning Commission

Telephone No. 823-7708 TDD 823-6868 FAX 823-7800  
c/o Bureau of Planning, Rm. 1002, 1120 S.W. Fifth Ave. 97204

May 19, 1998

Honorable Vera Katz, and Members of the Portland City Council  
Portland City Hall  
1221 S.W. 4th Avenue  
Portland, Oregon 97204-1966

Dear Mayor Katz and Members of the Council:

The Portland Planning Commission has completed our review of maximum indebtedness limits for each of Portland's existing urban renewal districts. On May 12, 1998, the Planning Commission held a public hearing on the proposed indebtedness limits. Notice of this hearing was provided and those interested were invited to testify. We strongly urge the adoption of these renewal district indebtedness limits by the Portland City Council.

These indebtedness limits are necessitated by provisions of 1997's Measure 50 as implemented in the 1997 Oregon Legislature in Senate Bill 1215 (SB1215). Measure 50 and SB1215 specifically allow for the timely completion of existing urban renewal plans. Many private sector and public sector commitments have been made anticipating the completion of existing urban renewal plans. These commitments should be honored. The legislature required that 'existing urban renewal plans' be limited in cost. These cost limits are to be based on the content of the existing urban renewal plan.

The City of Portland has five active urban renewal plans. These are the *Airport Way, Central Eastside, Downtown Waterfront, Oregon Convention Center, and South Park Blocks Urban Renewal Plans.*

The maximum indebtedness figure defines the financial scope of 'existing plans'. It is based on good faith estimates of the costs of the programs and projects called for or authorized by the adopted urban renewal plans as of December 6, 1996. It includes a factor for future inflation.

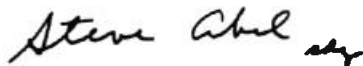
The recommended maximum amount of indebtedness for each existing urban renewal plan is summarized in the following table.

PLAN	MAXIMUM AMOUNT OF INDEBTEDNESS
Airport Way	\$ 72,639,000
Central Eastside	\$ 66,274,000
Downtown Waterfront	\$165,000,000
Oregon Convention Center	\$167,511,000
South Park Blocks	\$143,619,000

**Recommendation**

The Portland Planning Commission recommends the City Council approve the indebtedness limits for the five existing urban renewal districts (listed above) and incorporate these limits into the applicable urban renewal plans.

Sincerely,



Steve Abel, President,  
Portland Planning Commission

SA/MSH/msh

cc: David C. Knowles, Planning Director  
Michael S. Harrison, AICP, Chief Planner

**PORTLAND DEVELOPMENT COMMISSION**  
Portland, Oregon

**RESOLUTION NO. 5121**

**RESOLUTION APPROVING THE 20TH AMENDMENT TO  
THE DOWNTOWN WATERFRONT URBAN RENEWAL PLAN**

**WHEREAS**, the Portland Development Commission is undertaking the Downtown Waterfront Urban Renewal Project, herein after referred to as the "Project", pursuant to an urban renewal plan adopted on April 25, 1974 by the City Council, by Resolution No. 31395 (the "Plan"), as subsequently amended; and

**WHEREAS** ORS 457.190(3)(c)(A) requires that the Plan be changed by substantial amendment no later than July 1, 1998, to include a maximum amount of indebtedness that may be issued or incurred under the Plan, determined by good faith estimates of the scope and cost of projects, including but not limited to increases in costs due to reasonably anticipated inflation, in the existing urban renewal plan, considering the projects and their anticipated completion dates as anticipated as of December 5, 1996, such maximum indebtedness amount to be specified in dollars and cents; and

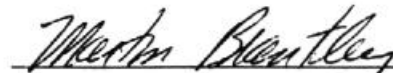
**WHEREAS** the staff has undertaken a review of the Plan and supporting documents, as well as interviews and fact finding with members of the community in order to determine the scope of projects contemplated under the Plan as of December 5, 1996, and has made its best estimates of reasonable costs for completion as the projects were anticipated to be completed; and

**WHEREAS** the Commission has reviewed these estimates and the information contained in the plan amendment report accompanying this Resolution, and the Commission finds the estimates to be reasonable and to have been made in good faith; now, therefore, be it

**RESOLVED** that a recommendation be made to City Council to adopt an ordinance declaring that Section F 1. of the Plan shall be amended, by the addition of a new paragraph: "The maximum indebtedness incurred in completing this Plan shall be \$165,000,000.00".

**ADOPTEDBY by the Commission May 20, 1998.**

  
\_\_\_\_\_  
Carl B. Talton, Chairman

  
\_\_\_\_\_  
Martin Brantley, Acting Secretary



**BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON**

**RESOLUTION No. 98-56**

**Supporting City of Portland Proposed Options to Repay Urban Renewal Bonds**

**The Multnomah County Board of Commissioners Finds:**

- a) SB 1215, section 454a, requires all municipalities affected by an urban renewal plan to adopt a resolution in support or opposition to the city recommended option for collecting ad valorem property taxes to pay indebtedness issued to carry out the urban renewal plan.
- b) The Board has met with representatives of the Portland Development Commission (PDC) and the City of Portland to discuss the City of Portland's intent regarding meeting statutory requirements and exercising statutory authority on matters related to the City's five existing urban renewal plans.
- c) The Board has reviewed information presented by the City and PDC regarding the selection of an option for collecting urban renewal taxes, as described in ORS 457.435, and on the maximum amount of indebtedness for each existing urban renewal plan.
- d) The options recommended by PDC and the City of Portland allow Multnomah County to raise property tax revenues on a portion of the increment in the Airport Way, Downtown Waterfront, Oregon Convention Center, and South Park Blocks urban renewal areas.
- e) The option recommended for the Central Eastside urban renewal area is to provide PDC with all taxes derived from the divide-the-taxes methodology.
- f) Implementing the recommended options will permit Multnomah County to receive tax revenues from \$700 million of property value on which the taxes were previously paid only to retire urban renewal bonded indebtedness. Taxing this additional property value could add approximately \$3.7 million of addition property tax revenue to Multnomah County.
- g) However, implementing the recommended options will add about \$10 million of property tax to the tax bills of Portland properties. This additional levy will increase tax compression and decrease the property tax receipts from the County's Library Local Option Levy and permanent tax rate by an estimated \$1.8 million.
- h) The options recommended by PDC and the City of Portland allow the means of preserving levy capacity within the Constitutional limits on local government property taxes.

- i) It is in the interest of Multnomah County to support the City's and PDC's recommended collection option.

**The Multnomah County Board of Commissioners Resolves:**

That the Board supports the selection of collection options for the City of Portland's five urban renewal plans:

Plan Area	Option	Maximum Amount to be collected by dividing the taxes (for option 3)
Airport Way	3	\$2,540,000
Central Eastside	1	N/A
Downtown Waterfront	3	\$7,710,000
Oregon Convention Center	3	\$5,740,000
South Park Blocks	3	\$5,660,000

ADOPTED this 14th day of May, 1998



BOARD OF COUNTY COMMISSIONERS  
MULTNOMAH COUNTY, OREGON

By Beverly Stein  
Beverly Stein, Chair

Thomas Sponsler, County Counsel  
For Multnomah County, Oregon

By Thomas Sponsler  
Thomas Sponsler

**PORTLAND DEVELOPMENT COMMISSION**

**MEMORANDUM**

**DATE:** April 29, 1998  
**TO:** Multnomah County Board of Commissioners  
**FROM:** Felicia Trader *Felicia Trader*  
**SUBJECT:** Implementation of Tax Increment Under Measure 50

**Introduction**

The Portland Development Commission (PDC) and the City of Portland, through its Office of Finance and Administration (OFA), request the opportunity to discuss with the Multnomah County Board of Commissioners (the "Commission") two issues related to new statutory requirements for urban renewal agencies. In addition, PDC and OFA are requesting that Commissioners adopt a resolution in support of the urban renewal tax collection option, as discussed below.

**Statutory Requirements for Urban Renewal Resulting from Measure 50**

The Constitutional amendments resulting from passage of Measure 50 were implemented in the 1997 Oregon Legislature in Senate Bill (SB) 1215. The effect of the new tax rates and assessed values called for in Measure 50 could have drastically reduced urban renewal revenues and stopped or delayed the completion of urban renewal plans.

However, Measure 50 and SB 1215 specifically allow for the timely completion of urban renewal plans that were in existence prior to new law. These existing urban renewal plans are allowed to generate almost the same amount of revenue they would have prior to the new law. The Legislature acknowledged that many private sector and public sector commitments were made based on anticipating the completion of urban renewal plans, and that these commitments should be honored.

In return for this "grandfathering" of existing urban renewal plans, the Legislature required that "existing urban renewal plans" be limited in cost, based on the state of the urban renewal plan in December, 1996. In order words, existing plans, and only existing plans, are entitled to the special grandfathering provisions of Measure 50.

Carl B. Talton  
Chairman

Douglas C. Blomgren  
Commissioner

Martin Brantley  
Commissioner

John D. Eskildsen  
Commissioner

Noell Webb  
Commissioner

Vera Katz  
Mayor

Felicia L. Trader  
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By July 1, 1998, several actions must be taken by the City Council and PDC to comply with SB 1215 and therefore preserve the revenue capacities of urban renewal plans. These actions include:

- (1) setting a maximum indebtedness figure - a maximum cost of the principal amount of the debt necessary to issue to complete projects and programs called for in the plan and amending each existing urban renewal plan to include this figure and;
- (2) choosing one of three methods or Options for actually collecting the urban renewal taxes.

The City of Portland had five active urban renewal plans in existence as of December 6, 1996. These are the Airport Way, Central Eastside, Downtown Waterfront, Oregon Convention Center and South Park Blocks Urban Renewal Plans.

The City intends to amend these plans to include a maximum amount of indebtedness and to adopt an ordinance selecting a collection option for each plan so that the plans may be considered "existing urban renewal plans" and the revenue generating capacity of the plans may be preserved.

The statutes (ORS 457.437) require that PDC meet with the governing bodies of "affected municipalities" – in this case, the County Commission – to review the proposed maximum amount of indebtedness and the proposed collection option for these urban renewal plans. The statutes further require that after such meeting, the Commission shall adopt a resolution in support of, or in opposition to, the recommended collection option. The Commission is not required to adopt a Resolution with regard to the maximum indebtedness amount.

If the Commission adopts a resolution in opposition to the proposed option, the City Council must either change its recommendations in favor of the County's recommendations or acknowledge the Commission's action in a stand-alone resolution.

The maximum indebtedness amount is critical in that it defines the financial scope of "existing plans." The maximum indebtedness amount must be based on good faith estimates of the costs of the programs and projects called for or authorized by the urban renewal plans as of December 6, 1996 and may include inflation.

### **Proposed Maximum Indebtedness Amount for Each Plan**

The proposed maximum amount of indebtedness for each existing urban renewal plan is summarized in the table below. Attached as an exhibit to this memorandum is summary information for each urban renewal area that shows the components of the maximum indebtedness, by project category.

PLAN	MAXIMUM AMOUNT OF INDEBTEDNESS
Airport Way	\$ 72,638,268
Central Eastside	\$ 66,274,000
Downtown Waterfront	\$165,000,000
Oregon Convention Center	\$167,511,000
South Park Blocks	\$143,619,000

PDC has prepared these estimates in good faith and believes they accurately represent the maximum amount of indebtedness necessary to complete the urban renewal plans. In addition, PDC and the City are preparing financing plans that show the impacts of issuing and paying urban renewal debt to complete existing urban renewal plans. These plans address the issue of levy capacity within the Measure 5 limits on property taxes and they take into account the understandings reached between the City of Portland and Multnomah County regarding use of such levy capacity.

### **Selection of collection options**

Under Senate Bill 1215, three options are available for collection of urban renewal taxes for existing districts. An option must be selected for each district by July 1, 1998, and cannot be changed thereafter. Options are described as below and illustrated on the attached slides:

**Option 1:** Option 1 provides that the urban renewal agency shall receive all taxes derived from the divide-the-taxes methodology for urban renewal plus a special levy, if required. The divide-the-taxes methodology applies the consolidated tax rate of all overlapping districts to the incremental value in each urban renewal area to generate urban renewal taxes.

The special levy is applied to all taxable property in the jurisdiction of the urban renewal agency sponsor. Depending on the amount of special levy, this option has the least impact on tax bills of the three options. Under the divide-the-taxes portion of the collection, no new taxes are created and taxing capacity is not affected.

**Option 2:** Option 2 provides for a special levy for the entire amount of urban renewal taxes. This option would result in tax payers seeing new taxes for the entire amount of the levy. The incremental values would be freed up for taxation by local governments and general fund revenues would increase. The special levy would impact Measure 5 capacity and increase the overall governmental tax rate.

**Option 3:** Option 3 combines the effects of Options 1 and 2 by allowing for governments to limit the amount collected under the divide-the-taxes methodology and collect a special levy, if required.

The City Office of Finance and Administration (OFA) and the PDC have worked closely together to determine options and levy amounts that would accomplish the following objectives:

- A stable revenue source for continued development
- The ability to manage the City's entire property tax levy, including many issues that affect the County such as, the share of tax revenue among overlapping jurisdictions, capacity under the \$10 Measure 5 limit, and revenue available for general funds.
- Reasonable tax payer burdens for urban renewal financing.

As a result we are recommending that the City adopt Option 3 for the Airport Way, Downtown Waterfront, Oregon Convention Center and South Park Blocks urban renewal areas and Option 1 for the Central Eastside. We believe this approach gives the City maximum flexibility in managing its levy and, on the basis of the divide-the-taxes amounts indicated below, recognize that this decision will have a positive impact on the County's general fund revenue.

	Divide the Taxes Amount
Airport Way	\$2,540,000
Central Eastside	n/a
Downtown Waterfront	\$7,710,000
Oregon Convention Center	\$5,740,000
South Park Blocks	\$5,660,000
Total	\$25,000,000

## Recommendations

PDC and the City of Portland respectfully recommend that the Board of Commissioners for Multnomah County adopt a resolution substantially similar to the attached copy titled, "Supporting the Choice of Urban Renewal Tax Collection Options for the Airport Way, Central Eastside, Downtown Waterfront, Oregon Convention Center and South Park Blocks Urban Renewal Areas".

Attachments: Maximum Indebtedness Exhibit  
Graphics 1 – 5  
Draft Resolution

## **AIRPORT WAY URBAN RENEWAL AREA**

### **Objectives**

To "correct conditions which are the causes of blight so that the Area will be developed and redeveloped by private sector initiative and in the process of such development and redevelopment, produce job generating industries and businesses and increase property values."

**Plan Expiration Date:** May 14, 2011

### **Projects to Be Included in Determination of Maximum Indebtedness**

#### **PARKS**

Slough Trail	848,070
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<b>PARKS TOTAL</b>	<b>848,070</b>
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#### **REDEVELOPMENT**

Land Acquisition	21,986,636
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PIC Site Prep and Infrastructure/Light Rail Project	30,000,000
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Airport Way Development Fund	2,479,399
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<b>REDEVELOPMENT TOTAL</b>	<b>54,466,035</b>
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#### **TRANSPORTATION**

Street Improvements (incl. pedestrian impvts.)	17,324,163
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<b>TRANSPORTATION TOTAL</b>	<b>17,324,163</b>
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<b>GRAND TOTAL</b>	<b>72,638,268</b>
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## CENTRAL EASTSIDE URBAN RENEWAL AREA

### Objectives

Preserve and enhance the unique characteristics of the Central Eastside Industrial District as a near-in employment center with a diverse industrial base complimented by concentrations of commercial and residential uses in appropriately designated areas.

Enhance business and development opportunities for existing firms, recognizing the importance of providing industrial sanctuaries for certain industrial activities while affording opportunities for commercial housing development within appropriately designated subareas.

Implement the Willamette River Greenway Plan, which preserves a strong working river while promoting recreations, commercial and residential waterfront development along the Willamette.

Increase accessibility to the river and enhance Greenway areas as a public resource and improve the environmental quality of life for adjacent and nearby neighborhoods.

**Plan Expiration Date:** August 26, 2006

### Projects to Be Included in Determination of Maximum Indebtedness

#### HOUSING

Multi-Family Housing	6,442,000
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<b>HOUSING TOTAL</b>	<b>6,442,000</b>
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#### PARKS

Eastbank Riverfront Park	32,888,000
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<b>PARKS TOTAL</b>	<b>32,888,000</b>
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#### REDEVELOPMENT

##### *Employment*

Building Rehabilitation	4,005,000
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Land Redevelopment	9,169,000
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<i>Employment Subtotal</i>	<i>13,174,000</i>
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##### *Neighborhood Commercial*

Storefront Program	1,452,000
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<i>Neighborhood Commercial Subtotal</i>	<i>1,452,000</i>
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<b>REDEVELOPMENT TOTAL</b>	<b>14,626,000</b>
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#### TRANSPORTATION

MLK/Grand improvements	3,335,000
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Water Avenue LID	1,000,000
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CES Transportation & Infrastructure	7,983,000
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<b>TRANSPORTATION TOTAL</b>	<b>12,318,000</b>
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<b>GRAND TOTAL</b>	<b>66,274,000</b>
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## **DOWNTOWN WATERFRONT URBAN RENEWAL AREA**

### **Objectives**

Primary objectives are to improve function, conditions and appearance of the area and to eliminate blighting influences. Emphasis is on conservation and rehabilitation of existing structures and providing public improvements and assistance to stimulate private investment. More specifically, the Plan's objectives are:

1. To develop the Waterfront Park between the Marquam and Steel bridges as a major public open space and environmentally enhanced approach to the City and to provide pedestrianway connections to downtown.
2. To support the development of the high density retail/office core by providing transit and pedestrian facilities, convenient short-term parking, and open space, including a public square, thereby reducing traffic congestion.
3. To maintain existing low-income housing and promote additional new housing serving mixed income groups.
4. To support and promote the preservation and enhancement of historic buildings and districts.
5. To assist in the provision of transportation facilities, including transit and street improvements, necessary to maintain the Area's accessibility to the region and its ability to accommodate growth.
6. To stimulate private conservation, rehabilitation and development both within and adjacent to the Project Area through public improvements in the Project Area.
7. To eliminate blighted and deteriorated structures which are not suitable for conservation or rehabilitation.
8. To establish a redevelopment program for the South Waterfront Activity Area.
9. To establish a redevelopment program for the Pioneer Square Activity Area.
10. To establish a redevelopment program for the Morrison Street Project Area.
11. To establish a redevelopment program for the Union Station Project Activity Area, including the redevelopment of adjacent and other nearby properties.

**Plan Expiration Date:** April 24, 2004

### **Projects to Be Included in Determination of Maximum Indebtedness**

#### **HOUSING**

Loans Funds	30,296,000
Preservation	14,440,000
Site Acquisition and Development	4,428,000
Ownership	4,138,000

<b>HOUSING TOTAL</b>	<b>53,302,000</b>
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#### **PARKING**

Chinese Garden	11,308,000
Trailways	12,365,000
Ag. Center	5,064,000
South Waterfront	573,000

<b>PARKING TOTAL</b>	<b>29,310,000</b>
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**PARKS**

Chinese Classical Garden	3,146,000
S. Waterfront Park Ext.	3,892,000
North Park Block	918,000

**PARKS TOTAL** 7,956,000

**REDEVELOPMENT***Employment*

Opportunity Fund	20,119,000
Trailways Block	286,000
Parcel 6 Mitigation	763,000
Recruitment	540,000
Pre Dev. Assistance	441,000
Policy Dev. and Review	251,000
Creative Services Incubator	7,489,000

*Employment Subtotal* 29,889,000

*Older/Historic Buildings*

Seismic Loan Progr.	5,323,000
Union Station Restor.	8,347,000
Union St. Forecourt	1,367,000
511 Building	11,602,000

*Older/Historic Buildings Subtotal* 26,639,000

*Neighborhood Commercial*

Storefront Grants	1,540,000
Asian Market	1,009,000
Grocery Store (Horsebarn)	458,000

*Neighborhood Commercial Subtotal* 3,007,000

*Other*

Environmental Test/Remediation	400,000
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*Other Subtotal* 400,000

**REDEVELOPMENT TOTAL** 59,935,000

**TRANSPORTATION***Transit*

Transit Mall Renovation	1,546,000
CC Streetcar Extension	500,000

*Transit Subtotal* 2,046,000

*Streets*

Reopen 8th Ave.	1,137,000
Ankeny Street	1,244,000
Front Ave. Impr.	449,000
Harrison St. Connection	2,336,000
SWF River Parkway	2,907,000

*Streets Subtotal* 8,073,000

<i>Pedestrian Improvements</i>	
Streetscape (China Town)	2,755,000
Pedestrian Bridge/Impov.	1,150,000
<i>Pedestrian Improvements Subtotal</i>	3,905,000

<b>TRANSPORTATION TOTAL</b>	<b>14,024,000</b>
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<b>PLANNING</b>	
Brownfield Dev. Policy	373,000
China Town Develop. Plan	100,000

<b>PLANNING TOTAL</b>	<b>473,000</b>
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<b>GRAND TOTAL</b>	<b>165,000,000</b>
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## **OREGON CONVENTION CENTER URBAN RENEWAL AREA**

### **Objectives**

To "improve the conditions of the Plan Area. Eliminate blight and blighting influences, expand and improve public facilities and stimulate private investment and economic growth..." as follows:

#### **Lloyd District**

- Maximize job potential of the Oregon Convention Center.
- Target jobs and businesses to first benefit Northeast residents.
- Create opportunities for businesses that serve the convention trade.
- Reinforce the economic expansion of the east side.
- Upgrade the environment of the area to reflect the best of Portland to visitors.
- Ensure that activities work to stabilize neighborhoods.

#### **Martin Luther King, Jr. Boulevard Extension**

- Coordinate activities with goals and objectives of the Albina Community Plan.
- Provide for ongoing local input and community involvement.
- Support existing businesses.
- Focus on commercial nodes.
- Create local jobs by attracting new businesses and investment.
- Promote ownership by residents of the Albina community.
- Improve the image and function of the MLK Jr. Blvd.
- Encourage housing in areas zoned for housing or mixed use.

**Plan Expiration Date:** June 13, 2013

#### **Projects to Be Included in Determination of Maximum Indebtedness**

##### **HOUSING**

Lloyd Affordable	12,851,000
PreDev Assist.	379,000
MLK Affordable	10,502,000

<b>HOUSING TOTAL</b>	<b>23,732,000</b>
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##### **PARKING**

Land Acq./Devel. - Retail Parking Structure	5,206,000
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<b>PARKING TOTAL</b>	<b>5,206,000</b>
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**PARKS**

Eastbank Park	9,810,000
Eastbank Park Extension	7,288,000

**PARKS TOTAL** 17,098,000

**REDEVELOPMENT***Neighborhood Commercial*

Land Acq./Devel. - Lloyd Land Acq. & Dev.	10,848,000
Small Bus. Assist - MLK Predev. Assist	3,496,000
Small Bus. Assist - MLK Storefront Grant	5,650,000
Small Bus. Assist - MLK Equity Loan Fund	4,835,000
Small Bus. Assist - MLK Mixed Use Dev.	2,936,000
Small Bus. Assist - Tech. Assist	1,598,000
Land Acq./Devel. - Commercial Site Dev.	12,005,000

*Neighborhood Commercial Subtotal* 41,368,000

*Other*

Special Project - Headquarters Hotel	7,961,000
Special Project - WF Loan Repayment	1,807,000

*Other Subtotal* 9,768,000

**REDEVELOPMENT TOTAL** 51,136,000

**TRANSPORTATION***Streets*

Lloyd Area Wide Improv.	11,781,000
Convention Ctr. Area Impr.	16,563,000
First Ave. Frontage Rd.	4,371,000
Sullivan Gulch Trail	1,321,000
MLK/Alberta Street Plan	20,431,000
Broadway/Weidler	9,325,000
Arena Debt Serv.	545,000

*Streets Subtotal* 64,337,000

*Pedestrian Improvements*

Lloyd Lighting Program	4,581,000
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*Pedestrian Improvements Subtotal* 4,581,000

**TRANSPORTATION TOTAL** 68,918,000

**PLANNING**

Planning Activities. - Lloyd Area Wide Plan.	1,421,000
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**PLANNING TOTAL -** 1,421,000

**GRAND TOTAL** 167,511,000

## **SOUTH PARK BLOCKS URBAN RENEWAL AREA**

### **Objectives**

To improve the condition and appearance of the Area, eliminate blight and blighting influences, to increase and improve housing, expand public facilities, and upgrade the South Park Blocks through:

- Urban redevelopment
- Housing (preservation and mixed use)
- Public improvements to support housing, cultural, campus, retail, and park areas
- Parking and circulation
- Historic preservation
- Employment and support services to support housing

**Plan Expiration Date:** July 23, 2008

### **Projects to Be Included in Determination of Maximum Indebtedness**

#### **HOUSING**

Preservation	6,496,000
Mixed Income/Use	18,079,000
Affordable	36,381,000
Site Acquisition/Predev. Planning	8,074,000
Neigh. Commercial Service	8,406,000
Ownership	4,204,000

**HOUSING TOTAL** 81,640,000

#### **PARKING**

Cultural Center - Parking Garage	9,245,000
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**PARKING TOTAL** 9,245,000

#### **PARKS**

Cultural Center - Main Street Art Feature	623,000
Cultural Center - SPB Performance Area	662,000

**PARKS TOTAL** 1,285,000

#### **REDEVELOPMENT**

##### *Employment*

Redevelopment - Science Park	7,569,000
Redevelopment - Opportunity Fund	9,615,000

*Employment Subtotal* 17,184,000

*Older/Historic Buildings*

Storefront Loans	887,000
Seismic/Rehab	4,447,000
Simon Benson House	638,000

*Older/Historic Buildings Subtotal* 5,972,000

*Other*

Redevelopment - West End Core Area	879,000
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*Other Subtotal* 879,000

**REDEVELOPMENT TOTAL 24,035,000**

**TRANSPORTATION***Pedestrian Improvements*

University District - Plaza	2,961,000
University District - Coordination	392,000
University District - 5th/6th Ave. Ped Impr.	5,411,000
University District - 4th Ave. Ped. Improve.	1,504,000
Commercial Park Blocks	3,360,000
Cultural Center - OHS Area Streetscape	653,000
Streetcar - Streetscape (West End)	6,300,000
Streetcar - Streetscape (South End)	6,833,000

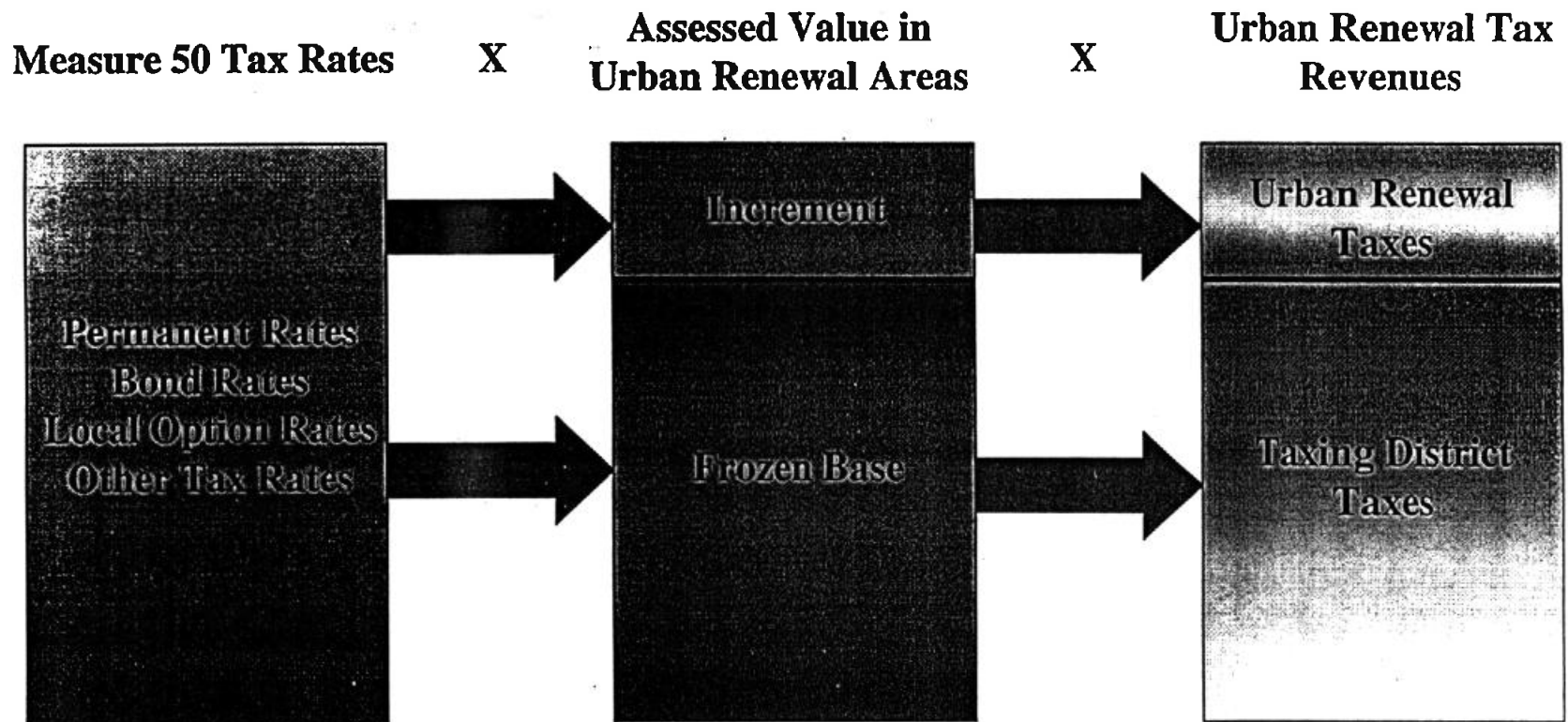
*Pedestrian Improvements Subtotal* 27,414,000

**TRANSPORTATION TOTAL 27,414,000**

**GRAND TOTAL 143,619,000**

## Graphic 1

# Dividing the Taxes

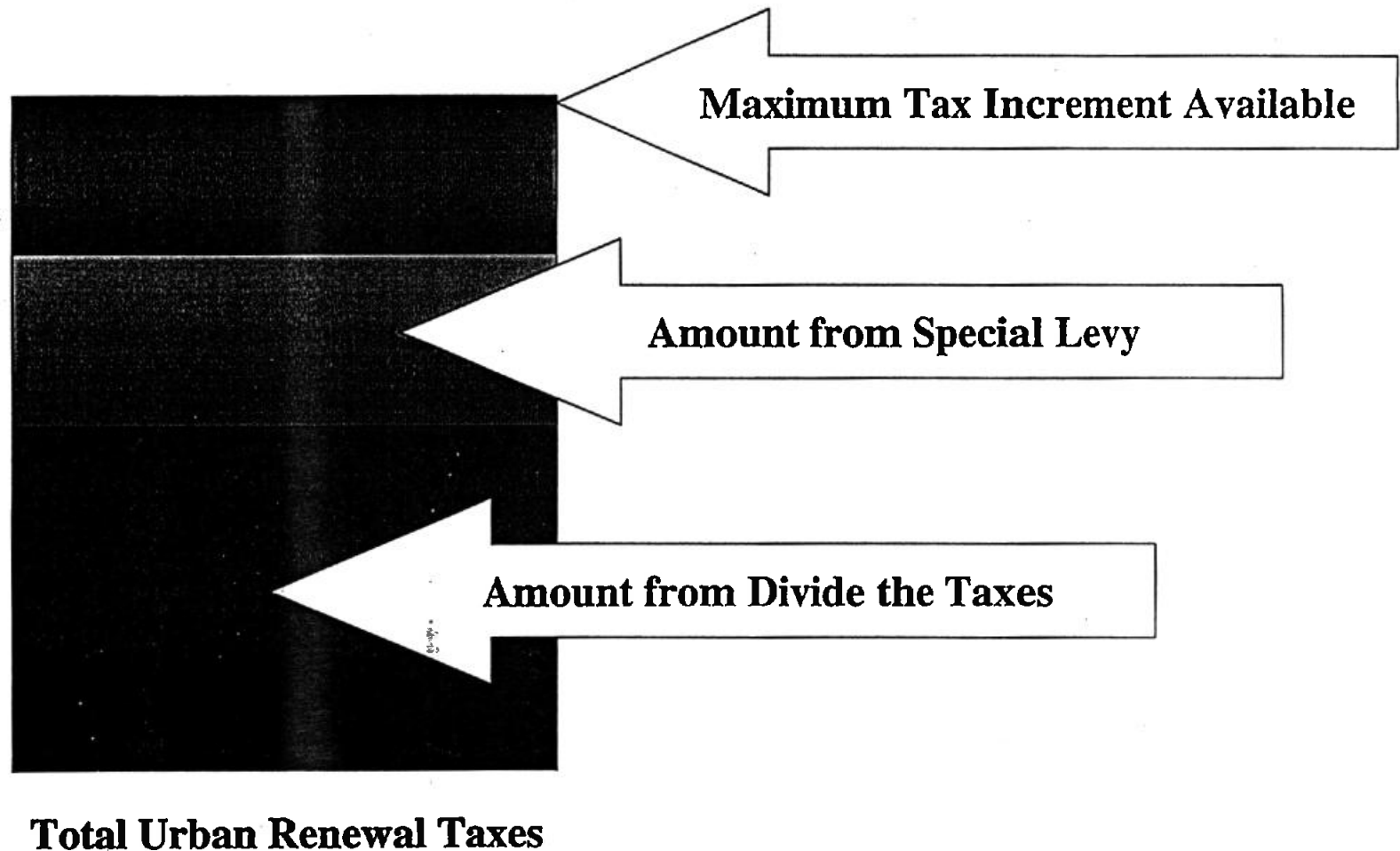




## Graphic 2

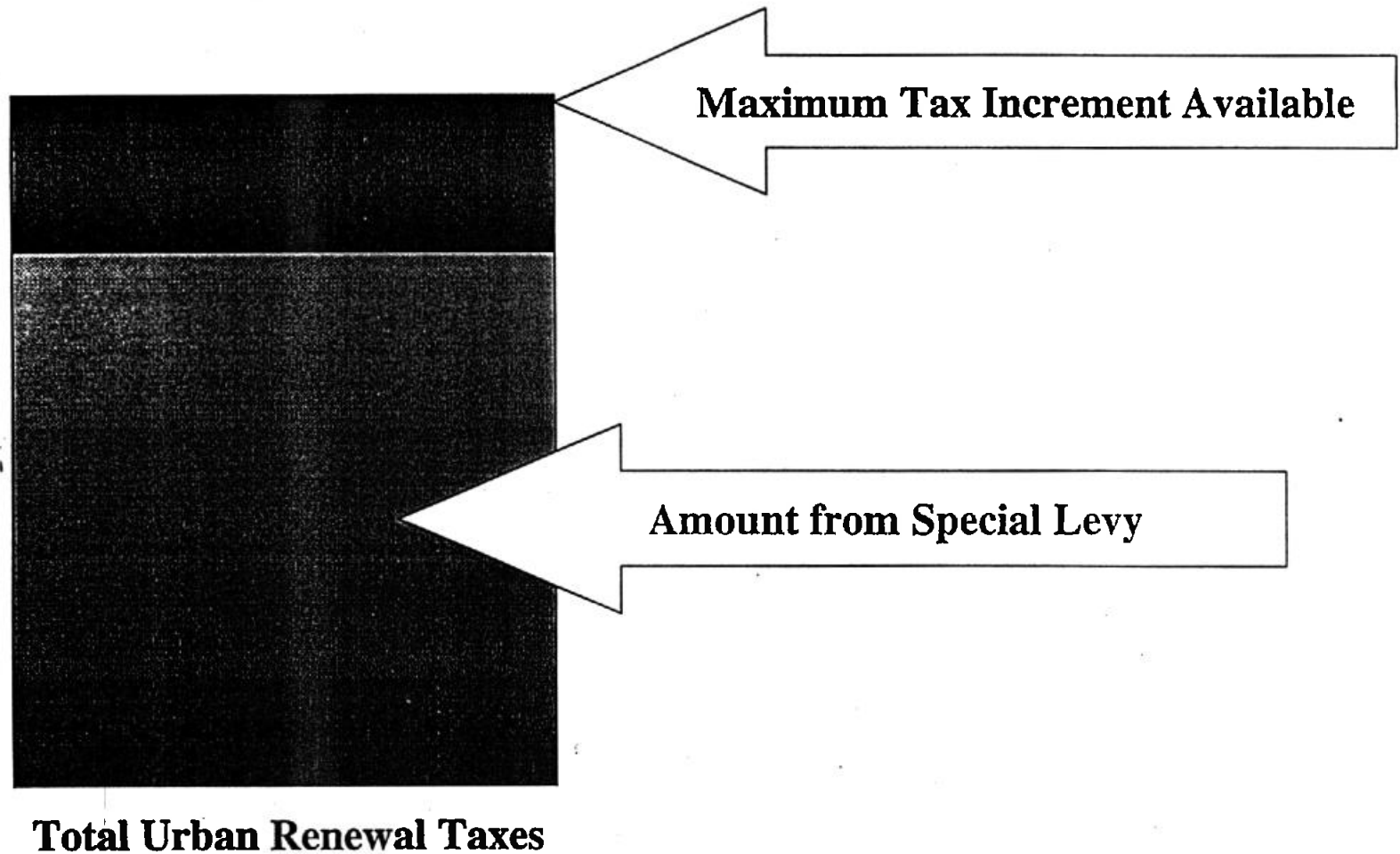
# Option One

*Divide the Taxes Plus Special Levy*



# Option Two

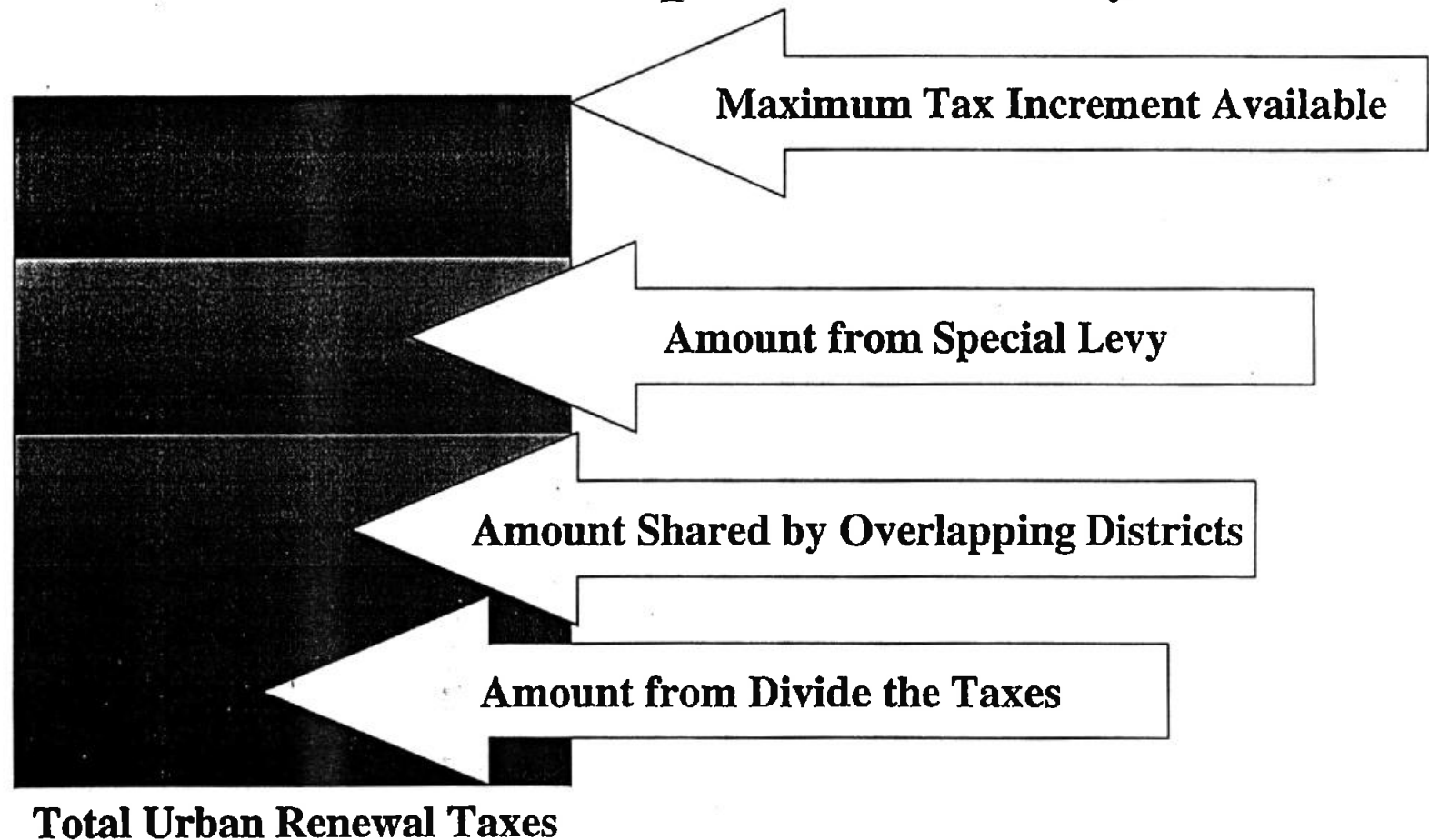
## *Special Levy Only*



Graphic 4

# Option Three

## *Specified Divide the Taxes Amount Plus Special Levy*



## Overview of the Impact of Portland Property Tax Options 1998-99

### 1 Assuming No Change in Urban Renewal (Option 1)

Portland Permanent Tax Rate and FPD&R	184,351,425	
Compression	(1,413,161)	
<b>Net Taxes</b>		<b>182,938,264</b>
County Permanent Tax Rate and Library	167,034,529	
Compression	(3,415,518)	
<b>Net Taxes</b>		<b>163,619,011</b>

### 2 Assuming Scenario A with FPD&R Bonds

Portland Permanent Tax Rate and FPD&R	214,655,948	
Compression	(3,623,060)	
<b>Net Taxes</b>		<b>211,032,888</b>
County Permanent Tax Rate and Library	170,755,705	
Compression	(8,317,383)	
<b>Net Taxes</b>		<b>162,438,322</b>

### 3 Assuming Scenario A without FPD&R Bonds

Portland Permanent Tax Rate and FPD&R	197,710,781	
Compression	(2,593,185)	
<b>Net Taxes</b>		<b>195,117,596</b>
County Permanent Tax Rate and Library	170,755,705	
Compression	(5,234,650)	
<b>Net Taxes</b>		<b>165,521,055</b>

## Summary of Property Tax Impacts 1998-99

Assuming No Change in Urban Renewal (Option 1)

<i>Total AV in Portland</i>	<i>27,337,894,374</i>
<i>Total AV Multnomah County</i>	<i>33,800,341,872</i>
<i>Total Estimated Taxing Capacity in Portland</i>	<i>377,959,600</i>

Capacity	In Portland	Percent	Total County
Capacity Used by Portland	184,351,425	48.8%	184,351,425
Urban Renewal Increment	38,936,960	10.3%	38,936,960
Capacity Used by Multnomah County	135,098,406	35.7%	167,034,529
Capacity Used by Others	4,559,042	1.2%	5,716,049
<b>Unused Capacity</b>	<b>15,013,767</b>	<b>4.0%</b>	

City / County Taxes	In Portland	Rate	Total County	Compression	Net Taxes
Portland Permanent Tax Rate	125,258,674	4.5819	125,258,674	(1,413,161)	123,845,513
Portland FPD&R	59,092,751	2.1616	59,092,751		59,092,751
Subtotal	184,351,425		184,351,425	(1,413,161)	182,938,264
County Permanent Tax Rate	118,840,561	4.3471	146,933,466	(918,555)	146,014,911
County Library Levy	16,257,846	0.5947	20,101,063	(2,496,963)	17,604,100
Subtotal	135,098,406		167,034,529	(3,415,518)	163,619,012

# Summary of Property Tax Impacts 1998-99

## Assuming Scenario A

Total AV in Portland	28,070,894,347
Total AV Multnomah County	34,553,341,872
Total Estimated Taxing Capacity in Portland	377,959,596

Capacity	In Portland	Percent	Total County
Used by Portland	214,655,948	56.8%	214,655,948
Urban Renewal Increment	23,726,355	6.3%	23,726,355
Used by Multnomah County	138,720,746	36.7%	170,755,705
Used by Others	4,682,225	1.2%	5,716,049
Unused Capacity	(3,825,678)	-1.0%	

City / County Taxes	In Portland	Rate	Total County	Compression	Net Taxes
Portland Permanent Tax Rate	128,618,029	4.5819	128,618,029	(3,623,060)	124,994,969
Portland FPD&R	76,037,919	2.7088	76,037,919		76,037,919
UR Levy	10,000,000	0.00036	10,000,000		10,000,000
Subtotal	214,655,948		214,655,948	(3,623,060)	211,032,888

County Permanent Tax Rate	122,026,985	4.3471	150,206,832	(2,341,398)	147,865,434
County Library Levy	16,693,761	0.5947	20,548,872	(5,975,985)	14,572,887
Subtotal	138,720,746		170,755,705	(8,317,383)	162,438,322

# Summary of Property Tax Impacts 1998-99

## Assuming Scenario A without FPD&R Bonds

<i>Total AV in Portland</i>	<i>28,070,894,347</i>
<i>Total AV Multnomah County</i>	<i>34,553,341,872</i>
<i>Total Estimated Taxing Capacity in Portland</i>	<i>377,959,596</i>

Capacity	In Portland	Percent	Total County
Used by Portland	197,710,780	52.3%	197,710,780
Urban Renewal Increment	23,726,355	6.3%	23,726,355
Used by Multnomah County	138,720,746	36.7%	170,755,705
Used by Others	4,682,225	1.2%	5,716,049
<b>Unused Capacity</b>	<b>13,119,490</b>	<b>3.5%</b>	

City / County Taxes	In Portland	Rate	Total County	Compression	Net Taxes
Portland Permanent Tax Rate	128,618,029	4.5819	128,618,029	(2,593,185)	126,024,844
Portland FPD&R	59,092,751	2.1051	59,092,751		59,092,751
UR Levy	10,000,000	0.00036	10,000,000		10,000,000
Subtotal	197,710,780		197,710,780	(2,593,185)	195,117,595

County Permanent Tax Rate	122,026,985	4.3471	150,206,832	(1,675,843)	148,530,989
County Library Levy	16,693,761	0.5947	20,548,872	(3,558,807)	16,990,065
Subtotal	138,720,746		170,755,705	(5,234,650)	165,521,055

AFTER RECORDING RETURN TO:  
PORTLAND DEVELOPMENT COMMISSION  
1900 SW 4th Ave., #100  
PORTLAND, OR 97201  
ATTN: CARLA WHITE

OFFICE OF  
**AUDITOR OF THE CITY OF PORTLAND**

Room 140 City Hall  
1221 SW 4th Avenue  
Portland, Oregon 97204

**COPY CERTIFICATE**

STATE OF OREGON                                 }  
COUNTY OF MULTNOMAH                    }  
CITY OF PORTLAND                           }

ss

I, **BARBARA CLARK**, Auditor of the City of Portland, do hereby certify that I have compared the following copy of Ordinance No. 172356 passed by the Portland City Council on June 10, 1998, adopting the 20th Amendment to the Downtown Waterfront Urban Renewal Plan to establish a maximum amount of indebtedness, with the original thereof and that the same is a full, true and correct copy of such original Ordinance and of the whole thereof as the same appears on file and of record in my office and in my care and custody.

IN WITNESS WHEREOF, I have hereunto set my hand and seal of the City of Portland affixed this 17th day of August, 1998.

**BARBARA CLARK**  
Auditor of the City of Portland

By *Britta Olson*  
Deputy



Recorded in the County of Multnomah, Oregon  
C. Swick, Deputy Clerk



1,105.00

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Agenda No. ~~767~~  
**808**  
**ORDINANCE NO. 172356**

Title

As Amended

Adopt the 20th Amendment to the Downtown Waterfront Urban Renewal Plan to Establish a Maximum Amount of Indebtedness. (Ordinance)

<p><b>INTRODUCED BY</b></p> <p>Mayor Vera Katz</p> <p><b>NOTED BY COMMISSIONER</b></p> <p>Affairs</p> <p>Finance and Administration <i>VK</i></p> <p>Safety</p> <p>Utilities</p> <p>Works</p> <p><b>BUREAU APPROVAL</b></p> <p>Bureau:</p> <p>Prepared by Christopher Scherer Date May 28, 1998</p> <p>Budget Impact Review:</p> <p><input type="checkbox"/> Completed <input checked="" type="checkbox"/> Not Required</p> <p>Bureau Head: Felicia L. Trader, Executive Director <i>Felicia Trader</i></p>	<p><b>DATE FILED:</b> <b>MAY 29 1998</b></p> <p style="text-align: center;">Barbara Clark Auditor of the City of Portland</p> <p>By: <i>Cory Kershner</i> Deputy</p> <p>For Meeting of: _____</p> <p><b>ACTION TAKEN:</b></p> <p style="text-align: center;"><b>JUN 03 1998 PASSED TO SECOND READING As Amended</b>  <b>JUN 10 1998 9:30 A.M.</b></p>
---	---

AGENDA		FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:		
				YEAS	NAYS
Consent	Regular <input checked="" type="checkbox"/>	Francesconi	Francesconi	<input checked="" type="checkbox"/>	
NOTED BY		Hales	Hales	<input checked="" type="checkbox"/>	
City Attorney		Kafoury	Kafoury	<input type="checkbox"/>	
City Auditor		Sten	Sten	<input checked="" type="checkbox"/>	
City Engineer		Katz	Katz	<input checked="" type="checkbox"/>	

**ORDINANCE No.****As Amended**

Adopt the 20<sup>th</sup> Amendment to the Downtown Waterfront Urban Renewal Plan to Establish a Maximum Amount of Indebtedness. (Ordinance)

**The City of Portland ordains:****Section 1. The Council finds:**

1. The City Council of the City of Portland (the "Council") adopted the Downtown Waterfront Urban Renewal Plan (the "Plan.") by Resolution No. 31395, dated April 25, 1974.
2. The Council wishes to further amend the Plan in accordance with the provisions of Chapter 457 of Oregon Revised Statutes (1997 Edition) to establish a maximum amount of indebtedness (the "Amendment").
3. The Council finds and determines, based upon the information contained in the reports accompanying the Plan, that:
  - (a) A finding of blight was made in the original resolution adopting the Plan, Resolution No. 31395, dated April 25, 1974. This Amendment does not affect any change in the boundaries of the original Plan Area, and Council finds that, since the original Plan has not been completed, the finding of the existence of blight continues to be accurate. Therefore, Council finds that the Downtown Waterfront Urban Renewal Area is blighted.
  - (b) The original Plan and its subsequent amendments were adopted based upon a finding that the existence of blight in the Area, and that the goals of the Plan were necessary to eliminate said blight, and by doing so, to protect the health, safety, or welfare of the public. Council finds that since the Plan is incomplete and the public health, safety or welfare are still threatened by the existence of blight and its effects on public health, safety, or welfare, that the Plan continues to be necessary to protect such public health, safety, or welfare.
  - (c) The original Plan and its subsequent amendments were adopted after review and recommendation by the Planning Commission, and upon a finding by Council that the Plan conformed to the City of Portland Comprehensive Plan and economic development plan, and that it provided an outline for accomplishing the urban renewal projects that the plan proposes. This Amendment does not alter any of the activities contemplated under the original Plan or its other amendments, and it has also been reviewed by the Planning Commission which recommended adoption. Accordingly, Council finds that the Plan continues to conform to the City of Portland Comprehensive Plan and economic development plan, and provide an outline for accomplishing urban renewal projects proposed in the Plan.

- (d) Nothing in this Amendment changes the activities proposed in the original Plan or its subsequent amendments. Accordingly, Council finds that the Plan continues to make provisions to house displaced persons within their financial means in accordance with ORS 281.045 to 281.105 and, except in the relocation of elderly or disabled individuals, without displacing on priority lists persons already waiting for existing federally subsidized housing.
- (e) Adoption of the original Plan and its subsequent amendments was based upon a finding that the acquisition of real property as provided for in the Plan was necessary to achieve the objectives of the Plan. This Amendment does not change any of the properties to be acquired or the criteria for acquisition. Accordingly, Council finds that acquisition of real property as provided in the Plan and its subsequent amendments is necessary to achieve the objectives of the Plan.
- (f) Adoption of the original Plan and its subsequent amendments was based upon a finding that the substance of the Plan, and its adoption and carrying out, are economically sound and feasible. The purpose of this Amendment is to quantify the costs of carrying out the Plan. This Amendment does not affect the scope or potential financial impacts or benefits of activities authorized under the Plan. Council finds that the amount of maximum amount of indebtedness calculated for completion of the Plan is derived from activities which continue to be economically sound and feasible.
- (g) The municipality shall assume and complete any activities prescribed it by the Plan.

Section 2. The Council finds:

1. The Portland Development Commission, the Urban Renewal Agency of the City of Portland ("Commission") has forwarded the Amendment and the accompanying report to the City of Portland Planning Commission for recommendations, and the Planning Commission, on May 12, 1998, recommended adoption of the Amendment.
2. The Commission has consulted and conferred with the governing bodies of the taxing districts that levy taxes within the Area, and no written recommendations have been received from such governing bodies.
3. The Commission has undertaken a review of the records relating to the scope and cost of projects in the Plan and the schedule for their completion as of December 5, 1996. A full description of the review is included in the Report on this Amendment, accepted by the Portland Development Commission on May 20, 1998, which description is hereby incorporated into this Ordinance as additional findings.
4. The description of the review of the scope and costs of projects constitutes a good faith estimate of the scope and costs of projects anticipated as of December 5, 1996.
5. The Commission met with the Board of Commissioners of Multnomah County on May 14, 1998 to review the proposed maximum amount of indebtedness for the Plan.

6. On June 17, 1998 the Council held a public hearing regarding the adoption of the Amendment.
7. The Council has considered the material presented by the Commission, all information presented and all matters discussed at the meetings described above, the recommendations of the Planning Commission and the action of affected municipalities, if any, and finds that based upon a good faith estimate of the scope and costs of projects, including but not limited to increases in costs due to reasonably anticipated inflation in the Plan and the schedule for their completion as the completion dates were anticipated as of December 5, 1996, the maximum amount of indebtedness that may be issued or incurred under the Plan is \$165,000,000.00.

NOW, THEREFORE, The Council directs:

- a. The 20<sup>th</sup> Amendment to the Downtown Waterfront Urban Renewal Plan having been duly reviewed and considered by Council, attached hereto as Exhibit A, and incorporated herein by this reference, is hereby adopted.
- b. The Portland Development Commission shall file in the Deed of Records of the County of Multnomah a copy of this Ordinance and all exhibits upon adoption by the Council.
- c. The City Auditor shall forward forthwith to the Portland Development Commission and to the Portland City Planning Commission certified copies of this Ordinance upon adoption by the Council.
- d. The City Auditor, in accordance with ORS 457, shall publish notice of the adoption of this Ordinance approving the 20<sup>th</sup> Amendment in the newspaper having the greatest circulation in the City of Portland within four days following adoption of this Ordinance.

Passed by the Council,

**JUN 10 1998**

**BARBARA CLARK**  
Auditor of the City of Portland

*Britte Olson*  
Deputy

Mayor Katz  
PDC: Christopher Scherer/Felicia Trader  
June 17, 1998

**PORTLAND DEVELOPMENT COMMISSION**

**MEMORANDUM**

Carl B. Talton  
Chairman

**DATE:** June 1, 1998

Douglas C. Blomgren  
Commissioner

**TO:** Mayor Vera Katz  
Commissioner James Francesconi  
Commissioner Charlie Hales  
Commissioner Gretchen Miller Kafoury  
Commissioner Eric Sten

Martin Brantley  
Commissioner

**FROM:** Felicia Trader

John D. Eskildsen  
Commissioner

**SUBJECT:** Amendment to Downtown Waterfront Urban Renewal Plan  
Exhibits

Noell Webb  
Commissioner

Amendment to Agenda Item 767:

Please correct the Exhibits attached to this ordinance to indicate that they refer to the 20th Amendment, not the 18th (as shown on those distributed to Council on Friday).

Vera Katz  
Mayor

Felicia L. Trader  
Executive Director

1900 S.W. Fourth Avenue  
Suite 100  
Portland, OR 97201-5304

503/823-3200

FAX 503/823-3368  
TTY 503/823-3366

internet  
[www.portlanddev.org](http://www.portlanddev.org)



**TWENTIETH AMENDMENT TO  
DOWNTOWN WATERFRONT URBAN RENEWAL PLAN  
TO ESTABLISH A MAXIMUM AMOUNT OF INDEBTEDNESS**

The Downtown Waterfront Urban Renewal Plan is amended as follows:

Add the following at the end of Section F2, Self-Liquidation of Costs of Project (Tax Increment):

The maximum indebtedness, as defined in ORS 457.010(9), that may be issued or incurred under the Plan is \$165,000,000.

**REPORT ON TWENTIETH AMENDMENT TO  
DOWNTOWN WATERFRONT URBAN RENEWAL PLAN  
TO ESTABLISH A MAXIMUM AMOUNT OF INDEBTEDNESS**

**INTRODUCTION**

This is the Urban Renewal Report accompanying the Eighteenth Amendment (the "Amendment") of the Downtown Waterfront Urban Renewal Plan (the "Plan"), establishing a maximum amount of indebtedness, as explained below.

**BACKGROUND**

The Constitutional amendments resulting from passage of Measure 50 were implemented in the 1997 Oregon Legislature in Senate Bill (SB) 1215. The effect of the new tax rates and assessed values called for in Measure 50 could have drastically reduced urban renewal revenues and stopped or delayed the completion of urban renewal plans.

However, Measure 50 and SB 1215 specifically allow for the timely completion of urban renewal plans that were in existence prior to new law. These existing urban renewal plans are allowed to generate almost the same amount of revenue that they would have prior to new law. The Legislature acknowledged that many private sector and public sector commitments were made based on anticipating the completion of urban renewal plans, and that these commitments should be honored.

In return for this "grandfathering" of existing urban renewal plans, the Legislature required that "existing urban renewal plans" be limited in cost, based on the state of the urban renewal plan in December, 1996. In other words, existing plans, and only existing plans, are entitled to the special grandfathering provisions of Measure 50. The means of establishing this limit to the cost of a plan is amending the plan to include a "maximum amount of indebtedness" that may be issued or incurred under the plan.

"Maximum indebtedness" is defined by statute to mean the amount of the principal of indebtedness included in a plan pursuant to ORS 457.190 (this section contains the requirement for a maximum amount of indebtedness) and does not include indebtedness incurred to refund or refinance existing indebtedness.

ORS 457.190 also states:

The maximum amount of indebtedness that may be issued or incurred under the plan, as determined for purposes of meeting the requirements of this paragraph, shall be based upon good faith estimates of the scope and costs of projects, including but not limited to increases in costs due to reasonably anticipated inflation, in the existing urban renewal plan and the schedule for their completion as completion dates were anticipated as of December 5, 1996. The maximum amount of indebtedness shall be specified in dollars and cents.

This report on the Amendment contains many sections that are required under ORS 457.085 but which do not apply to the Amendment. In all cases where a section is not applicable, the reason is that the Amendment to the plan does not change the substance of the Plan but rather quantifies costs of projects already contained in or authorized by the Plan.

**(A) 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**

The Amendment is of a technical nature and this section does not apply.

**(B) REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN**

The Amendment is of a technical nature and this section does not apply.

**(C) THE RELATIONSHIP BETWEEN EACH PROJECT TO BE UNDERTAKEN UNDER THE PLAN AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA**

The Amendment is of a technical nature and this section does not apply.

**(D) THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS**

Estimated project costs are provided in Exhibit A, "Findings", attached hereto and incorporated herein by reference.

**(E) THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT**

Estimated completion dates are provided in Exhibit A, "Findings", attached hereto and incorporated herein by reference.



- (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**

The Amendment is of a technical nature and this section does not apply.

- (G) A FINANCIAL ANALYSIS OF THE PLAN WITH SUFFICIENT INFORMATION TO DETERMINE FEASIBILITY**

The Amendment is of a technical nature and this section does not apply.

- (H) 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**

The Amendment is of a technical nature and this section does not apply.

- (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 281.045 TO 281.105; AND (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.**

The Amendment is of a technical nature and this section does not apply.



CITY OF

# PORTLAND, OREGON

172356

Planning Commission

Telephone No. 823-7708 TDD 823-6868 FAX 823-7800  
c/o Bureau of Planning, Rm. 1002, 1120 S.W. Fifth Ave. 97204

May 19, 1998

Honorable Vera Katz, and Members of the Portland City Council  
Portland City Hall  
1221 S.W. 4th Avenue  
Portland, Oregon 97204-1966

Dear Mayor Katz and Members of the Council:

The Portland Planning Commission has completed our review of maximum indebtedness limits for each of Portland's existing urban renewal districts. On May 12, 1998, the Planning Commission held a public hearing on the proposed indebtedness limits. Notice of this hearing was provided and those interested were invited to testify. We strongly urge the adoption of these renewal district indebtedness limits by the Portland City Council.

These indebtedness limits are necessitated by provisions of 1997's Measure 50 as implemented in the 1997 Oregon Legislature in Senate Bill 1215 (SB1215). Measure 50 and SB1215 specifically allow for the timely completion of existing urban renewal plans. Many private sector and public sector commitments have been made anticipating the completion of existing urban renewal plans. These commitments should be honored. The legislature required that 'existing urban renewal plans' be limited in cost. These cost limits are to be based on the content of the existing urban renewal plan.

The City of Portland has five active urban renewal plans. These are the *Airport Way, Central Eastside, Downtown Waterfront, Oregon Convention Center, and South Park Blocks Urban Renewal Plans.*

The maximum indebtedness figure defines the financial scope of 'existing plans'. It is based on good faith estimates of the costs of the programs and projects called for or authorized by the adopted urban renewal plans as of December 6, 1996. It includes a factor for future inflation.

The recommended maximum amount of indebtedness for each existing urban renewal plan is summarized in the following table.

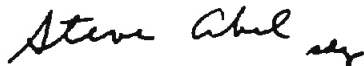
172356

PLAN	MAXIMUM AMOUNT OF INDEBTEDNESS
Airport Way	\$ 72,639,000
Central Eastside	\$ 66,274,000
Downtown Waterfront	\$165,000,000
Oregon Convention Center	\$167,511,000
South Park Blocks	\$143,619,000

Recommendation

The Portland Planning Commission recommends the City Council approve the indebtedness limits for the five existing urban renewal districts (listed above) and incorporate these limits into the applicable urban renewal plans.

Sincerely,



Steve Abel, President,  
Portland Planning Commission

SA/MSH/msh

cc: David C. Knowles, Planning Director  
Michael S. Harrison, AICP, Chief Planner

**PORTLAND DEVELOPMENT COMMISSION**  
Portland, Oregon

**RESOLUTION NO. 5121**

**RESOLUTION APPROVING THE 20TH AMENDMENT TO  
THE DOWNTOWN WATERFRONT URBAN RENEWAL PLAN**

**WHEREAS**, the Portland Development Commission is undertaking the Downtown Waterfront Urban Renewal Project, herein after referred to as the "Project", pursuant to an urban renewal plan adopted on April 25, 1974 by the City Council, by Resolution No. 31395 (the "Plan"), as subsequently amended; and

**WHEREAS** ORS 457.190(3)(c)(A) requires that the Plan be changed by substantial amendment no later than July 1, 1998, to include a maximum amount of indebtedness that may be issued or incurred under the Plan, determined by good faith estimates of the scope and cost of projects, including but not limited to increases in costs due to reasonably anticipated inflation, in the existing urban renewal plan, considering the projects and their anticipated completion dates as anticipated as of December 5, 1996, such maximum indebtedness amount to be specified in dollars and cents; and

**WHEREAS** the staff has undertaken a review of the Plan and supporting documents, as well as interviews and fact finding with members of the community in order to determine the scope of projects contemplated under the Plan as of December 5, 1996, and has made its best estimates of reasonable costs for completion as the projects were anticipated to be completed; and

**WHEREAS** the Commission has reviewed these estimates and the information contained in the plan amendment report accompanying this Resolution, and the Commission finds the estimates to be reasonable and to have been made in good faith; now, therefore, be it

**RESOLVED** that a recommendation be made to City Council to adopt an ordinance declaring that Section F 1. of the Plan shall be amended, by the addition of a new paragraph: "The maximum indebtedness incurred in completing this Plan shall be \$165,000,000.00".

ADOPTEDBY by the Commission May 20, 1998.

Carl B. Talton  
Carl B. Talton, Chairman

Martin Brantley  
Martin Brantley, Acting Secretary

## REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN

**DOWNTOWN WATERFRONT FINDINGS**

Findings for projects within the Downtown Waterfront Urban Renewal Plan (the "Plan") are grouped below according to the following categories: Housing, Employment, Older/Historic Buildings, Transportation, Parks, Parking, Neighborhood Development and Environmental. These findings are organized by project category. The projects are first described in scope, schedule and estimated cost (including inflation), then followed by a section which lists how the projects in this category relate to the goals and objectives of the Plan and related documents. A section then follows which specifies the section(s) of the Plan which give specific authorization for the projects within the category. Finally, the conclusion states how each project implements the Plan and is therefore appropriate for including as a component of the maximum amount of indebtedness to be issued under the Plan.

**I. HOUSING****A. Project Descriptions and Cost Estimates****1. Loan Funds**

Low interest loans for housing development which will produce approximately 541 units for persons in the 0-60% median income range and approximately 757 units in the 60-100% median income range.

The project cost is \$30,296,000 between 1997/98 and 2003/04. This project will provide approximately 541 loans with a \$28,000 per unit subsidy for persons in the 0-60% of median income range, and approximately 757 loans with a \$20,000 per unit subsidy for persons in the 60-100% of median income range.

**2. Preservation:**

Acquisition of HUD sponsored low income rental housing projects for which the low household income requirements are expiring. This will allow preservation of approximately 654 units of housing downtown.

The project cost and schedule is \$14,440,000 between 1997/98 and 2003/04. This project will provide a subsidy of \$22,000 per unit to preserve approximately 654 units.

**3. Site Acquisition And Development**

Acquisition, project management and loan subsidy for mixed income housing development which will result in approximately 282 units of housing.

The project cost and schedule is \$4,428,000 between 1998/99 and 2003/04. This project assumes that nearly two one-half block projects can be completed. Land cost for one-half block is assumed at \$50/square foot; project management at \$200,000 and an additional loan subsidy of \$7000 per unit for 150 units in each half-block project. \$4,700,000 would be needed for the total two one-half block projects; additional funds from another source would be required for completion of the projects.

**4. Home Ownership:**

Loans which subsidize home ownership of approximately 140 units for persons in the 60-80% of median income range.

The project cost and schedule is \$4,138,000 between 1998/99 and 2003/04. This project would provide a subsidy of \$30,000 per unit.

## **B. Relationship to Goals and Objectives:**

### 1. The Downtown Waterfront Urban Renewal Plan

These projects conform to Goal 3 of the Downtown Waterfront Urban Renewal Plan:

To maintain existing low-income housing and promote additional new housing serving mixed income groups.

The Fourteenth Amendment to the Plan authorizes financial assistance to private parties for property acquisition for development of low-income housing. Selection of specific parcels of property for acquisition will be the prerogative of private parties.

Chapter IV of the Report on the Fourteenth Amendment states

... The reasons for undertaking this Project are listed below:

1. To preserve and upgrade existing residential hotels and other low-cost housing which might otherwise deteriorate or be closed or converted to non-residential use.
2. To provide financing for development of additional low-income housing to achieve public policy goals, through land acquisition for construction of new units and acquisition of buildings for renovation of housing.
3. To reduce costs of capital debt service to housing providers, so that rents can be offered to very low-income tenants at affordable rates....

### 2. Goals and Guidelines/Portland Downtown Plan

The Downtown Waterfront Urban Renewal Plan includes the "Goals and Guidelines/Portland Downtown Plan", adopted by the City Council in October, 1980. The following sections are relevant to these projects:

#### Housing and Downtown Neighborhoods

General Goal: To give a high priority to increasing the number of residential accommodations in the Downtown area for a mix of age and income groups, taking in to consideration differing life styles; and to provide a "quality" environment in which people can live recognizing that residents of Downtown and adjacent areas are essential to the growth, stability and general health of a metropolitan city.

#### Specific Goals:

- A.1. Develop economic or other incentives to reduce the slippage rate of existing housing units from the market in the Downtown area and encourage the building of additional housing units.
- A.2. Encourage the fullest use of public and private programs to ensure that future Downtown housing accommodates a mix of low, moderate and high income people.

## REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN

### 3. Central City Plan

The Downtown Waterfront Urban Renewal Plan was prepared in conformance with the Central City Plan of the City of Portland, adopted March 24, 1988. The policies which are relevant to these projects include:

Policy 3 - Housing: Maintain the Central City's status as Oregon's principal high density housing area by keeping housing production in pace with new job creation.

3A: Promote the construction of at least 5000 new housing units in the Central City by the year 2010.

3B: Preserve and encourage rehabilitation of existing housing.

3C: Encourage the development of housing in a wide range of types and prices and rent levels.

3D: Foster the growth of housing to help reinforce the Central City as a lively urban area, especially during evenings.

Action Item H4: Use urban renewal and tax increment financing to foster the development and preservation of housing in urban renewal districts....

### 4. Central City 2000 Strategy

The Central City 2000 Strategy was adopted by the City Council in July, 1996. Relevant portions of this document include:

#### Section II - Housing Strategy

Currently, about 70 percent of downtown housing is low- and moderate-income housing. Middle-income housing is needed in the Central City to: make diverse housing opportunities accessible to average, wage-earning families; and make family-wage jobs available to city residents by providing the labor and consumer markets needed to attract quality businesses to the Central City.

The cost of developing middle-income housing in the Central City is higher than comparable units in other locations, particularly the suburbs. This is caused by the higher price of land, the higher costs of constructing higher density housing and the special difficulties associated with constructing in an active downtown environment compared to a construction site which can be isolated from interference. Given these added costs and the market rate for housing, developers cannot make a reasonable rate of return on Central City housing. Public assistance is needed to lower the private costs ...

Create a Central City housing inventory which balances the need for low-income housing, including the need to retain housing units for very low income persons, with the need for rental and owner occupied housing which middle-income households can afford.

To minimize the funding competition between middle-income housing in the Central City and low-income housing, the City should levy on average, \$4 million per year of tax increment funds for affordable mixed- or middle-income housing projects in the Central City.

#### Section VI - District Infrastructure. Downtown/Old Town/Chinatown

Over 1000 new housing units are also expected over the next twenty years.



## 5. Prosperous Portland

Prosperous Portland was adopted by the City Council in September, 1994. Relevant portions of the document include:

### Policy 14 - Encourage Urban Development and Redevelopment

Strategy 14H: In addition to the Comprehensive Housing Affordability Strategy (CHAS) priorities, the City will lead a strong public effort to encourage development and redevelopment of a balanced mix of housing units.

### Physical Development and Infrastructure - Central City

Strategy C: The City will maintain a strong public advocacy role and capability for forming public/private partnerships to ensure balanced housing development throughout the Central City. The City will work to establish effective public policy incentives and funding support for housing development of varying types and serving middle, moderate and low-income levels in the Central City. For example, prototypes for market rate infill and transit supportive housing are needed.

Strategy J: The City will establish effective policy and financial incentives to stimulate housing development to meet the needs of a full range of households, with a goal of addressing a high growth scenario of 2600 moderate and middle-income residential units in three years, and a need for 10,000 low and moderate income units over the next ten years.

## **C. Authorization for Housing Projects:**

These projects are authorized by the following sections of the Downtown Waterfront Urban Renewal Plan:

### Section D - Project Activities:

1. Rehabilitation and Conservation
  - b. Method. Rehabilitation and conservation may be achieved four ways:
    - (1) By owner and/or tenant activity;
    - (2) The enforcement of existing City codes and ordinances;
    - (3) Acquisition by the Agency for rehabilitation or resale for rehabilitation; and
    - (4) Acquisition by private parties for rehabilitation for housing, with or without the financial assistance of the Agency; ...
2. Acquisition and Redevelopment
  - b. Method. Proposals for property acquisition, including limited interest acquisition, may be recommended for inclusion in this Plan to achieve objectives of the Plan based on one or more of the following criteria:
    - (1) Where existing conditions do not permit practical or feasible rehabilitation of the structure and it is determined that acquisition of such properties and demolition of the improvements thereon are necessary to remove substandard conditions;
    - (2) Where detrimental land uses or conditions such as incompatible uses, or adverse influences from noise, smoke or fumes exist, or where there exists overcrowding, excessive dwelling unit density, or conversions to incompatible types of uses, and it is determined that acquisition of such properties and demolition of the improvements necessary to remove blighting influences and the achieve the objectives of the Urban Renewal Plan.

(3) Where it is determined that the property is needed to provide public improvements and facilities; or

(4) Where the existing property owner is either unwilling or unable to achieve the objectives of the Urban Renewal Plan.

c. Property Acquisition for Redevelopment as Housing

Real property may be acquired by private parties for redevelopment as housing, with or without the financial assistance of the Agency.

**D. Conclusions:**

1. Loan Funds

Provision of housing for varying income groups is a key objective of the Downtown Plan, as stated in Goal 3 of the Plan and the Report on the Fourteenth Amendment. The Report discusses financial assistance to private parties for property acquisition for development of low-income housing. Selection of specific parcels of property for acquisition will be the prerogative of private parties. The Report discusses the need for providing financing for creation of low income units, including reducing capital cost of debt service so that rents can be affordable.

Because housing downtown is more expensive to construct, as described in the Central City 2000 Strategy, a subsidy is necessary in order to achieve the downtown housing goals described in the Central City Plan and Prosperous Portland.

Prosperous Portland states that the City will maintain a capability for forming public/private partnerships to ensure balanced housing development downtown and will establish funding support for housing of varying types and for varying income levels. It states that the City will establish effective financial incentives to stimulate housing development to meet the needs of a full range of households, with a goal of addressing a high growth scenario of 2600 moderate and middle-income residential units in three years, and a need for 10,000 low and moderate income units over the next ten years. This project will result in the creation of approximately 541 units for persons in the 0-60% median income range and approximately 757 units in the 60-100% median income range, consistent with the Plan.

2. Preservation

This project supports Goal 3 of the plan to maintain existing low-income housing. The Report on the Fourteenth Amendment to the Plan specifically discusses the need to preserve and upgrade existing residential hotels and other low-cost housing which might otherwise close or be converted to non-residential use. This project targets existing HUD sponsored low-income housing units for which the low-income requirement is expiring. Because these units are already in use as low income housing, preserving them is the most efficient method of maintaining the current number of low income units, rather than letting them go to higher income units and recreating low income housing elsewhere. This project also allows people to remain in apartments which may have been their homes for many years, rather than having to relocate. This project will result in the retention of approximately 654 low-income housing units downtown.

### 3. Site Acquisition and Development

This project involves land acquisition, project management and a loan subsidy to create approximately 282 units of mixed-income housing. The project supports Goal 3 of the Plan to promote additional new housing serving mixed-income groups. The Report on the Fourteenth Amendment to the Plan discusses the need for providing financing for land acquisition for construction of new units.

The Goals and Guidelines for Portland's Downtown Plan encourages the fullest use of public and private programs to ensure that future Downtown housing accommodates a mix of low, moderate and high income people. The Central City Plan encourages the development of housing in a wide range of types and prices and rent levels.

This project also supports the Prosperous Portland strategy for the City to maintain a strong role to ensure balanced housing development in the Central City and for the City to establish funding support for housing development of varying types and income levels downtown. The Central City 2000 Strategy regarding housing states that middle-income housing is needed in the Central City. Since the cost of developing middle-income housing in the Central City is higher than other locations, according to the Strategy, public assistance is needed to lower the costs.

This project will result in additional housing units downtown for a range of income groups, consistent with the Plan.

### 4. Ownership

This project increases the number of housing units downtown for persons earning 60-80% of median income, consistent with Goal 3, to promote additional new housing units serving mixed income groups. In addition, creating ownership housing adds to the stability of the neighborhood from the pride of ownership. This creates the "quality" environment in which people can live recognizing that residents of Downtown and adjacent areas are essential to the growth, stability and general health of a metropolitan city, as described in the Goals and Guidelines/Portland Downtown Plan.

Because housing downtown is more expensive to construct, as described in the Central City 2000 Strategy, a subsidy is necessary in order to achieve the downtown housing goals described in the Central City Plan and Prosperous Portland.

Prosperous Portland states that the City will maintain a capability for forming public/private partnerships to ensure balanced housing development downtown and will establish funding support for housing of varying types and for varying income levels. It states that the City will establish effective financial incentives to stimulate housing development to meet the needs of a full range of households, with a goal of addressing a high growth scenario of 2600 moderate and middle-income residential units in three years, and a need for 10,000 low and moderate income units over the next ten years. This project will result in the creation of approximately 541 units for persons in the 0-60% median income range and approximately 757 units in the 60-100% median income range, consistent with the Plan.

This project will produce approximately 140 units of affordable, ownership housing consistent with the Plan.

## II. EMPLOYMENT

### **A. Project Descriptions**

#### 1. Opportunity Fund

This project consists of acquiring sites for redevelopment of office buildings which will promote the creation of jobs within the urban renewal area.

The project cost and schedule is \$20,119,000 between 1998/99 and 2003/04. The project assumes creation of a fund which would leverage private investment 20 to 1. This could result in the creation of 2 million square feet of new office space (\$400 million, based on a construction cost of \$200/square foot) which could create 10,000 new jobs (assuming 200 sq. ft./job).

#### 2. Trailways Block

Site preparation and promotion of redevelopment of the site for employment generating office uses.

The estimated cost and schedule for this project is \$286,000 between 1999 and 2001.

#### 3. Recruitment

Personnel, materials and services for business recruitment activities that create employment within the Urban Renewal Area.

The cost and schedule for this project is \$540,000 between 1997/98 and 2003/04.

#### 4. Predevelopment Assistance

Personnel, materials and services to provide market analysis and project planning for employment generating development.

The estimated cost and schedule for this project is \$441,000 between 1999 and 2004.

#### 5. Policy Development And Review

Personnel, materials and services for review and preparation of new policies and programs to be undertaken by the Commission and the City of Portland.

The cost and schedule for the project is \$251,000 between 1998/99 and 2003/04.

#### 6. Creative Services Incubator

This project consists of acquisition of property and building plus renovation cost or new construction (both with joint venture partner) for development of a center for promoting employment in the creative services industry.

The cost and schedule for the project is \$7,489,000 between 1997/98 and 2000/01.

## **B. Relationship to Goals and Objectives:**

### **1. Central City Plan**

The Downtown Waterfront Urban Renewal Plan was prepared in conformity with the Central City Plan of the City of Portland, adopted March 24, 1988. The policies which are relevant to these projects include:

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

**1A:** Foster the development of at least 50,000 additional jobs in the Central City by the year 2010.

**1B:** Enhance the Central City's dominance in finance, government, professional services, culture, entertainment, and as a business headquarters location.

**1F:** Support the retention and expansion of existing businesses while attracting and encouraging new businesses in the Central City.

**1G:** Build on and market the Central City's livability as a central component of Portland's economic development strategies.

**Policy 14 - Downtown.** Strengthen the Downtown as the heart of the region, maintain its role as the preeminent business location in the region, expand its role in retailing, housing, and tourism, and reinforce its cultural, educational, entertainment, governmental and ceremonial activities.

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

### **2. Prosperous Portland**

Relevant sections are:

**Policy 4 - Sustain Aggressive Business and Workforce Development Activities:** The City will maintain an aggressive business development program that includes retention and expansion, recruitment and workforce development and placement activities.

**Strategy 4F:** The City encourages the growth of existing and emerging economic activities which contribute to Portland's overall economy and the development of the Central City and neighborhood business districts. An initial list of such activities includes: ... Film and Video...

**Policy 7 - Capture International Opportunities.** The City of Portland will take a leadership role in developing Portland's opportunities in the international economy ....

**Strategy 7D:** The City's proactive international business development strategy should focus on the City's target industries.

**Policy 14 - Encourage Urban Development and Redevelopment.** The City of Portland will tailor its programs and regulations to meet the needs of and encourage investment in the development and redevelopment of urban land and buildings for employment and housing opportunities.

**Strategy 14B:** The City will support continuation of highest density office and retail development in Downtown and the Lloyd District to maintain this as the major employment and economic center of the region.

### 3. Central City 2000 Strategy:

Relevant sections are:

Section III - Business Climate. The Central City business climate affects the retention and expansion of existing businesses and the attraction of new businesses. Compared to suburban locations, for many businesses the Central City business climate is characterized by: higher business taxes, higher construction costs due to the high price of land and construction at higher densities and higher combined cost of office space and parking. To mitigate these impediments to job retention, growth and attraction, the Central City 2000 Task Force recommends:

Establishing an Opportunity Fund to leverage private investments in business development and expansion. .... The Fund would finance land assembly and related site improvements which foster the development of commercial space required for job growth and attraction. It could also underwrite low-interest or deferred-payment loans or job training grants to new or expanding businesses.

Section IV - Target Industries. The Region 2040 Plan envisions 71,300 net new jobs. .... The attraction of new businesses is also required. But resources area limited and the City must focus its attraction efforts on "target industries" ... Based on these criteria, ... the City focus its Central City job attraction efforts on the following target industries: ... Creative Services....

PDC, with the private sector assistance, should examine the possibility of developing a facility to provide a geographic focus and adequate support capability to attract creative service businesses to the Central City.

The Center would house anchor creative service tenants and incubating businesses. The facility would potentially be a renovated older commercial building which includes cutting edge telecommunications and electronics, an uninterrupted power supply and shared support services and equipment.

Section VI - District Infrastructure. Downtown/Old Town/Chinatown

The downtown ... contains about 80,600 jobs today, 53 percent of the Central City total. To achieve the job growth envisioned in the 2040 Plan, the number of jobs in the Downtown District must grow by 34,400 jobs by the year 2015. Thus, almost one-half of the job growth required of the Central City by the 2040 Plan is expected to occur in the Downtown District.

### **C. Authorization for Employment Projects:**

These projects are authorized by the following sections of the Downtown Waterfront Urban Renewal Plan:

Section D - Project Activities:

1. **Rehabilitation and Conservation**

b. Method. Rehabilitation and conservation may be achieved four ways:

- (1) By owner and/or tenant activity;
- (2) The enforcement of existing City codes and ordinances;
- (3) Acquisition by the Agency for rehabilitation or resale for rehabilitation; and

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(4) Acquisition by private parties for rehabilitation for housing, with or without the financial assistance of the Agency; ...

2. Acquisition and Redevelopment

b. Method. Proposals for property acquisition, including limited interest acquisition, may be recommended for inclusion in this Plan to achieve objectives of the Plan based on one or more of the following criteria:

(1) Where existing conditions do not permit practical or feasible rehabilitation of the structure and it is determined that acquisition of such properties and demolition of the improvements thereon are necessary to remove substandard conditions;

(2) Where detrimental land uses or conditions such as incompatible uses, or adverse influences from noise, smoke or fumes exist, or where there exists overcrowding, excessive dwelling unit density, or conversions to incompatible types of uses, and it is determined that acquisition of such properties and demolition of the improvements necessary to remove blighting influences and the achieve the objectives of the Urban Renewal Plan.

(3) Where it is determined that the property is needed to provide public improvements and facilities; or

(4) Where the existing property owner is either unwilling or unable to achieve the objectives of the Urban Renewal Plan.

5. Redevelopment Through New Construction

b. Method. Redevelopment through new construction may be achieved in two ways:

(1) By property owners, with or without financial assistance by the Development Commission; and

(2) By acquisition of property by the Development Commission for resale to others for redevelopment.

**D. Conclusions**

1. Opportunity Fund

This project is to acquire sites for redevelopment of office buildings to promote creation of jobs downtown. Goal 1 of the Central City Plan, Economic Development, is to build upon the Central City as the economic heart of the region. The Goal supports the creation of at least 50,000 new jobs downtown by 2010 and enhancing the Central City's dominance in finance, government, professional services and business headquarters. Goal 14 of the Central City Plan calls for strengthening the role of downtown as a business location and taking actions to foster the competitiveness of downtown. This project is designed to ensure that creation of downtown jobs can occur in an environment in which suburban office parks are very competitive.

The Central City 2000 strategy discusses some of the obstacles to affordable, competitive business locations downtown and recommends creation of an Opportunity Fund to leverage private investments in business development and expansion. The Fund would finance land assembly and related site improvements which foster the development of commercial space required for job growth and attraction. It could also underwrite low-interest or deferred-payment loans or job training grants to new or expanding businesses. The Strategy discusses the Region 2040 Plan which envisions 71,300 net new jobs and states that the attraction of new businesses is required in order for that to occur. The project meets these goals of the Central City 2000 Strategy.

## REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN

2. Trailways Block

This project involves site preparation and promotion of the Trailways site in order to generate office jobs in the area. This project supports Goal 1 of the Central City Plan, Economic Development to enhance the dominance of the downtown area for office uses and to attract new businesses to the Central City. It also supports the Region 2040 goal of creating 71,300 net new jobs downtown as discussed in the Central City 2000 Strategy.

Prosperous Portland Policy 14 encourages the City to redevelop urban land for employment opportunities, and to support continuation of the highest density office development downtown and Lloyd Center to maintain this region as a major employment center. This project will create office jobs downtown, assisting in meeting the goals of the Plan.

3. Recruitment

This project involves the necessary recruitment for job generating development within the Urban Renewal Area. Consequently, it supports Goal 1 of the Central City Plan to create new employment opportunities downtown and the Central City 2000 Strategy to create 71,300 net new jobs downtown within the planning period.

Prosperous Portland calls for the City to maintain an aggressive business development program which includes recruitment.

4. Predevelopment Assistance

This project allows technical assistance to allow full utilization of other employment services, such as the Opportunity Fund and Creative Services Incubator. It is essential to the success of those projects, and is consequently consistent with the Plan. The project will result in new employment downtown to meet Goal 1 of the Central City Plan and the job creation goals of Region 2040 and the Central City 2000 Strategy.

5. Policy Development and Review

This project involves creation of the policies which will guide the employment services, such as the Opportunity Fund and the Creative Services Incubator, and other strategies to increase employment downtown. Planning activities to further the job creation goals of the Plan are authorized by and consistent with the Plan.

6. Creative Services Incubator

This project involves acquisition of a sites for development or redevelopment of a Creative Services Incubator to promote creation of jobs downtown by targeting a specific industry. Goal 1 of the Central City Plan, Economic Development, is to build upon the Central City as the economic heart of the region. The Goal supports the creation of at least 50,000 new jobs downtown by 2010 and enhancing the Central City's dominance in professional services and business headquarters. Goal 14 of the Central City Plan calls for strengthening the role of downtown as a business location and taking actions to foster the competitiveness of downtown. This project is designed to build upon the existing creative services businesses, including the strong advertising and high-tech in the region, and create a magnet for others.

This incubator project directs funding to one of the target industries identified in the Central City 2000 Strategy; a method to focus investment on the industries which have the most potential to create quality jobs and contribute to the City's workforce and economic goals.

Prosperous Portland calls for the City to maintain an aggressive business development program which includes retention, expansion and recruitment of businesses. The document encourages the growth of emerging economic activities which contribute to the development of downtown and specifies Film and Video as a target industry, which is a component of Creative Services.



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This project will create a center with cutting edge technology to build on existing assets and help meet the aggressive job creation targets downtown in the Region 2040 Plan and the Central City 2000 Strategy.

### **III. OLDER/HISTORIC BUILDINGS**

#### **A. Project Descriptions and Cost Estimates**

##### **1. Seismic Loan Program**

This program consists of low interest loan programs to preserve the older and historic building stock by providing seismic retrofit incentives in compliance with Portland's Zone 5 seismic classification.

The cost and schedule of this project is \$5,323,000 between 1997/98 and 2003/04.

##### **2. Older/Historic Building - Union Station Restoration**

Estimated seismic, structural and building restoration of the historic Union Station building.

The cost and schedule of this project is \$8,347,000 between 2001/02 and 2003/04.

##### **3. Union Station Forecourt**

Construction of parking and a public plaza at historic Union Station.

The cost and schedule of this project is \$1,367,000 in 2003/04.

##### **4. 511 Building**

This project involves a restoration of the historic building at 511 SW Broadway, the old Post Office, which may be given to the City by the Federal Government.

The cost and schedule of this project is \$11,602,000 between 1997/98 and 1999/00. The cost assumes \$61/square foot renovation cost and \$44/sf seismic retrofit.

#### **B. Relationship to Goals and Objectives:**

##### **1. Downtown Waterfront Urban Renewal Plan**

These projects conform to the following Goals and Objectives of the Downtown Waterfront Urban Renewal Plan:

*Goal 2. To support the development of the high density retail/office core by providing transit and pedestrian facilities, convenient short-term parking, and open spaces, including a public square, thereby reducing traffic congestion.*

Goal 4. To support and promote the preservation and enhancement of historic buildings and districts.

Goal 6. To stimulate private conservation, rehabilitation and development both within and adjacent to the Project Area through public improvements in the Project Area.

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Goal 11. To establish a redevelopment program for the Union Station Project Activity Area, including the redevelopment of adjacent and other nearby properties.

The Twelfth Amendment to the Downtown Waterfront Urban Renewal Plan authorized the acquisition and renovation of Union Station and it's Forecourt Plaza. Following are some relevant passages from the Report, dated April 8, 1987:

Social Conditions: ... The Union Station depot is recognized as one of the most architecturally significant historic properties in the City of Portland. .... The opportunity to save Union Station as a landmark of local and national prominence through complete renovation and preservation is a key attribute of the property. The building, and in particular the clock tower, lends itself extremely well to creation of a strong and unique architectural identity for the project.

Reasons for Selection of Each Urban Renewal Area in the Plan Amendment: ....The project is fully consistent with and furthers the primary objective of the original DTWF Urban Renewal Plan as well as the Third Amendment to that Plan, the 1972 Downtown Plan, the North of Burnside Recommended Land Use Policy of 1981, the Northwest Triangle District Plan of 1982, the Union Station Transportation Center report, and other adopted plans and policies in the area through the preservation of historic properties, the redevelopment of obsolete and underutilized properties, the creation of public amenities and the development of a Transportation Center.

## 2. Central City Plan

The Downtown Waterfront Urban Renewal Plan was prepared in conformity with the Central City Plan of the City of Portland, adopted March 24, 1988. The policies which are relevant to these projects include:

### Policy 1: Economic Development

1F: Support the retention and expansion of existing businesses while attracting and encouraging new businesses in the Central City.

Policy 11: Historic Preservation. Preserve and enhance the historically and architecturally important buildings and places and promote the creation of our own legacy for the future.

11A. Protect historically significant sites and architecturally important structures.

Policy 16 - North of Burnside. Extend downtown development toward Union Station and the Broadway Bridge ....

Action Proposal NB1: Restore Union Station, develop it into a public attraction ...

Action Proposal NB4: Create a public plaza in front of Union Station.

## 3. Prosperous Portland

The following sections apply:

### Business Development

Policy 6. Encourage Small Business Development. The City of Portland recognizes the importance of small businesses to the Portland economy and will emphasize efforts that support and nurture their growth.

Strategy 6A: The City and its partners will pursue loan opportunities at attractive rates for small businesses throughout the City. City loans will seek an equal private match when possible. The City's loan programs will focus particularly on businesses within target industries and businesses in targeted redevelopment areas.

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**Physical Development and Infrastructure**

Policy 14. Encourage Urban Development and Redevelopment. The City of Portland will tailor its programs and regulations to meet the needs of and encourage investment in the development and redevelopment of urban land and buildings for employment and housing strategies.

Central City Strategy E: The City will pursue redevelopment of existing opportunity sites such as ....Union Station....

Central City Strategy I: The City will support and assist in the preservation and rehabilitation of historic buildings in the Central City area through appropriate regulations and code enforcement, financial incentives, and technical assistance.

**4. Central City 2000 Strategy**

The following sections apply:

**Business Climate - Renovation of Older Buildings:** Ensure a Supply of Renovated Low-Cost Commercial Space.

The City should establish a program to encourage the renovation of older commercial buildings to

- (1) Mitigate the financial impact of increasing code requirements on an aging building stock and
- (2) ensure an adequate supply of moderate-cost office space in the Central City to help retain and attract jobs.

**C. Authorization for Older Building/Historic Projects****1. Downtown Waterfront Urban Renewal Plan**

These projects are authorized by the following sections of the Downtown Waterfront Urban Renewal Plan:

**Section D - Project Activities:**

1. **Rehabilitation and Conservation**
  - b. Method. Rehabilitation and conservation may be achieved four ways:
    - (1) By owner and/or tenant activity;
    - (2) The enforcement of existing City codes and ordinances;
    - (3) Acquisition by the Agency for rehabilitation or resale for rehabilitation; and
    - (4) Acquisition by private parties for rehabilitation for housing, with or without the financial assistance of the Agency; ...
2. **Acquisition and Redevelopment**
  - b. Method. Proposals for property acquisition, including limited interest acquisition, may be recommended for inclusion in this Plan to achieve objectives of the Plan based on one or more of the following criteria:

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- (1) Where existing conditions do not permit practical or feasible rehabilitation of the structure and it is determined that acquisition of such properties and demolition of the improvements thereon are necessary to remove substandard conditions;
- (2) Where detrimental land uses or conditions such as incompatible uses, or adverse influences from noise, smoke or fumes exist, or where there exists overcrowding, excessive dwelling unit density, or conversions to incompatible types of uses, and it is determined that acquisition of such properties and demolition of the improvements necessary to remove blighting influences and the achieve the objectives of the Urban Renewal Plan.
- (3) Where it is determined that the property is needed to provide public improvements and facilities; or
- (4) Where the existing property owner is either unwilling or unable to achieve the objectives of the Urban Renewal Plan.

## 5. Redevelopment Through New Construction

- b. Method. Redevelopment through new construction may be achieved in two ways:
  - (1) By property owners, with or without financial assistance by the Development Commission; and
  - (2) By acquisition of property by the Development Commission for resale to others for redevelopment.

**D. Conclusions:**1. Seismic Loan Program

This project supports Goal 4 of the Plan to preserve historic buildings in the area. It is also consistent with Goal 1, Economic Development, of the Central City Plan to support the retention and expansion of existing businesses in the City. Seismic upgrades can be a very expensive item for older buildings and can be a barrier to their upgrade. This project provides loans for seismic upgrades which will encourage renovation of older buildings.

In Prosperous Portland, it states that the City recognizes the importance of small businesses and will pursue loan opportunities at attractive rates for small businesses throughout the City. The document also states that the City will tailor programs to encourage investment in redevelopment of urban land and buildings, which will occur with this project.

The Central City 2000 Strategy states that the City should establish a program to renovate older commercial buildings to mitigate the impact of increasing code requirements on an aging building stock and ensure an adequate supply of moderate-cost office space in the Central City. This mitigation of increasing code requirements will occur with the Seismic Loan program, enhancing lower cost office space downtown.

2. Union Station Restoration

This project supports Goal 4 of the Plan to preserve historic buildings, as well as Goal 11, to establish a redevelopment program for the Union Station area. The Report to the Twelfth Amendment of the Plan indicates that the Union Station depot is recognized as one of the most architecturally significant historic properties in the City of Portland. The opportunity to save Union Station as a landmark of local and national prominence through complete renovation and preservation is a key attribute of the property. The building, and in particular the clock tower, lends itself extremely well to creation of a strong and unique architectural identity for the project.

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Goal 16, North of Burnside, of the Central City Plan calls for the restoration of Union Station, developing it into a public attraction. Prosperous Portland states that the City will pursue redevelopment of existing opportunity sites such as Union Station.

### 3. Union Station Forecourt

This project supports Goal 4 of the Plan to preserve historic buildings and districts, as well as Goal 11, to establish a redevelopment program for the Union Station area. The Report to the Twelfth Amendment of the Plan indicates that the Union Station depot is recognized as one of the most architecturally significant historic properties in the City of Portland. Goal 16 of the Central City Plan calls for construction of a public plaza in front of Union Station.

In addition, this project creates parking for employees, visitors and residents of the area. This is consistent with Goal 6 of the Plan to use public improvements to stimulate private rehabilitation and development in the project area, and Goal 2 to construct pedestrian facilities and convenient, short-term parking to support the retail/office core.

### 4. 511 Building

This project supports Goal 4 of the Plan to preserve historic buildings in the area, as well as Policy 11 of the Central City Plan to preserve and enhance the historically and architecturally important buildings downtown.

Prosperous Portland, Policy 14, encourages redevelopment of urban buildings for employment strategies. Central City Strategy I states that the City will support and assist in the preservation and rehabilitation of historic buildings in the Central City area through appropriate regulations and code enforcement, financial incentives, and technical assistance. This project will result in preservation of an important historic building in Portland and will increase employment opportunities downtown.

#### IV. TRANSPORTATION

##### **A. Project Descriptions and Cost Estimates**

###### 1. Transit Mall Renovation

This project includes improvements such as shelters, planters, etc. on the existing transit mall to enhance the area for pedestrians and transit users. PDC share of transit mall renovation project, total project \$6.1M. The estimated cost of this project is \$1,546,000 between FY 1997/98 and 1999/2000.

###### 2. Streetscape (China Town)

Construction of 16-20 block faces in Chinatown with pedestrian improvements, street furniture, street lighting, landscaping, etc.

The cost and schedule of this project is \$2,755,000 between 1999/00 and 2003/04.

###### 3. Reopen NW 8th Avenue

Estimated expense for curbs, gutters, sidewalks, lighting, asphalt and traffic control to reopen NW 8th Avenue between NW Glisan and NW Hoyt, thereby creating an opportunity for a new North Park Block.

The cost and schedule of this project is \$1,137,000 between 2000/01 and 2002/03.

###### 4. Pedestrian/Bridge Improvement

This project would connect the transit mall and Union Station housing with NW Front Avenue. It includes a pedestrian overpass across the train tracks and a pedestrian crossing with passes through the McCormick Pier Apartments to the Greenway Trail.

The cost and schedule of this project is \$1,150,000 in 1997/98.

###### 5. Ankeny Street

NW Ankeny Street improvements to create an enhanced urban design and streetscape for pedestrian use. Cost includes six blocks of improvements.

The cost and schedule of this project is \$1,244,000 between 2000/01 and 2003/04.

###### 6. Front Avenue Improvements

A share of an PDOT improvements project to Front Avenue.

The cost and schedule of this project is \$449,000 in 1998/99.

## REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN

7. Harrison Street Connection

This project will construct a connection from the existing terminus of SW Harrison Street east to connect to SW Moody within the South Waterfront Area. The project includes land acquisition, design, engineering and construction costs.

The cost and schedule of this project is \$2,336,000 in 1999/00.

8. Central City Streetcar Extension

Downtown Plan contribution to larger streetcar project serving the Central City.

The cost and schedule of this project is \$500,000 in 2001/02.

9. River Parkway, South Waterfront

Realignment and extension of River Parkway from its current terminus to the Marquam Bridge.

The cost and schedule of this project is \$2,907,000 between 1998/99 and 1999/00

**B. Relationship to Goals and Objectives:**1. Downtown Waterfront Urban Renewal Plan

These projects conform to the following Goals and Objectives of the Downtown Waterfront Urban Renewal Plan:

Goal 1. To develop the Waterfront Park between the Marquam and Steel bridges as a major public open space and environmentally enhanced approach to the City and to provide pedestrian connections to downtown.

Goal 2. To support the development of the high density retail/office core by providing transit and pedestrian facilities, convenient short-term parking, and open spaces, including a public square, thereby reducing traffic congestion.

Goal 5. To assist in the provision of transportation facilities, including transit and street improvements, necessary to maintain the Area's accessibility to the region and its ability to accommodate growth.

Goal 6. To stimulate private conservation, rehabilitation and development both within and adjacent to the Project Area through public improvements in the Project Area.

2. Central City Plan

The policies which are relevant to these projects include:

Policy 4 - Transportation. Improve the Central City's accessibility to the rest of the region and its ability to accommodate growth, by extending the light rail system and by maintaining and improving other forms of transit and the street and highway system, while preserving and enhancing the City's livability.

4C: Support transportation facility improvements that improve the flow of traffic to, within and through the Central City.

Action Proposal T10: Create a safe, clear and pleasant system of walkways and bikeways.

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*Policy 8 - Parks and Open Spaces: Build a park and open space system of linked facilities that tie the Central City districts together and to the surrounding community.*

*8A: Create greenbelts that tie existing open spaces together using street trees, plazas, bicycle and pedestrian ways, recreational trails and new parks.*

*Action Proposal PO1: Improve the North Park Blocks ....*

**Policy 12 - Urban Design:** Enhance the Central City as a livable, walkable area which focuses on the river and captures the glitter and excitement of city living.

**12A:** Create a rich and enjoyable environment for pedestrians throughout the Central City.

**12D:** Promote the formation of districts with distinct character and a diverse and rich mixture of uses.

**Policy 14 - Downtown**

**Action Proposal D2:** Improve SW Ankeny, Harrison .... as pedestrianways.

**Action Proposal D7:** Improve SW Ankeny Street between 5th and Front Avenue for pedestrians.

**Policy 16 - North of Burnside.** Extend downtown development toward Union Station and the Broadway Bridge ....

**Action Proposal NB7:** Create a pedestrian crossing on Front Avenue as shown on the district map.

**Policy 17 - Northwest Triangle.**

**Action Proposal NW8:** Improve crossings for pedestrians on Front Ave.

### 3. Prosperous Portland

The relevant sections are:

**Policy 13 - Target Infrastructure Development.** The City of Portland will invest in infrastructure that fosters physical development to increase the City's economic and tax base in targeted geographical areas. [includes Central City]

**Policy 15 - Promote a Transportation System That Encourages Economic Growth.** The City of Portland promotes a regional transportation system that encourages economic growth.

**Strategy 15G:** The City will pursue special opportunities that serve to promote alternative modes of transportation and serve as attractors themselves. Such projects include water taxis, streetcars and bicycle/pedestrian pathways.

### 4. Central City 2000 Strategy

The relevant sections are:

**Section VI - District Infrastructure**

**6. Connecting Union Station to the River.** Union Station pedestrian improvements. The project would connect the transit mall and Union Station housing with NW Front Avenue.



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**C. Authorization for Transportation Projects:****1. Downtown Waterfront Urban Renewal Plan**

These projects are authorized by the following sections of the Downtown Waterfront Urban Renewal Plan:

**Goal 3. Public Improvements**

a. Intent. Public facilities and utilities may be improved or constructed within public rights-of-way, easements, or on public property. These may include storm and sanitary sewer improvements, street lighting installation, landscaping, street improvements, transit system improvements, pedestrian malls, parking facilities, cultural and civic facilities, parks, open space development and public restrooms. ...

**D. Conclusions:****1. Transit Mall Renovation**

This project to improve the streetscape of the transit mall supports Goal 2 of the Plan to provide transit and pedestrian facilities. It also supports Goal 5 of the Plan to assist in the provision of transportation facilities, including transit and street improvements.

The Central City Plan, Policy 12, Urban Design, calls for enhancing the Central City as a livable, walkable area which captures the glitter and excitement of city living. One way this can be accomplished is by creating a rich and enjoyable environment for pedestrians throughout the Central City. This project provides pedestrian improvements on the transit mall, one of the most heavily used pedestrian areas downtown.

Prosperous Portland states that the City will invest in infrastructure which fosters physical development to increase the City's economic and tax base in targeted geographical areas, including the Central City. Enhancing the appearance of the transit mall is a benefit to adjacent businesses and can encourage additional investment in the area.

**2. Streetscape (China Town)**

Improvements to the Chinatown streetscape meets Plan Goal 2 to improve pedestrian facilities in the District. It also conforms to Goal 6 to stimulate private rehabilitation and development by public improvements in the area. This project provides pedestrian and safety improvements in China Town, a historic district of downtown, so it is also supportive of Goal 4, to promote the enhancement of historic districts.

The Central City Plan, Policy 12, Urban Design, calls for enhancing the Central City as a livable, walkable area which captures the glitter and excitement of city living. One way this can be accomplished is by creating a rich and enjoyable environment for pedestrians throughout the Central City, including China Town.

**3. Reopen NW 8th Avenue**

This project is consistent with Goals 2 of the Plan to provide pedestrian facilities and open spaces downtown. Opening NW 8th Avenue will result in better traffic and pedestrian circulation, as well as creating a new North Park Block. The project is also consistent with Goal 6 to stimulate private development through public improvements. An additional park block will add value to private development in the area.

The Central City Plan calls for pedestrian improvements to create a walkable, livable downtown. In addition, Goal 8 of the Central City Plan calls for a linked system of parks and open spaces, including improvements to the North Park Blocks. This project directly supports that goal.

#### 4. Pedestrian/Bridge Improvement

This project supports Goal 2 of the Plan to create pedestrian facilities downtown. The Central City Plan calls for pedestrian improvements throughout downtown as a way to create a livable, walkable, exciting area. In addition the Central City 2000 Strategy calls for this bridge which would connect the transit mall and Union Station housing with NW Front Avenue and the Willamette River. This project also supports Goal 1 to develop Waterfront Park and provide pedestrian connections between it and downtown.

#### 5. Ankeny Street

These streetscape improvements to Ankeny Street meet Plan Goals 2, to improve pedestrian facilities in the District, and 6 to stimulate private rehabilitation and development by public improvements in the area.

The Central City Plan, Policy 14, Action Proposal D2 calls for improvements to SW Ankeny Street to create a pedestrianway and Action Proposal D7 calls for improvements to SW Ankeny between SW 5th and Front Avenue for pedestrians. The project is consistent with the Plan.

#### 6. Front Avenue Improvements

Improvements to Front Avenue will enhance pedestrian and vehicular circulation and connections to the Willamette Riverfront. The project is consistent with Goal 2 of the Plan to support the development of the downtown retail/office core with pedestrian facilities. It also supports Goal 5 to assist with transportation facilities, including street improvements, which are necessary to maintain accessibility. This project provides a share of the costs of Front Avenue improvements.

The Central City Plan, in Goals 12 and 14, calls for improved pedestrian facilities downtown, with Goal 14, Action Proposal D7 specifying the improvement of SW Front Avenue.

#### 7. Harrison Street Connection

This project will connect from the existing terminus of Harrison Street at Front Avenue to SW Moody Street and the South Waterfront. It supports Goal 1 of the Plan to provide pedestrian connections from Waterfront Park to downtown, and Goal 5 to provide transportation facilities necessary to accommodate the area's growth.

The project is described in the Report on the 13th Amendment to the Plan. The Central City Plan Goal 4, Transportation calls for improving the flow of traffic within the Central City. This street connection will accomplish this goal by creating a direct connection from south downtown to the south waterfront area.

### 8. Central City Streetcar Extension

This project is a contribution to a larger City project to construct a streetcar system throughout portions of downtown. The project responds to Goal 2 of the Plan to support development of the retail/office core by providing transit facilities. It also supports Goal 5 of the Plan to provide transportation facilities, including transit improvements, to maintain the area's accessibility and to accommodate growth.

Prosperous Portland promotes a regional transportation system which encourages economic growth. It also states that the City will pursue special opportunities that serve to promote alternative modes of transportation and serve as attractors themselves. Such projects include streetcars. The Central City streetcar is a transportation alternative which can serve as both an attractor in itself and a method to accommodate growth, by reducing congestion and moving people throughout downtown.

### 9. River Parkway, South Waterfront

This project extends the transportation grid within the Urban Renewal Area and responds to Goals 2 and 5 of the Plan.

This project will realign and extend the existing River Parkway from its current terminus to the Marquam Bridge. It supports Goal 1 of the Plan to provide pedestrian connections from Waterfront Park to downtown, and Goal 5 to provide transportation facilities necessary to accommodate the area's growth.

The Central City Plan Goal 4, Transportation calls for improving the flow of traffic within the Central City. This street connection will accomplish this goal by enhancing the circulation system within the South Waterfront Area.

## V. PARKS

### A. Project Descriptions and Cost Estimates

#### 1. Chinese Classical Garden

This project will design and construct a classical Chinese garden modeled after the urban gardens found in Portland's Sister City, Suzhou. Located on the block at 2nd/3rd and Flanders/Glisan. Includes visitor meeting facilities.

The cost and schedule of this project is \$3,146,000 between 1997/98 and 2000/01. This is the PDC share of \$8 million project.

#### 2. South Waterfront Park Extension

Extension of Waterfront Park south to the Marquam Bridge.

The cost and schedule of this project is \$3,892,000 between 1997/98 and 1998/99.

### 3. North Park Block

Construction of the last North Park Block between NW Hoyt and NW Glisan.

The cost and schedule of this project is \$918,000 between 2002/03 and 2003/04.

## **B. Relationship to Goals and Objectives:**

### 1. Downtown Waterfront Urban Renewal Plan

These projects conform to the following Goals and Objectives of the Downtown Waterfront Urban Renewal Plan:

Goal 1. To develop the Waterfront Park between the Marquam and Steel bridges as a major public open space and environmentally enhanced approach to the City and to provide pedestrian connections to downtown.

Goal 2. To support the development of the high density retail/office core by providing transit and pedestrian facilities, convenient short-term parking, and open spaces, including a public square, thereby reducing traffic congestion.

Goal 6. To stimulate private conservation, rehabilitation and development both within and adjacent to the Project Area through public improvements in the Project Area.

Goal 8. To establish a redevelopment program for the South Waterfront Activity Area.

### 2. Central City Plan

The policies which are relevant to these projects include:

Policy 2 - The Willamette Riverfront: Enhance the Willamette River as the focal point for views, public activities, and development which knits the city together.

2B: Locate a wide range of affordable and attractive public activities and attractors along the riverbank and create frequent pedestrian access to the water's edge.

2F: Encourage development of facilities that provide access to and from the water's surface throughout the Central City.

Policy 8 - Parks and Open Spaces: Build a park and open space system of linked facilities that tie the Central City districts together and to the surrounding community.

8A: Create greenbelts that tie existing open spaces together using street trees, plazas, bicycle and pedestrian ways, recreational trails and new parks.

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

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

Action Proposal PO1: Improve the North Park Blocks ....

### 3. Central City 2000 Strategy

#### Section VI - District Infrastructure

Completing the South-end of the Riverplace Esplanade.

Downtown/Old Town: Classical Chinese Garden. This project will design and construct a classical Chinese Garden modeled after the urban gardens found in Portland's Sister City of Suzhou, China. The garden would be located on a full-block at NW 2nd/NW 3rd Ave. and NW Flanders/NW Glisan St. This block is currently owned by Northwest Natural Gas, which would donate the property.

The garden will be major public attractor for the area and would include visitor meeting facilities.....

### 4. Prosperous Portland

The relevant sections are:

Policy 7 - Capture International Opportunities. The City of Portland will take a leadership role in developing Portland's opportunities in the international economy and will participate in cooperative programs that enhance the City's international position.

Strategy B: The City will develop and implement a strategy for continued internationalization of Portland including: ....

- Improving Portland's infrastructure for international visitors, including the development of international neighborhoods.

Central City Sub-Districts: Downtown/Old Town:

Action Item 3: The City will complete infrastructure investments in the South Waterfront Renewal Area and Union Station, including the design and construction of the Waterfront Park Esplanade from Riverplace to the Marquam Bridge, to stimulate private redevelopment investment.

### **C. Authorization for Parks Projects**

These projects are authorized by the following sections of the Downtown Waterfront Urban Renewal Plan:

#### Section D: Project Activities

##### 3. Public Improvements

a. Intent. Public facilities and utilities may be improved or constructed within public rights-of-way, easements, or on public property. These may include storm and sanitary sewer improvements, street lighting installation, landscaping, street improvements, transit system improvements, pedestrian malls, parking facilities, cultural and civic facilities, parks, open space development and public restrooms. ....

## **D. Conclusions**

### **1. Chinese Classical Garden**

Construction of a classical Chinese Garden supports Plan Goal 2 to support the retail/office core by providing pedestrian facilities and open spaces. This garden will be a pedestrian oasis in the midst of busy China Town. It also supports Goal 6 to stimulate private development through public improvements. This elegant garden will entice visitors to the area and enhance local businesses.

The project supports the Central City 2000 Strategy which calls for a Classical Chinese Garden on the block designated by this project which will be modeled after urban gardens in Suzhou, China and will be a major public attractor. Prosperous Portland calls for the City to improve Portland's infrastructure for international visitors, including the development of international neighborhoods. The Chinese Garden will enhance China Town as an international neighborhood.

### **2.. Parks - South Waterfront Park Extension**

This park extension to the Marquam Bridge directly support Plan Goal #1 to develop Waterfront Park between the Marquam and Steel Bridges as a major public open space. This project is the final link for Waterfront Park between these two bridges.

The Central City Plan, Policy 2, Willamette River, shows this Waterfront Park extension on the map as a proposed park.

Prosperous Portland calls for completing infrastructure investments in the South Waterfront Renewal Area, including the design and construction of the Waterfront Park Esplanade from Riverplace to the Marquam Bridge, to stimulate private redevelopment investment. This project accomplishes that goal.

### **3. North Park Block**

This project to develop a new North Park Block supports Plan Goal #2 to construct pedestrian facilities and open spaces downtown. It is also supportive of the Central City Plan, Policy 8, Parks and Open Spaces, calling for a linked system of parks and open spaces that tie the Central City districts together. The Park Blocks serve as a linked open space system in a north/south fashion through the downtown. Action Proposal PO1 specifies improvements to the North Park Blocks as a project for downtown.

## **VI. PARKING**

### **A. Project Descriptions and Cost Estimates**

#### **1. Chinatown**

This project involves development of structured parking for 450 cars in conjunction with redevelopment of residential and commercial projects in Chinatown.

The cost and schedule of this project is \$11,308,000 between 1998/99 and 2000/01 @ \$25,000/space.

## 2. Trailways

This project consist of structured parking for 500 cars on the Trailways and Post Office Parking Blocks across from Union Station.

The cost and schedule of this project is \$12,365,000 between 2002/03 and 2004/05. at approximately \$25,000/space.

## 3. Agricultural Center

This project consists of structured parking for 200 cars to serve the Agricultural Center and Union Station Complex.

The cost and schedule of this project is \$5,064,000 between 1999/00 and 2001/02.

## 4. South Waterfront

Surface parking under Marquam Bridge.

The cost and schedule of this project is \$573,000 between 1998/99 and 1999/00.

# **B. Relationship to Goals and Objectives:**

## 1. Downtown Waterfront Urban Renewal Plan

These projects conform to the following Goals and Objectives of the Downtown Waterfront Urban Renewal Plan:

Goal 2. To support the development of the high density retail/office core by providing transit and pedestrian facilities, convenient short-term parking, and open spaces, including a public square, thereby reducing traffic congestion.

## 2. Central City Plan

The policies which are relevant to these projects include:

### Policy 1 - Economic Development

Action Proposal ED3: Provide an adequate and affordable supply of Downtown short-term parking.

### Policy 4 - Transportation

4D: Recognize that parking is an important element in the transportation system which supports growth and ensure that each district has adequate parking while improving air quality and traffic flow.

Action Proposal T12: Develop a system of short-term parking facilities in the Central City.

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### 3. Central City 2000 Strategy

The relevant sections are:

Section VI - District Infrastructure: Downtown/Old Town/Chinatown

Old Town Commercial Building Development - PDC should request proposals to develop at least a 200,000 square foot office building and 4-5 story parking garage on the Trailways and Post Office Parking Blocks across from Union Station (owned by PDC).

The offering would require retail on the ground floor of both the office building and the parking garage. PDC funds would be required for the portion of the parking structure needed to replace the dislocated surface parking.

### 4. Prosperous Portland

The relevant sections are:

Policy 15 - Promote a Transportation System that Encourages Economic Growth.

Strategy 15C: The City will pursue the implementation of road and parking improvements that reinforce existing at-risk employment and residential districts and promote the development of new employment and residential districts.

Central City Sub-Districts: Downtown/Old Town

Action Item 1: The City will encourage and support development of parking structures that contribute to the health of existing B and C office buildings, the cultural district, and the retail core of downtown.

### **C. Authorization for Parking Projects:**

These projects are authorized by the following sections of the Downtown Waterfront Urban Renewal Plan:

Section D, Project Activities:

#### **3. Public Improvements**

a. Intent. Public facilities and utilities may be improved or constructed within public rights-of-way, easements, or on public property. These may include storm and sanitary sewer improvements, street lighting installation, landscaping, street improvements, transit system improvements, pedestrian malls, parking facilities, cultural and civic facilities, parks, open space development and public restrooms. ...



## D. Conclusions:

### 1. Chinatown Parking

Parking to support Chinatown businesses supports Plan Goal #2 to provide convenient, short-term parking to support the retail/office core downtown. The Central City Plan Policy 1, Economic Development, calls for provision of an adequate and affordable supply of short-term parking downtown. The Transportation Policy of the Central City Plan (Policy 4) recognizes that parking is an important element in the transportation system to support growth and improve air quality and traffic flow. It calls for developing a system of short-term parking facilities in the Central City. This parking structure will accommodate 450 cars in conjunction with redevelopment of residential and commercial projects in China Town to meet the goal of supporting growth by providing parking.

Prosperous Portland, in the Downtown/Old Town section, states that the City will support development of parking structures that contribute to the health of existing B and C office buildings and cultural districts. China Town is a cultural district of the City and contains B and C office buildings.

### 2. Trailways Parking

Parking to support businesses in the Union Station area supports Plan Goal #2 to provide convenient, short-term parking to support the retail/office core downtown. The Central City Plan Policy 1, Economic Development, calls for provision of an adequate and affordable supply of short-term parking downtown. The Transportation Policy of the Central City Plan (Policy 4) recognizes that parking is an important element in the transportation system to support growth and improve air quality and traffic flow. It calls for developing a system of short-term parking facilities in the Central City. This parking structure will accommodate 500 cars in conjunction with redevelopment of the Trailways Block and the Post Office building, to accommodate additional jobs in the area.

Prosperous Portland, in the Downtown/Old Town section, states that the City will support development of parking structures that contribute to the health of existing B and C office buildings and cultural districts. The Union Station area, which is supported by this parking structure, is a cultural (historic) district of the City and contains B and C office buildings.

### 3. Agricultural Center Parking

Parking to support a new employment center near the Willamette River supports Plan Goal #2 to provide convenient, short-term parking to support the retail/office core downtown. The Central City Plan Policy 1, Economic Development, calls for provision of an adequate and affordable supply of short-term parking downtown. The Transportation Policy of the Central City Plan (Policy 4) recognizes that parking is an important element in the transportation system to support growth and improve air quality and traffic flow. It calls for developing a system of short-term parking facilities in the Central City. This parking structure will accommodate 200 cars in conjunction with development of the Agricultural Center, to accommodate additional jobs in the area.

#### 4. South Waterfront Parking

Surface parking to support businesses, residents and visitors in the South Waterfront Area supports Plan Goal #2 to provide convenient, short-term parking to support the retail/office core downtown. The Central City Plan Policy 1, Economic Development, calls for provision of an adequate and affordable supply of short-term parking downtown. The Transportation Policy of the Central City Plan (Policy 4) recognizes that parking is an important element in the transportation system to support growth and improve air quality and traffic flow. It calls for developing a system of short-term parking facilities in the Central City. This parking structure will accommodate surface parking in conjunction with development of the South Waterfront Area, to accommodate additional jobs in the area as well as visitors to the Riverfront Park..

### VII. NEIGHBORHOOD DEVELOPMENT

#### **A. Project Descriptions and Cost Estimates**

##### 1. Storefront Grants

Grants to provide for the upgrading of approximately 75 storefronts in Old Town, Downtown Core and Yamhill Historic District.

The cost and schedule of this project is \$1,540,000 between 1997/98 and 2003/04.

##### 2. Asian Market

Land, building acquisition and redevelopment for an Asian Market.

The cost and schedule of this project is \$1,009,000 between 1998/99 and 2000/01.

##### 3. China Town Development Plan

This project consists of the preparation of a land use and development vision for China Town.

The cost and schedule of this project is \$100,000 in 1997/98.

##### 4. Horsebarn Mixed Use Project

Site prep, marketing for redevelopment of this site in the River District for housing and commercial uses.

The cost and schedule of this project is \$458,000 between 1998/99 and 1999/00.

**B. Relationship to Goals and Objectives:****1. Downtown Waterfront Urban Renewal Plan**

These projects conform to the following Goals and Objectives of the Downtown Waterfront Urban Renewal Plan:

Goal 4. To support and promote the preservation and enhancement of historic buildings and districts.

**2. Central City Plan**

The relevant sections are:

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

1F: Support the retention and expansion of existing businesses while attracting and encouraging new businesses in the Central City.

Policy 12 - Urban Design: Enhance the Central City as a livable, walkable area which focuses on the river and captures the glitter and excitement of city living.

12A: Create a rich and enjoyable environment for pedestrians throughout the Central City.

12D: Promote the formation of districts with distinct character and a diverse and rich mixture of uses.

Policy 16 - North of Burnside.

16A: Preserve and enhance the district's architectural heritage and international character.

16D. Pursue implementation of the "Chinatown Development Plan".

**3. Prosperous Portland**

The relevant sections are:

**Business Development**

Policy 6. Encourage Small Business Development. The City of Portland recognizes the importance of small businesses to the Portland economy and will emphasize efforts that support and nurture their growth.

Strategy 6A: The City and its partners will pursue loan opportunities at attractive rates for small businesses throughout the City. City loans will seek an equal private match when possible. The City's loan programs will focus particularly on businesses within target industries and businesses in targeted redevelopment areas.

**Capture International Opportunities.**

Policy 7. The City of Portland will take a leadership role in developing Portland's opportunities in the international economy and will participate in cooperative programs that enhance the City's international position.

Strategy B: The City will develop and implement a strategy for continued internationalization of Portland including: ....

- Improving Portland's infrastructure for international visitors, including the development of international neighborhoods.

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Strategy 7G, Action Item 4: An international city requires international districts. To enhance the safety and vitality of the existing Old Town/China Town international area, the City will convene a task force to create a comprehensive strategy for the area.

#### Physical Development and Infrastructure

Policy 14. Encourage Urban Development and Redevelopment. The City of Portland will tailor its programs and regulations to meet the needs of and encourage investment in the development and redevelopment of urban land and buildings for employment and housing strategies.

Central City Strategy I: The City will support and assist in the preservation and rehabilitation of historic buildings in the Central City area through appropriate regulations and code enforcement, financial incentives, and technical assistance.

#### 4. Central City 2000 Strategy:

The relevant sections are:

Section III. Business Climate - Renovation of Older Buildings: Ensure a Supply of Renovated Low-Cost Commercial Space. The City should establish a program to encourage the renovation of older commercial buildings to

- (1) Mitigate the financial impact of increasing code requirements on an aging building stock and
- (2) ensure an adequate supply of moderate-cost office space in the Central City to help retain and attract jobs.

#### Section VI. District Infrastructure: Downtown/Old Town/Chinatown

Old Town Development Plan. PDC would prepare a comprehensive development plan for the Old Town area which recommends a vision, housing plan, pedestrian plan, cultural amenity plan and urban design guidelines for the area ...

Action Item 4: The City will support and assist small businesses in the Old Town area in renovating their buildings and installing security improvements and other enhancements through direct financial assistance.

### **C. Authorization for Neighborhood Development Projects:**

#### 1. Downtown Waterfront Urban Renewal Plan

These projects are authorized by the following sections of the Downtown Waterfront Urban Renewal Plan:

#### Section D - Project Activities:

##### 1. Rehabilitation and Conservation

##### b. Method. Rehabilitation and conservation may be achieved four way:

- (1) By owner and/or tenant activity;
- (2) The enforcement of existing City codes and ordinances;
- (3) Acquisition by the Agency for rehabilitation or resale for rehabilitation; and
- (4) Acquisition by private parties for rehabilitation for housing, with or without the financial assistance of the Agency; ...

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2. Acquisition and Redevelopment

b. Method. Proposals for property acquisition, including limited interest acquisition, may be recommended for inclusion in this Plan to achieve objectives of the Plan based on one or more of the following criteria:

- (1) Where existing conditions do not permit practical or feasible rehabilitation of the structure and it is determined that acquisition of such properties and demolition of the improvements thereon are necessary to remove substandard conditions;
- (2) Where detrimental land uses or conditions such as incompatible uses, or adverse influences from noise, smoke or fumes exist, or where there exists overcrowding, excessive dwelling unit density, or conversions to incompatible types of uses, and it is determined that acquisition of such properties and demolition of the improvements necessary to remove blighting influences and the achieve the objectives of the Urban Renewal Plan.
- (3) Where it is determined that the property is needed to provide public improvements and facilities; or
- (4) Where the existing property owner is either unwilling or unable to achieve the objectives of the Urban Renewal Plan.

5. Redevelopment Through New Construction

1. Intent: It is the intent of the Plan to stimulate new private investment on vacant or under-utilized property to achieve the objectives of this Plan.
2. Method: Redevelopment through new construction may be achieved in two ways:
  - a) By property owners, with or without financial assistance by the Development Commission.
  - b) By acquisition of property by the Development Commission for resale to others for redevelopment.
3. Redevelopment Financing. The Development Commission, with funds available to it, is authorized to promulgate rules and guidelines, establish financial assistance programs and provide below-market interest rate and market rate loans or other assistance and provide such other forms of financial assistance to property owners as it may deem appropriate in order to achieve the objectives of this Plan.

**D. Conclusions:**

1. Storefront Grants

This project is consistent with Plan Goal #4 to promote the preservation of historic buildings in the area. It also supports Central City Plan Policy 1 to retain and expand existing businesses. This is accomplished by assisting businesses in the Old Town, Downtown Core and Yamhill Historic Districts to revitalize their appearance from the street.

Prosperous Portland states that the City recognizes the importance of small businesses and will emphasize efforts to support and nurture their growth. The document goes on to state that the City will tailor its programs to meet the needs of and encourage investment in the redevelopment of buildings downtown, and the city will assist in the rehabilitation of historic buildings. This grant program is designed to support the growth of small businesses, some of which may be located in historic buildings.

The Central City 2000 Strategy calls for the City to establish a program to encourage renovation of older commercial buildings to ensure an adequate supply of moderate-cost office space in the Central City and to help retain and attract jobs. This program will encourage the renovation of older buildings in several districts of downtown, consistent with this goal.

## 2. Asian Market

Construction of an Asian Market supports Goal #4 of the Plan to promote the preservation and enhancement of historic districts. Chinatown is an established historic/international district. This project will also result in a facility which enhances the vitality and stability of this district by providing a neighborhood grocery market in character with the unique qualities of this District.

The Central City Plan, Policy 12D, is to promote the formation of districts with distinct character and a diverse and rich mixture of uses. Policy 16D calls for preserving and enhancing the international character of the China Town area. This market would promote China Town and build upon its existing unique character.

Prosperous Portland supports enhancing the internationalization of Portland, including development of international neighborhoods. China Town is the predominant international neighborhood in Portland.

## 3. Chinatown Development Plan

Creation of a Development Plan for Chinatown will assist in meeting Plan Goal #4 to preserve and enhance historic districts. The Central City Plan, Policy 12D, calls for promoting districts with distinct character and a diverse and rich mixture of uses. Policy 16D specifically calls for implementation of the Chinatown Development Plan. Chinatown already possesses a distinct character; this project involves planning for the most effective way of enhancing the character of the area.

Prosperous Portland calls for creating a comprehensive strategy to enhance the safety and vitality of Old Town/Chinatown as a method of encouraging the growth of this international district. The Central City 2000 Strategy calls for PDC to prepare a development plan for the Old Town/China Town area which recommends a vision, housing plan, pedestrian plan, cultural amenity plan and urban design guidelines for the area. This project is designed to accomplish those goals.

## 4. Horsebarn Mixed Use Project

This mixed use residential/commercial project will include commercial space and residential units.

## **VIII. ENVIRONMENTAL**

### **A. Project Descriptions and Cost Estimates**

#### **1. South Waterfront Parcels 3,5,and 6 Mitigation**

Remediation of environmentally hazardous conditions on Parcels 3, 5 and 6.

The cost and schedule of this project is \$763,000 in 2000/01.

#### **2. Union Station Environmental Test/ Remediation**

Assessment and remediation of environmentally hazardous conditions within Union Station. The cost and schedule of this project is \$400,000 in 1997/98.

#### **3. Brownfield Development Policy**

Participation by PDC staff on behalf of Urban Renewal Area in developing policies for redevelopment of environmentally hazardous sites.

The cost and schedule of this project is \$373,000 between 1998/99 and 2003/04..

### **B. Relationship to Goals and Objectives:**

#### **1. Downtown Waterfront Urban Renewal Plan:**

These projects conform to the following Goals and Objectives of the Downtown Waterfront Urban Renewal Plan:

Goal 6. To stimulate private conservation, rehabilitation and development both within and adjacent to the Project Area through public improvements in the Project Area.

#### **2. Prosperous Portland**

The relevant sections are:

Policy 14 - Encourage Urban Development and Redevelopment. The City of Portland will tailor its programs and regulations to meet the needs of and encourage investment in the development and redevelopment of urban land and buildings for employment and housing opportunities.

Strategy 14D: The City of Portland will take a leadership role in working with the state Department of Environmental Quality (DEQ) and the federal Environmental Protection Agency (EPA) to incorporate and implement additional flexibility in the application of environmental remediation standards to support development and redevelopment on stagnant lands within the urban area.

## EXHIBIT "A"

## REPORT ON TWENTIETH AMENDMENT TO DOWNTOWN WATERFRONT URBAN RENEWAL PLAN

Strategy 14E: The City of Portland will take a leadership role in establishing funding mechanisms for environmental remediation.

Strategy 14F: The City will allocate use of staff time and resources to address policy and technical issues on major private development and redevelopment projects that comply with the City's economic development policies.

Central City Sub-Districts: Downtown/Old Town:

Action Item 3: The City will complete infrastructure investments in the South Waterfront Renewal Area and Union Station, including the design and construction of the Waterfront Park Esplanade from Riverplace to the Marquam Bridge, to stimulate private redevelopment investment.

## C. Authorization for Environmental Projects:

### 1. Downtown Waterfront Urban Renewal Plan

These projects are authorized by the following sections of the Downtown Waterfront Urban Renewal Plan:

#### Section D - Project Activities:

##### 1. Rehabilitation and Conservation

b. Method. Rehabilitation and conservation may be achieved four ways:

- (1) By owner and/or tenant activity;
- (2) The enforcement of existing City codes and ordinances;
- (3) Acquisition by the Agency for rehabilitation or resale for rehabilitation; and
- (4) Acquisition by private parties for rehabilitation for housing, with or without the financial assistance of the Agency; ...

## D. Conclusions:

### 1. South Waterfront Parcels 3,5,6 Mitigation

Environmental mitigation is required in order to allow sale and redevelopment of Parcels 3,5 and 6 of the South Waterfront Area. Consequently, the project is consistent with Goal #6 of the Plan to stimulate private development through public improvement. In this case, the improvement is the environmental cleanup of the property.

Prosperous Portland states that the City will tailor its programs to meet the needs of and encourage investment in the redevelopment of urban land for employment and housing opportunities. Strategy 14E states that the City will take a leadership role in establishing funding mechanisms for environmental remediation. This project is an essential element to successful redevelopment of these properties.



## 2. Union Station Environmental Testing/Remediation

Environmental testing and remediation is required in order to allow sale and redevelopment of the Union Station area properties. Consequently, the project is consistent with Goal #6 of the Plan to stimulate private development through public improvement.

Prosperous Portland states that the City will complete infrastructure investments in the Union Station area to stimulate private redevelopment investment. In this case, the investment includes the necessary environmental testing and remediation to allow the properties to be sold and developed.

## 3. Brownfield Development Policy

This project is the PDC contribution toward a City-wide program to develop policies to deal with brownfield sites and allow them to be productively developed and utilized. It will apply to land within the Downtown Urban Renewal District, as well as other places in the City, since the effects of environmental contamination can often be widespread and long lasting.

Prosperous Portland states that the City will take a leadership role regarding environmental remediation standards to support development and redevelopment on stagnant lands within the urban area. It goes on to state that the City will allocate use of staff time and resources to address policy and technical issues on major private development and redevelopment projects that comply with the City's economic development policies. Environmental remediation and effective use of brownfield properties is a project which assists the City in meeting economic development goals.

# **Amendments To Five Existing Urban Renewal Plans**

**April 1998  
Bureau of Planning  
Portland, Oregon**

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# **Acknowledgments**

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Tashman Johnson LLC  
Consultants in Policy, Planning & Project Management  
Background information on Ballot Measure 50 and the Renewal  
District findings included in this report are primarily the work  
of Jeffrey Tashman of Tashman Johnson LLC

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**Amendment of Five Existing Urban Renewal Plans to  
Establish Maximum Indebtedness Limits**

## **Summary**

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Changes to Oregon's urban renewal law, enacted with Ballot Measure 50, require the City to amend existing urban renewal plans to specify the maximum indebtedness that will be allowed under each plan. The amount of indebtedness proposed is a good faith estimate of the costs of implementing the plans, as they existed on December 5, 1996. The Portland Development Commission (PDC) has developed estimates for each of Portland's five existing urban renewal districts.

### **Proposed Indebtedness Limits for the Five Existing Urban Renewal Districts**

Listed below is the proposed indebtedness limit for each of the City's five existing urban renewal districts. The dollar amounts have been rounded to the nearest \$1,000. Dollar amounts are for 1998 dollars. These limits will be adjusted for inflation as implementation of the renewal plan's elements proceeds in future years.

<b>Urban Renewal District</b>	<b>Indebtedness Limit</b>
1. Airport Way Urban Renewal Area	\$72,639,000
2. Central Eastside Urban Renewal Area	\$66,274,000
3. Downtown Waterfront Urban Renewal Area	\$165,000,000
4. Oregon Convention Center Urban Renewal Area	\$167,511,000
5. South Park Blocks Urban Renewal Area	\$143,619,000

**Amendment of Five Existing Urban Renewal Plans to  
Establish Maximum Indebtedness Limits**

**PDC**  
**PORTLAND**  
**DEVELOPMENT**  
**COMMISSION**

April 29, 1998

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Dear Members of the Portland Planning Commission:

On behalf of the Portland Development Commission, I am forwarding for your review substantial amendments to the five existing urban renewal plans within the City of Portland. The amendments are necessitated by statutory changes brought about by passage of Ballot Measure 50. The need for these amendments is explained in the staff report from the Bureau of Planning.

These amendments are "substantial" under ORS 457.190. They require review and a recommendation by the Planning Commission, a public hearing before the City Council and adoption by the City Council by non-emergency ordinance, as required under ORS 457. The actual content of the amendments is to quantify the cost, including inflation, of the projects called for in each urban renewal plan.

The text of the plan amendment for each plan amendment will be as follows:

"The maximum amount of indebtedness that may be issued or incurred under the Plan is \$\_\_\_\_\_."

This text will be placed in Section 702 of each urban renewal plan, the section entitled "Self-Liquidation of Costs of Project (Tax Increment)".

The findings which are attached to the staff report provide support for the conformance of the project with the urban renewal plan, as it existed as of December 6, 1996. No plan amendments have occurred since that date.

We appreciate your consideration of the proposed amendments, and we will have a representative of the Portland Development Commission present at your hearing on May 12.

Sincerely,

*Felicia Trader*  
Felicia Trader  
Executive Director





**Amendment of Five Existing Urban Renewal Plans to  
Establish Maximum Indebtedness Limits**

**Amendment of Five Existing Urban Renewal Plans to  
Establish Maximum Indebtedness Limits**

## **Recommendations**

---

The Bureau of Planning and the Portland Development Commission propose that the Portland City Planning Commission approve and recommend the renewal district indebtedness limits listed below to the Portland City Council.

The proposed indebtedness limit for each of the City's five existing urban renewal districts have been rounded to the nearest \$1,000. Dollar amounts are adjusted for future inflation.

Urban Renewal District	Indebtedness Limit
1. Airport Way Urban Renewal Area	\$72,639,000
2. Central Eastside Urban Renewal Area	\$66,274,000
3. Downtown Waterfront Urban Renewal Area	\$165,000,000
4. Oregon Convention Center Urban Renewal Area	\$167,511,000
5. South Park Blocks Urban Renewal Area	\$143,619,000

Details of the projects, their schedule, and estimated costs are presented in the 'Findings' section of this report for each of the five existing urban renewal districts.

**Amendment of Five Existing Urban Renewal Plans to  
Establish Maximum Indebtedness Limits**

**Amendment of Five Existing Urban Renewal Plans to  
Establish Maximum Indebtedness Limits**

## **Background**

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### **Urban Renewal Plan Authority**

Authority for the use of urban renewal was established by the Oregon Legislature and codified as Chapter 457 of the Oregon Revised Statutes (ORS). The statutes include criteria for the establishment of an urban renewal district; the development of eligible urban renewal areas; and, the content of an urban renewal plan and urban renewal plan report.

Chapter 15, Article 1 of the Portland City Charter assigns all "general powers and duties" to the Portland Development Commission. The Commission is designated as the body that will serve as the City's Urban Renewal and Redevelopment Agency. They are responsible for carrying out all urban renewal functions. Proposed urban renewal plans and urban renewal plan amendments are prepared by the Development Commission staff and approved by the Portland Development Commission prior to their submission to the Portland City Planning Commission and Portland's City Council.

The Portland Development Commission will also hold a public hearing on the proposed amendments to the City's five existing urban renewal districts. The Portland Development Commission is expected to approve the proposed amendments to the five existing urban renewal plans in May of this year.

### **Overview of ORS 457.085 Requirements**

ORS 457 requires that the City's Planning Commission must review urban renewal plans and amendments to urban renewal plans. the Planning Commission's recommendations on such renewal plans or renewal plan amendments are submitted to the Portland City Council for consideration in their decision on the plan or plan amendment.

Portland's City Council has final review and approval authority over urban renewal plans and urban renewal plan amendments. Such plans and amendments may be approved only after a public notice, a public hearing, consideration of public testimony, and consideration of the recommendations of the Planning Commission. Approval of the renewal plan or renewal plan amendment must be by a nonemergency ordinance that incorporates the plan

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

by reference and includes determinations and findings of compliance with the requirements of ORS 457.095.

The Oregon Revised Statutes requirements for urban renewal plans and urban renewal plan amendments are in two parts. The ORS requires specific content the renewal plan is to include. The statutes also require specific content to be included in the renewal plan report. There are eight elements that must be included in urban renewal plans... There are nine elements that must be included in an urban renewal plan report.

### **Required Urban Renewal Plan Contents**

An urban renewal plan must include the following eight elements:

1. A description of each urban renewal project to be undertaken;
2. An outline of the development, redevelopment, improvements, land acquisition, demolition and removal of structures, clearance, rehabilitation or conservation of the urban renewal areas of the plan;
3. A map and legal description of the urban renewal areas of the plan;
4. An explanation of the plan's relationship to local objectives, land uses, traffic and other public improvements;
5. A description of proposed land use densities and building requirements;
6. A description of relocation methods for persons or businesses;
7. An indication of the property which may be acquired and its proposed disposition; and
8. A description of the type of future amendments that are so substantial as to require notice, hearing and approval.

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

### **Required Urban Renewal Plan Report Contents**

An urban renewal plan report must include the following nine elements:

1. A description of physical, social and economic conditions, including expected impacts and fiscal impacts;
2. The reasons for selection of the area;
3. The relationship between the plan's projects and existing conditions;
4. The estimated total cost of each project and sources of monies to pay such costs;
5. The estimated completion date for each project;
6. The estimated monies required and the anticipated year indebtedness will be retired;
7. A financial analysis sufficient to determine feasibility;
8. A fiscal impact statement estimating the impact of tax increment financing; and
9. A relocation report.

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

### **Impact of Ballot Measure 50**

Ballot Measure 50's (M50) changes to Oregon's property tax system are implemented under the terms of Senate Bill (SB) 1215. The following summarizes the provisions of Measure 50 and SB1215 as they relate to urban renewal.

#### Overview: measure 50 and urban renewal

Measure 50 replaced Oregon's levy-based property tax system with a rate-based system. Under this system, new urban renewal plans function in a simple, understandable manner.

New urban renewal plans are financed by:

- A. Separating out the ad valorem property taxes raised on increases in property values within a defined urban renewal area;
- B. Allocating these taxes to the urban renewal agency; and
- C. Urban renewal agency use of these taxes to finance urban renewal projects.

However, the Measure 50 system of raising urban renewal taxes results in 50-60% less revenue than under Measure 5. Because existing urban renewal plans were based on much higher revenue projections, in many cases these plans could not be carried out under the new financing system. For this reason, Measure 50 contains specific provisions to allow existing urban renewal plans to complete their projects.

As a result of Measure 50, the Oregon Constitution - Article XI, Section 11(16) - states:

The Legislative Assembly shall enact laws that allow collection of ad valorem property taxes sufficient to pay, when due, indebtedness incurred to carry out urban renewal plans existing on the effective date of this section. These collections shall cease when the indebtedness is paid. Unless excepted from limitation under section 11b of this section, nothing in this subsection shall be construed to remove ad valorem property taxes levied against the increase from the dollar limits in paragraph (h) of subsection (11) of this section.

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

This section is critical. It "grandfathers" urban renewal plans that were in place as of December 5, 1996 (the effective date of Measure 47), and requires the legislature to allow for the collection of revenues to carry out the plan. This collection of revenues is still subject to the Measure 5 property tax limits. Because of this section, the implementation issues are divided into those for "new" urban renewal plans - adopted after December 5, 1996 - and "existing" urban renewal plans which were adopted before December 6, 1996.

SB1215 does not specifically define "indebtedness" and the requirement to use urban renewal taxes for payment of indebtedness is the same as before M50, and is stated in ORS 457.440(6)(b). Note that this refers to any indebtedness, and not specifically bonded indebtedness. (Assessors will require agencies to certify the amount of the total urban renewal taxes used for bonded indebtedness. This is to allow them to calculate a "supplemental reduction percentage" as part of the M50 process.)

### What is an existing urban renewal plan?

SB1215 defines an "existing urban renewal plan" as follows (ORS 457.010(4)):

(4)(a) 'Existing urban renewal plan' means an urban renewal plan that provides for a division of ad valorem property taxes as described under ORS 457.420 to 457.460 adopted by ordinance before December 6, 1996, that:

(A) Except for an amendment made on account of ORS 457.190 (3) and subject to paragraph (b) of this subsection, is not changed by substantial amendment, as described in ORS 457.085 (2)(i)(A) or (B), on or after December 6, 1996; and (B) For tax years beginning on or after July 1, 1998, includes the limit on indebtedness as described in ORS 457.190 (3). (b) On or after July 1, 1998, if an existing urban renewal plan is on or after July 1, 1998, changed by substantial amendment to adopt or change the maximum limit on indebtedness adopted by ordinance before July 1, 1998, pursuant to ORS 457.190, 'indebtedness issued or incurred to carry out the existing urban renewal plan' for purposes of section 454 of this 1997 Act includes only the indebtedness within the indebtedness limit adopted by ordinance under ORS 457.190 (3)(c) before July 1, 1998.



## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

In other words, an existing urban renewal plan is one that:

- A. Was adopted by ordinance prior to December 6, 1996;
- B. By July 1, 1998, has adopted a substantial amendment to state the maximum amount of indebtedness that can be incurred to carry out the plan; and
- C. Has not been and is not amended after December 6, 1996, to expand the boundaries of the urban renewal area by more than 1% or to increase the maximum amount of indebtedness.

The maximum indebtedness figure that is to be included in each plan is defined as "the amount of the principal of indebtedness included in a plan ... and does not include indebtedness incurred to refund or refinance existing indebtedness." [ORS 457.010(9)] The maximum indebtedness figure is to be established as follows:

The maximum amount of indebtedness that may be issued or incurred under the plan, as determined for purposes of meeting the requirements of this paragraph, shall be based upon good faith estimates of the scope and costs of projects, including but not limited to increases in costs due to reasonably anticipated inflation, in the existing urban renewal plan and the schedule for their completion as completion dates were anticipated as of December 5, 1996. The maximum amount of indebtedness shall be specified in dollars and cents. [ORS 457.190(3)(c)(B)]

### Urban renewal taxes for new urban renewal plans

SB1215 does not require a vote to establish a new urban renewal plan area and raise urban renewal taxes.

Under Measure 50, urban renewal taxes for new urban renewal plans (adopted after December 5, 1996) are raised exactly as described in Article IX, Section 1(c): the property taxes levied against the increase in value within an urban renewal area will be used to carry out urban renewal plans.

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

### **Compliance with ORS Plan and Report Requirements**

The urban renewal reports and plans for these five renewal districts have already fully complied with the content provisions of the ORS. The adopting actions for these renewal plans and the various amendments to the plans include all necessary findings and plan/report elements.

The amendment proposed are technical in nature. They do not alter the actual renewal plan for the urban renewal districts. They merely identifies likely costs and fix a limit on each urban renewal plan's maximum indebtedness. Exhaustive findings were developed, and adopted, when the plans were adopted. These findings were augmented by supplemental findings which were also adopted with each amendment of the plan.

These earlier adopting actions include findings that show the consistency between the adopted Renewal Plan and the *Oregon's Statewide Goals for Land Use Planning*, *Portland's Comprehensive Plan*, and area plans that are also part of *Portland's Comprehensive Plan*. The findings are found in the various ordinances and resolutions the Portland City Council and the Portland Development Commission have enacted to initial adopt the plan and later to update it. The already adopted findings and whereas statements in these instruments are also findings in support of this amendment.

The Airport Way Urban Renewal District was originally adopted by Ordinance 158500. The renewal plan has been amended since its adoption by Ordinances 160519 and 163358. The plan has also been amended by PDC Resolutions 4135 and 4340.

The Central Eastside Urban Renewal District was originally adopted by Ordinance 158940. The renewal plan has been amended since its adoption by Ordinance 163153. The plan has also been amended by PDC Resolutions 3952 and 4136.

The Downtown Waterfront Urban Renewal District was originally adopted by Resolution 31395. The renewal plan has been amended since its adoption by Resolutions 31580, 31694, 31950, 32063, 32097, 32054, and 34898. The plan has also been amended by Ordinances 152218, 154458, 158193, 159232, 159660, 159661, 160601, 160778, 162546, and 164795.

The Downtown Waterfront Urban Renewal District was originally adopted by Resolution 31395. The renewal plan has been amended since its adoption by Resolutions 31580, 31694, 31950, 32063, 32097, 32054, and 34898. The plan has

**Amendment of Five Existing Urban Renewal Plans to  
Establish Maximum Indebtedness Limits**

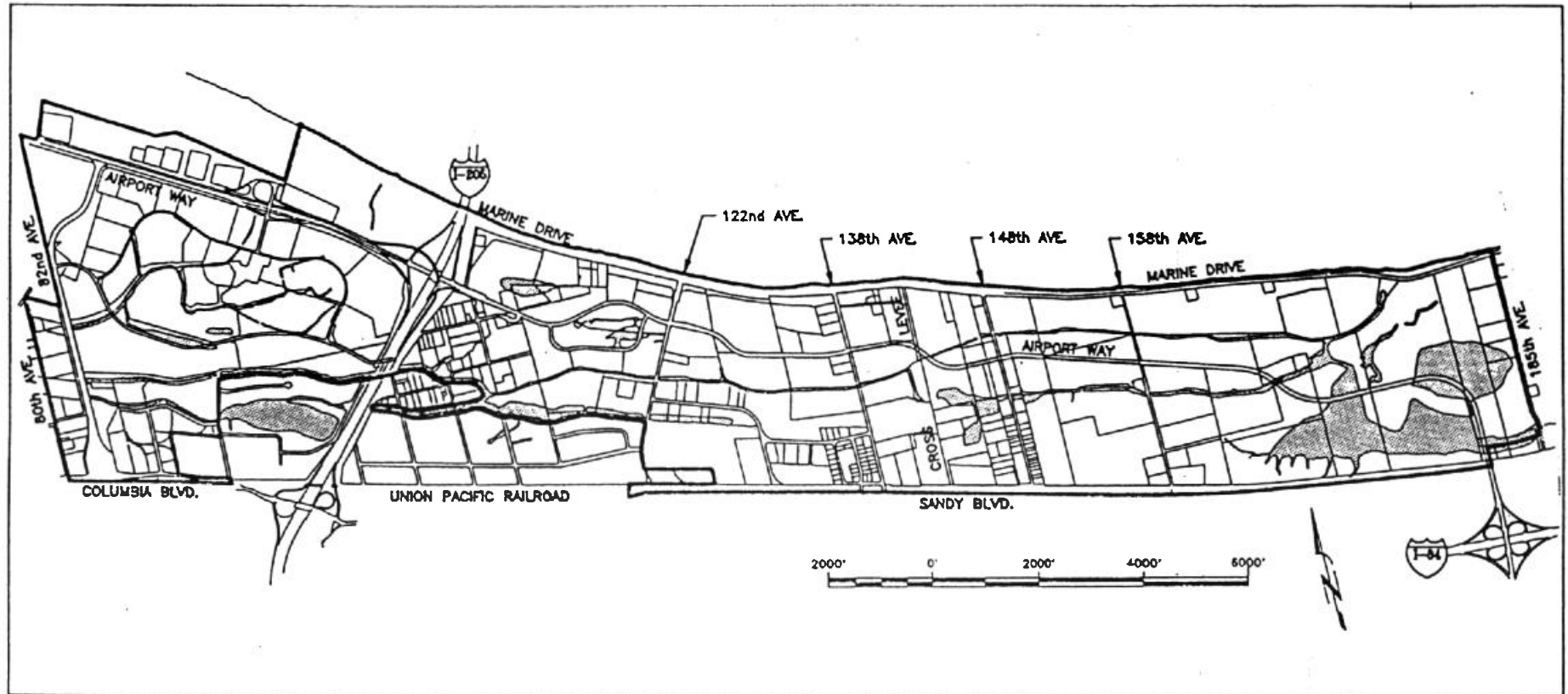
also been amended by Ordinances 152218, 154458, 158193, 159232, 159660, 159661, 160601, 160778, 162546, and 164795.

The South Park Blocks Urban Renewal District was originally adopted by Ordinance 157635. The renewal plan has been amended since its adoption by Ordinance 164216. The plan has also been amended by PDC Resolution 4141.

**URBAN RENEWAL PLAN  
AMENDMENT DESCRIPTIONS &  
FINDINGS**

Exhibit 1  
Airport Way Urban Renewal Area

Airport Way Urban Renewal Area



— Area Boundary

**Amendment of Five Existing Urban Renewal Plans to  
Establish Maximum Indebtedness Limits**

**AIRPORT WAY DISTRICT  
URBAN RENEWAL PLAN  
AMENDMENT DESCRIPTIONS & FINDINGS**

Findings for projects within the Airport Way Urban Renewal Plan (the "Plan") are grouped below according to the following categories: land acquisition and redevelopment, transportation and infrastructure, and building rehabilitation. These findings are organized by project category. The projects are first described in scope, schedule and estimated cost (including inflation), then followed by a section which lists how the projects in this category relate to the goals and objectives of the Plan and related documents. A section then follows which specifies the section(s) of the Plan which give specific authorization for the projects within the category. Finally, the conclusion states how each project implements the Plan and is therefore appropriate for including as a component of the maximum amount of indebtedness to be issued under the Plan.

**I. LAND ACQUISITION & REDEVELOPMENT**

**A. Project Descriptions and Cost Estimates**

**1. Land Acquisition and Redevelopment**

Acquire strategically located development parcels of significant size (generally more than 10 acres). Undertake pre-development planning and basic site work to make them marketable (planning, soils analysis, cultural resource analysis, extraordinary infrastructure improvements, land division planning, environmental testing, etc.). Properties will be marketed and sold to high employment, high wage employers. Sale would be subject to terms of a Disposition and Development Agreement between purchaser and the Portland Development Commission (PDC).

The estimated project cost is \$21,986,636 between 1997/98 and 2002/03.

**Amendment of Five Existing Urban Renewal Plans to  
Establish Maximum Indebtedness Limits**

**2. Airport Way Development Fund (Immediate Opportunity)**

The purpose of this project is to create an immediate opportunity fund to support job creation and retention in Airport Way. The fund will be used for real estate and infrastructure activities on sites not owned by PDC which will result in retention of existing businesses or the location of new businesses within the District.

The estimated project cost is \$5,479,399 between 1997/98 and 2001/02.

**B. Relationship to Goals and Objectives**

**1. Airport Way Urban Renewal Plan**

This project conforms to the following Goals and Objectives of the Airport Way Urban Renewal Plan:

Goal 1. Job Creation - Maximize the potential for economic development and job creation in the Airport Way Urban Renewal Area.

1.1 Encourage businesses and industries to locate in the Area or to expand existing facilities consistent with the Airport Way Development Plan."

Goal 8.4: Promote use, by the private sector, of appropriately located and zoned open lands - located on Airport property and owned by the Port of Portland - for development of job producing, tax paying, compatible industries and businesses.

Goal 9.2: Coordinate the financing and funding resources provided by the Development Commission for activities and projects which have Regional and Urban Renewal Area wide benefit with those activities and projects which benefit localized and individual sources such as those generated by local improvement districts, general obligation bonds, grants and resources available to the Bureaus, Agencies and Special Districts responsible for providing specific infrastructure and other functional facilities.

**Amendment of Five Existing Urban Renewal Plans to  
Establish Maximum Indebtedness Limits**

**2. City of Portland Comprehensive Plan**

The Airport Way Urban Renewal Plan was prepared in conformity with the economic development policies of the City of Portland and its Comprehensive Plan. The policies which are relevant to this project include:

Policy 2.14 Industrial Sanctuaries: Provide industrial sanctuaries. Encourage the growth of industrial activities in the City by preserving industrial land primarily for manufacturing purposes.

Goal 5. Economic Development: Increase the quantity and quality of job opportunities through the creation of an environment which promotes and supports business and industry and attracts new investment.

Policy 5.2 Economic Environment: Continue efforts to enhance Portland's economic environment by ensuring that sufficient land and infrastructure exists or can be provided and that public actions support and promote private development activity.

Policy 5.8 Public/Private Partnership: Foster a development partnership between the public and private sectors that is responsive to the economic needs of Portland's business residents.

Policy 5.17 Locational Opportunities for Industrial Firms: Provide ample and varied opportunities for the location of industrial activities in Portland.

Policy 5.18 Diversity and Identity in Industrial Areas: Promote a variety of efficient, safe and attractive industrial sanctuary and mixed employment areas in Portland.

**3. Airport Way Economic Development Policy**

The Airport Way Economic Development Policy was adopted by the Portland City Council as part of the Portland Comprehensive Plan on June 29, 1988 by Ordinance No. 16100. The policies which are relevant to this project are:

Policy 5.20 Columbia South Shore: Encourage the development of the Columbia South Shore as an industrial employment center which attracts a diversity of employment opportunities while protecting significant environmental resources and maintaining the



## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

capacity of the area infrastructure to accommodate future development.

Objective 5.20A: Designate the bulk of the South Shore area for industrial development opportunities, particularly large sites (over 30 acres).

Objective 5.20B: Allow a mix of business park and industrial development near the Airport Way and I-205 interchange, along Airport Way, and at entrances to the South Shore Industrial District.

### **C. Authorization for Project**

This project is authorized by the following sections of the Airport Way Urban Renewal Plan:

Section 600 - URBAN RENEWAL ACTIVITIES, Section 601 - Project and Improvement Activities:

#### **B. 1. Intent.**

Redevelopment Through New Construction. It is the intent of the Plan to stimulate new job producing private investment on vacant or under-utilized property to achieve the objectives of this Plan.

2. Method: Redevelopment through new construction may be achieved in two ways:

- a) By property owners, with or without financial assistance by the Development Commission.
- b) By acquisition of property by the Development Commission for resale to others for redevelopment.

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

### **D. Conclusions**

#### **1. Land Acquisition and Redevelopment**

Job creation in the Airport Way area is a fundamental aspect of the Urban Renewal Plan. By targeting high wage, high employment companies this project most closely conforms to Goal 5 of the Portland Comprehensive Plan to increase the quality and quantity of job opportunities. The Plan allows for Development Commission acquisition of property for resale to the private sector for redevelopment. The result of this activity will be the creation of high wage, high employment jobs on larger parcel sizes. Without Development Commission activities, job creation may not be maximized consistent with Plan policies.

#### **2. Airport Way Development Fund (Immediate Opportunity)**

Job creation in the Airport Way area is a fundamental aspect of the Urban Renewal Plan. The Plan allows for Development Commission assistance to redevelopers for development on private property to retain to locate employment in the District. It is most clearly supported by the Portland Comprehensive Plan Goal #5.2 to enhance the economic environment by public actions which promote private development activity. Without Development Commission activities, job creation may not be maximized consistent with Plan policies.

## **II. TRANSPORTATION PROJECTS**

### **A. Project Descriptions and Cost Estimates**

#### **1. Airport Way Light Rail**

This project consists of a share of the total costs of developing a Light Rail Transit Line (LRT) between the Gateway Transit Center and Portland International Airport. The LRT would include a station to serve the Portland International Center (PIC). The PDC share of the cost is based on the proportional benefit to the Urban Renewal Area as measured by the share of ridership projected for the PIC Station.

The estimated cost of the project is \$21,000,000 between 1998-2005.

**Amendment of Five Existing Urban Renewal Plans to  
Establish Maximum Indebtedness Limits**

**2. Improvement of NE 128<sup>th</sup> and NE 158<sup>th</sup> Avenues**

This project will replace existing culverts at NE 148th and NE 158th and the Columbia Slough with bridges in order to increase the drainage capacity of the Columbia Slough and increase the traffic capacity of two north/south streets by widening them from two lanes to four lanes. NE 148th and NE 158th Avenues connect Marine Drive with Sandy Boulevard.

The estimated cost of the project is \$1,700,000 between 1998-2005

**3. NE 82<sup>nd</sup>/Columbia-Killingsworth**

This project will improve the above grade interchange of these streets.

The estimated PDC share of the cost of the project is \$5,000,000 between 1998-2005.

**4. NE 122<sup>nd</sup>/Marine Drive Intersection**

This project will signalize and improve this intersection.

The estimated PDC share of the project cost is \$400,000 between 1998-2005.

**5. NE 128<sup>th</sup>/Sandy – Marine Dr.**

This project will reconstruct NE 128<sup>th</sup> between Sandy and Marine Drive.

The estimated cost of the project is \$1,000,000 between 1998-2005.

**6. NE Holman Avenue**

Construction of new road to serve Holman redevelopment area.

The estimated cost of the project is \$3,480,000 between 1998-2005.

**Amendment of Five Existing Urban Renewal Plans to  
Establish Maximum Indebtedness Limits**

- 7. Secondary Roads within Holman Redevelopment Area**  
Development of secondary streets in Holman Redevelopment Area.

The estimated cost of the project is \$3,250,000 between 1998-2005.

- 8. Connections to Portland International Center**  
This project consists of developing street connections to PIC, including a bridge over a drainage canal located under I-205 and improvements to Airport Way.

The estimated cost of the project is \$7,000,000 between 1998-2005.

- 9. Alderwood Extension, Portland International Center**  
This project consists of extending Alderwood Street to provide improved access to the Portland International Center.

The estimated cost of the project is \$1,494,163 between 1998-2005.

**B. Relationship to Goals and Objectives**

- 1. Airport Way Urban Renewal Plan**  
This project conforms to the following Goals and Objectives of the Airport Way Urban Renewal Plan:

Goal 2.1: Provide arterial access to property to stimulate and permit private industrial and related business development.

Goal 2.2: Provide linkage between the Renewal Area and the I-205 and I-84 freeways, NE Sandy Blvd., NE 82nd Avenue, Marine Drive and the Portland International Airport.

Goal 2.3: Provide for the potential linkage between the Banfield Light Rail Transportation Route, the Renewal Area and the Portland international Airport

Goal 3.1: Maintain an adequate flow and storage of stormwater throughout the Columbia Corridor and that portion lying within the Renewal Area.

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**Goal 3.1c: Develop a Master Plan for long-term stormwater flow requirements and necessary capital improvements.**

**Goal 8 – Airport: Protect and enhance the aviation and development interests of the Portland International Airport.**

**Goal 8.4: Promote use, by the private sector, of appropriately located and zoned open lands – located on Airport property and owned by the Port of Portland – for the development of job producing, tax paying, compatible industries and businesses.**

**Goal 9.1: Assist with funding, where appropriate, of the costs of planning, design, property acquisition and construction of:**

- a. Arterial streets, light rail transit and other transportation systems;
- b. Storm drainage systems;
- c. Sanitary sewer trunk line;
- d. Water deliver mains;
- e. Protection and mitigation measures for wetlands, habitat and other areas of significant environmental concern; and
- f. Recreation sites and facilities including trail.

**2. City of Portland Comprehensive Plan**

The Airport Way Urban Renewal Plan was prepared in conformity with the economic development policies of the City of Portland and its Comprehensive Plan. The policies which are relevant to this project include:

**Policy 6.2 Regional and City Traffic Patterns: Create and maintain regional and City traffic patterns that protect the livability of Portland's established residential neighborhoods while improving access and mobility within commercial and industrial areas.**

**Goal 11A Public Facilities: Provide a timely, orderly and efficient arrangement of public facilities and services that support existing and planned land use patterns and densities.**

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**3. Airport Way Economic Development Policy**

The Airport Way Economic Development Policy was adopted by the Portland City Council as part of the Portland Comprehensive Plan on June 29, 1988 by Ordinance No. 16100. The policies which are relevant to this project are:

Policy 5.20C: Protect and enhance the scenic and environmental qualities of Marine Drive, the area's sloughs, areas providing significant wildlife habitat, and archaeological resources.

Objective 5.20F: Protect the transportation capacity of the area's highways and roads through both review of individual projects and identification and construction of new facilities which increase the system's capacity.

**4. Report on the South Shore Urban Renewal Plan**

The Report on the South Shore Urban Renewal Plan (the previous title of the Airport Way Urban Renewal Plan), adopted April 15, 1986, makes reference to the public improvements planned in this project. Specifically:

**Chapter II -**

A. Description of the Physical, Social, and Economic Conditions in the Urban Renewal Area.

A. Physical Conditions

5d. Arterial Access. . . . I-205 with interchanges at Sandy Boulevard and Airport Way, currently provides north-south linkage with the Columbia South Shore Area. Other vehicular access within the Renewal Area, most of which need extensive improvements to accommodate industrial-type traffic, include: 148th Avenue, and 158th Avenue.

D. Summary Findings

3. The Area's infrastructure - particularly its storm sewer and sanitary sewer systems - are significantly inadequate and in major portions of the area are nonexistent.

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

- 8. In improving the public infrastructure, the Area will be more attractive to private sector investment, which in turn will improve the property tax base, increase the number of jobs, and will significantly assist in protecting the public's investments that have been and will be made in the Area.

### **C. Authorization for Project**

This project is authorized by the following sections of the Airport Way Urban Renewal Plan:

Section 600 - URBAN RENEWAL ACTIVITIES, Section 601 - Project and Improvement Activities:

#### **A. Public Improvements**

1. Intent. Public facilities, utilities and transportation systems may be planned, designed and constructed within and adjacent to the Renewal Area to eliminate blight and the causes of blight; to stimulate development of industries and other compatible businesses by the private sector; to create long-term employment opportunities, and to increase the City's taxable assessed value.
2. Expected Activities and Improvements. The Development Commission, with funds available to it . . . may participate in the planning, design, and construction of public facilities, utility systems, an integrated transportation system . . .
  - b. Public Improvements including:
    - 1) Storm drainage . . .
    - 2) Installations and measures to protect the Renewal Area's drainage courses.
  - 3) Arterial Streets and other transportation systems including their linkages with the I-205 and I-84 freeways, Sandy Boulevard, NE 82<sup>nd</sup> Avenue, Marine Drive and the Portland International Airport.

**Amendment of Five Existing Urban Renewal Plans to  
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**D. Conclusion**

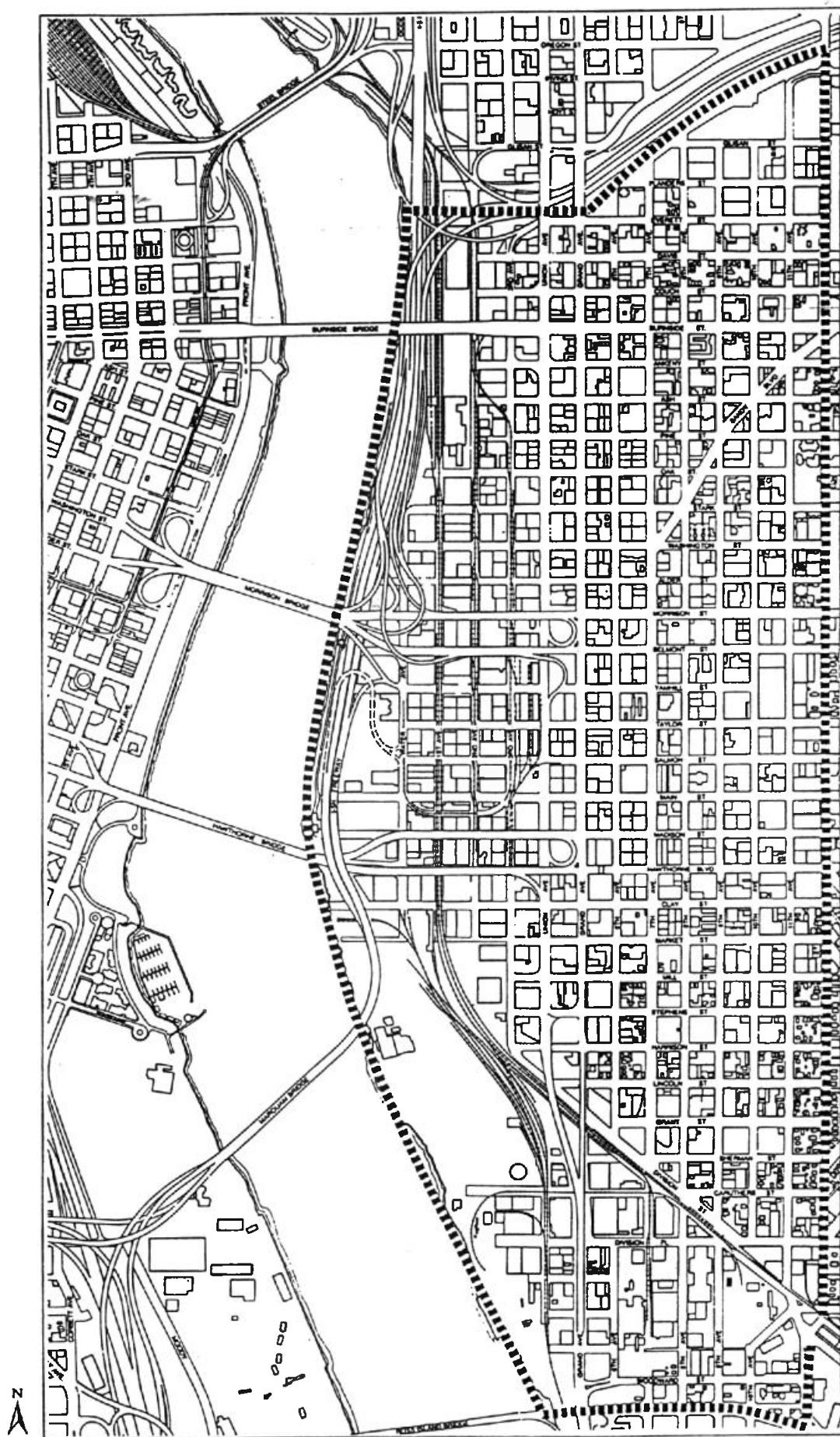
By helping to fund a critical LRT connection between the Banfield LRT, the PIC and the Portland International Airport, and improving important street connections in the District, this project meets the Plan goals for transportation improvements. In view of the increased traffic and decreased capacity of I-84 and I-205, development of LRT is the most feasible means of providing increased access to the PIC and the Airport. The PDC share of this project has been carefully determined based on the specific benefits to the Urban Renewal Area.

In addition, the projects in this section, by accomplishing increased capacity in the Columbia Slough drainage way will meet the Plan's objectives regarding stormwater/drainage.



# Exhibit 1

## Central Eastside Urban Renewal Area boundary



**Amendment of Five Existing Urban Renewal Plans to  
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**CENTRAL EASTSIDE DISTRICT  
URBAN RENEWAL PLAN  
AMENDMENT DESCRIPTIONS & FINDINGS**

Findings for projects within the Central Eastside Urban Renewal Plan (the "Plan") are grouped below according to the following categories: transportation and infrastructure, land acquisition and redevelopment, park development, housing and building rehabilitation. These findings are organized by project category. The projects are first described in scope, schedule and estimated cost (including inflation), then followed by a section which lists how the projects in this category relate to the goals and objectives of the Plan and related documents. A section then follows which specifies the section(s) of the Plan which give specific authorization for the projects within the category. Finally, the conclusion states how each project implements the Plan and is therefore appropriate for including as a component of the maximum amount of indebtedness to be issued under the Plan.

**I. TRANSPORTATION AND INFRASTRUCTURE**

**A. Project Descriptions and Cost Estimates**

**1. MLK/Grand Improvements**

This project consists of improvements to the streetscape of Grand Avenue, MLK Blvd. and E. Burnside. Improvements include new and replacement street trees, cast iron ornamental lighting on MLK and curb extensions on Grand Avenue.

The estimated project cost is \$3,335,390 between 1997/98 and 2006/07.

**2. Water Avenue LID**

This project pays the Development Commission portion of street improvements to Water Avenue.

The estimated project cost is \$1,000,000 between 1997/98 and 2006/07.

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

### **3. CES Transportation and Infrastructure**

This project will provide areawide street improvements as outlined in the CES Transportation Plan.

The estimated project cost is \$7,982,689 between 2000/01 and 2006/07.

## **B. Relationship to Goals and Objectives**

### **1. Central Eastside Urban Renewal Plan**

These projects conform to the following Goals and Objectives of the Central Eastside Urban Renewal Plan:

Goal III. Central Eastside Revitalization Program

B7. Improve the transportation system and parking resources to meet the CEID's business needs and redevelopment objectives while respecting the traffic concerns of adjacent neighborhoods.

### **2. Central City Plan**

The Central Eastside Urban Renewal Plan was prepared in conformity with the Central City Plan of the City of Portland, adopted March 24, 1988. The policies which are relevant to these projects include:

Policy 4 - Transportation.

4C. Support transportation facility improvements that improve the flow of traffic to, within and through the Central City.

Policy 20 - Central Eastside

20E. Develop Union [MLK] and Grand Avenues as the principal north-south connection and commercial spine in the district for transit and pedestrians.

Action Proposal CE1: Buffer the residential neighborhoods east of 12th Avenue from auto and truck traffic.

Action Proposal CE5: Improve district pedestrian ways on Clay, Ankeny, Morrison, Main, Stephens, Caruthers, Division, Grand, 12th and 3rd.

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

Action Proposal CE8: Construct Central Eastside District gateways at locations shown on the district map.

Action Proposal CE9: Construct boulevards on 12th, Grand, Powell and Burnside Streets.

Action Proposal CE10: Construct vehicle and pedestrian improvements at the intersection of SE 12th/Sandy/Burnside and SE 11th/12th/Clinton.

### **3. Prosperous Portland, January, 1994**

**Note:** Although some elements of this plan have been incorporated into Portland's Comprehensive Plan the Prosperous Portland Plan is not a part of the Comprehensive Plan.

Relevant sections include:

Policy 13 - Target Infrastructure Development.

The City of Portland will invest in infrastructure that fosters physical development to increase the City's economic and tax base in targeted geographic areas [Central City listed as a target geographic area].

Central City Sub-districts: Central Eastside

Strategy B: The City will continue to assemble large sites or provide infrastructure for the expansion of area businesses.

Action Item 1, Strategy 1: The City will construct the extension of SE Water Avenue to the Southern Triangle Area with participation of Oregon Museum of Science and Industry, Portland Community College and Portland General Corp.

### **4. Central City 2000 Strategy:**

**Note:** Although some elements of this document have been incorporated into Portland's Comprehensive Plan, the Central City 2000 Strategy is not a part of the Comprehensive Plan.

Relevant sections include:

Central Eastside District

Extend SE Water Avenue from OMSI to SW Caruthers/SW Grand Avenue. Provides access to development area south of KPTV.

Construct pedestrian and lighting improvements on MLK Boulevard and Grand Avenue.

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

- Includes design and construction of pedestrian area lighting, tree planting and sidewalk improvements on 20 major pedestrian streets in the Central Eastside.

Construct pedestrian connections between Central Eastside and the Eastbank Esplanade.

Construct pedestrian and bike improvements to SE Main and SE Clay.

Install traffic signals on SE Main at the intersections of MLK and Grand.

### **C. Authorization for Projects**

These projects are authorized by the following sections of the Central Eastside Urban Renewal Plan:

#### **Section 600 - URBAN RENEWAL ACTIVITIES,**

##### **A. Public Improvements**

##### **Section 601 - Project and Improvement Activities**

1. Intent. Public facilities and utilities may be planned, designed or constructed within the Renewal Area. These improvements may include storm and sanitary sewer improvements, street lighting installation, landscaping, street improvements, parking facilities, parks, open space development and public restrooms or other improvements deemed appropriate for the achievement of the Plan goals and objectives. . . .
2. Anticipated Improvements. Public improvements may include the construction, reconstruction, repair or replacement of sidewalks, streets, pedestrian amenities and public infrastructure including, but not limited to:
  - a) New curbs and gutters, including curb extensions;
  - b) Construction and reconstruction of streets;
  - c) Storm water, sanitary sewer and other public or private utilities;
  - d) New sidewalks or other pedestrian improvements and streets;

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

- e) Trees, shrubs, flowering plants, ground covers, and other plant materials including irrigation systems, soil preparation and/or containers to support same;
- f) Street lights and traffic control devices, tables, benches and other street furniture, drinking fountains;
- g) Special graphics and signage for directional, informational purposes;
- h) Sidewalk awnings, canopies and other weather-sheltering structures for the protection of pedestrians; and
- i) On and off-street parking facilities.

### **D. Conclusions**

#### **1. MLK/Grand Improvements**

These streetscape improvements are authorized by the Plan and supportive of its goals and objectives, particularly Policy 20E of the Central City Plan, calling for improvements to MLK and Grand as the principal north/south corridor for transit and pedestrians. The project is consistent with the Plan.

#### **2. Water Avenue LID**

This project is the Development Commission portion of the Local Improvement District for Water Avenue improvements, as authorized under the public improvements project activity and in response to Goal III. The project is consistent with the Plan.

#### **3. CES Transportation and Infrastructure**

This project carries out varied infrastructure improvements throughout the district in furtherance of the goals and objectives of the Plan, particularly Goal III, B7 to improve the transportation system to meet the needs of the District. The project is consistent with the Plan.

**Amendment of Five Existing Urban Renewal Plans to  
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## **II. LAND ACQUISITION AND REDEVELOPMENT**

### **A. Project Descriptions and Cost Estimates**

#### **1. Central Eastside Land Redevelopment**

This project continues the program to purchase key parcels which are not feasible for rehabilitation and convey the sites for redevelopment. One block per year will be purchased and conveyed for redevelopment.

The estimated project cost is \$9,168,716 between 1997/98 and 2006/07.

### **B. Relationship to Goals and Objectives**

#### **1. Central Eastside Urban Renewal Plan**

This project conforms to the following Goals and Objectives of the Central Eastside Urban Renewal Plan:

##### **Goal I. Urban Development**

- A. General Goal.** Maintain Portland's role as the major regional employment, population, cultural center through public policies that encourage expanded opportunity for housing and jobs while retaining the character of established residential, neighborhood and business centers.

##### **Goal II. Business Retention and New Business Development**

- A. General Goal.** Improve the level, distribution and stability of jobs and income for resident industry, business and people in accordance with the Economic Development Policy adopted by the City Council.

##### **Goal III. Central Eastside Revitalization Program**

- A. General Goal.** Maintain and enhance the Central Eastside District as a near-in job center featuring a diverse industrial base with compatible, supportive and appropriately located commercial and residential activities. Encourage the vitality of existing firms, provide an attractive climate of opportunity for complementary ventures, and offer a positive environment for adjacent neighborhoods.

**Amendment of Five Existing Urban Renewal Plans to  
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- B5. Maintain and bolster the function of the CEID as a business incubator for new industrial and commercial business.
  
- 2. **Report for the Second Amendment to the Central Eastside Urban Renewal Plan**  
The Report for the Second Amendment to the Central Eastside Urban Renewal Plan, adopted May 9, 1990 contains the following language relevant to the project:
  - 1. **Property Acquisition for Redevelopment:**  
Business retention and new business development opportunities are constrained in the Central Eastside because of the lack of large, clear sites for business expansion and redevelopment. . . . .  
  
Large work areas on a single level are key to efficient industrial production and distribution practices. . . .
  
- 3. **City of Portland Comprehensive Plan**  
The Oregon Central Eastside Urban Renewal Plan was prepared in conformity with the City of Portland Comprehensive Plan, effective on January 1, 1981. The Comprehensive Plan policies which are relevant to this project include:  
  
Goal 2. Urban Development:  
Maintain Portland's role as the major regional employment, population and cultural center through public policies that encourage expanded opportunity for housing and jobs, while retaining the character of established residential neighborhoods and business centers.  
  
Policy 5.1 Business Retention and Recruitment:  
Develop policies and programs which provide opportunities for local businesses to operate and grow in Portland. Continue efforts to attract new business and investment to the region.  
  
Policy 5.2 Economic Environment:  
Continue efforts to enhance Portland's economic environment by ensuring that sufficient land and infrastructure exists or can be provided and that public actions support and promote private development activity.



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**4. Economic Development Policy**

The Portland City Council adopted an Economic Development Policy as part of the Comprehensive Plan in June, 1988. The following policies are relevant to this project:

Direct technical, financial or investment assistance for economic development to industrial and commercial districts within, or in close proximity to, neighborhoods where the percentage of unemployed and economically disadvantaged workers exceeds City-wide levels.

Encourage equal opportunities for employment, career advancement, and business development for those segments of the population which have historically not participated fully in the Portland economy.

**5. Prosperous Portland, January, 1994**

Note: Although some elements of this plan have been incorporated into Portland's Comprehensive Plan the Prosperous Portland Plan is not a part of the Comprehensive Plan.

Relevant sections include:

Policy 4 - Sustain aggressive business and workforce development activities. The City will sustain an aggressive business development program that includes retention and expansion, recruitment and workforce development and placement activities.

4G: The City will develop incentives to support the location and retention of companies in targeted development areas . . .

Policy 5 - Promote Community-driven economic development. The City of Portland supports community economic development which promotes the achievement of community-defined and driven goals, and includes physical revitalization, job creation, business and property ownership, provision of retail and neighborhood services and housing development.

5A: The City will assume the role of facilitator and broker, will provide technical and financial support, and will promote partnerships designed to achieve community goals.

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

- Policy 14 - Encourage urban development and redevelopment. The City of Portland will tailor its programs and regulations to meet the needs of and encourage investment in the development and redevelopment of urban land and buildings for employment and housing opportunities.

Central City Sub-districts: Central Eastside

Strategy B: The City will continue to assemble large sites or provide infrastructure for the expansion of area businesses.

### **C. Authorization for Projects**

These projects are authorized by the following sections of the Central Eastside Urban Renewal Plan:

#### **Section 601 - Project and Improvement Activities**

##### **B. Redevelopment Through New Construction.**

1. Intent: It is the intent of the Plan to stimulate new private investment on vacant or under-utilized property to achieve the objectives of this Plan.
2. Method: Redevelopment through new construction may be achieved in two ways:
  - a) By property owners, with or without financial assistance by the Development Commission.
  - b) By acquisition of property by the Development Commission for resale to others for redevelopment.
3. Redevelopment Financing. The Development Commission, with funds available to it, is authorized to promulgate rules and guidelines, establish financial assistance programs and provide below-market interest rate and market rate loans or other assistance and provide such other forms of financial assistance to property owners as it may deem appropriate in order to achieve the objectives of this Plan.

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

### **C. Redevelopment Through Rehabilitation**

1. Intent: It is the intent of the Plan to encourage conservation and rehabilitation of existing buildings and to promote the preservation of historic structures which can be economically rehabilitated.
2. Method: Rehabilitation and conservation may be achieved in three ways:
  - a) By owner and/or tenant activity, with or without financial assistance by the Development Commission;
  - b) By enforcement of existing City codes and ordinances; and
  - c) By acquisition of property by the Development Commission for rehabilitation by the Development Commission or resale for rehabilitation by others.
3. Rehabilitation Financing. The Development Commission, with funds available to it, is authorized to promulgate rules and guidelines, establish financial assistance programs and provide below-market interest rate and market rate loans or other assistance to owners of buildings which are in need of rehabilitation and which are economically capable of same.

### **D. Conclusions**

#### **1. Central Eastside Land Redevelopment**

Acquisition of sites for resale for redevelopment is authorized by the plan and will allow meeting Plan goals and objectives for job creation and economic development in the Area. It will also result in upgrading of deteriorating buildings, thus reducing blight in the District. The project is consistent with the Plan.

**Amendment of Five Existing Urban Renewal Plans to  
Establish Maximum Indebtedness Limits**

### **III. PARK DEVELOPMENT**

#### **A. Project Descriptions and Cost Estimates**

**1. Eastbank Riverfront Park**

The estimated project cost is \$32,888,268 between 1997/98 and 2004/05.

#### **B. Relationship to Goals and Objectives**

**1. Central Eastside Urban Renewal Plan**

This project conforms to the following Goals and Objectives of the Central Eastside Urban Renewal Plan:

**Goal IV. Riverfront Access**

**Willamette River Greenway Plan and Esplanade Development:**  
Implement the Willamette River Greenway Plan which preserves a strong working river while promoting recreation, commercial and residential waterfront development along the Willamette - South of the Broadway Bridge (Comprehensive Plan Policy 2.7) Increase accessibility to the river and enhance Greenway areas as a public resource and improve the environmental quality of life for adjacent and nearby neighborhoods. (CERP Objective 6).

**2. Central City Plan**

The Central Eastside Urban Renewal Plan was prepared in conformity with the Central City Plan of the City of Portland, adopted March 24, 1988. The policies which are relevant to these projects include:

**Policy 2 - The Willamette Riverfront:** Enhance the Willamette River as the focal point for views, public activities, and development which knits the city together.

**2A:** Recapture the east bank of the Willamette Riverfront between the Marquam and Steel Bridges by expanding and enhancing the space available for non-vehicular uses.

**Amendment of Five Existing Urban Renewal Plans to  
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2B: Locate a wide range of affordable and attractive public activities and attractors along the riverbank and create frequent pedestrian access to the water's edge.

2F: Encourage development of facilities that provide access to and from the water's surface throughout the Central City.

**Policy 8 - Parks and Open Spaces:** Build a park and open space system of linked facilities that tie the Central City districts together and to the surrounding community.

8A: Create greenbelts that tie existing open spaces together using street trees, plazas, bicycle and pedestrian ways, recreational trails and new parks.

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

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

Willamette Riverfront Map and Parks and Open Space Map in Central City Plan (p.53) show the trail connection and park and open space facilities on the east bank of the Willamette River.

**Policy 20 - Central Eastside:**

Preserve the Central Eastside as an industrial sanctuary while improving freeway access and expanding the area devoted to the Eastbank Esplanade.

**Action Proposal CE4 of Policy 20:**

Complete the Eastbank Esplanade improvements including pedestrian and bicycle connections at all bridges.

**3. Report of the Central Eastside Urban Renewal Plan**

The Report of the Central Eastside Urban Renewal Plan, adopted July, 1986 contains the following language relevant to the project:

**Chapter VI. C. Esplanade Open Space Improvements.**

A program of improvement and development of access to the east shore of the Willamette River and preservation and improvement of open space will be undertaken as an integral part of the Central Eastside Program . . .

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

### **4. Central City 2000 Strategy**

**Note:** Although some elements of this strategy have been incorporated into Portland's Comprehensive Plan the Central City 2000 strategy is not a part of the Comprehensive Plan.

Relevant sections include:

Central Eastside Industrial District: Design and construct enhanced Eastbank Esplanade project.

A \$10.4 million enhancement to existing \$3.5 million initial phase allowing for a full-length esplanade between the Steel Bridge and OMSI.

Includes connection between the Esplanade and the Rose/Lloyd District, man-made island near OMSI and trail enhancements.

### **5. Prosperous Portland, January 1994**

**Note:** Although some elements of this plan have been incorporated into Portland's Comprehensive Plan the Prosperous Portland Plan is not a part of the Comprehensive Plan.

Relevant sections include:

Central City Sub-districts: Central Eastside:  
Strategy D, Action Item 1: The City will proceed with Eastbank Riverfront Park planning, design and implementation.

## **C. Authorization for Projects**

These projects are authorized by the following sections of the Central Eastside Urban Renewal Plan:

### **Section 600 - URBAN RENEWAL ACTIVITIES,**

#### **A. Public Improvements**

##### **Section 601 - Project and Improvement Activities**

1. Intent. Public facilities and utilities may be planned, designed or constructed within the Renewal Area. These improvements may include storm and sanitary sewer improvements, street lighting installation, landscaping, street improvements, parking facilities, parks, open space development and public restrooms or other

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

improvements deemed appropriate for the achievement of the Plan goals and objectives ...

2. **Anticipated Improvements.** Public improvements may include the construction, reconstruction, repair or replacement of sidewalks, streets, pedestrian amenities and public infrastructure including, but not limited to:
  - a) New curbs and gutters, including curb extensions;
  - b) Construction and reconstruction of streets;
  - c) Storm water, sanitary sewer and other public or private utilities;
  - d) New sidewalks or other pedestrian improvements and streets;
  - e) Trees, shrubs, flowering plants, ground covers, and other plant materials including irrigation systems, soil preparation and/or containers to support same;
  - f) Street lights and traffic control devices, tables, benches and other street furniture, drinking fountains;
  - g) Special graphics and signage for directional, informational purposes;
  - h) Sidewalk awnings, canopies and other weather-sheltering structures for the protection of pedestrians; and
  - i) On and off-street parking facilities.

### **D. Conclusions**

#### **1. Eastbank Riverfront Park**

The Eastbank Riverfront Park is clearly supportive of goals and objectives of the Plan and supporting documents and is authorized by the Plan. The project is consistent with the Plan.

**Amendment of Five Existing Urban Renewal Plans to  
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**IV. HOUSING**

**A. Project Descriptions and Cost Estimates**

**1. Central Eastside Affordable Housing**

This project is to increase the number of housing units by 300-600 for families with incomes at 60% of the median family income. The project will include land acquisition and redevelopment of sites.

The estimated project cost is \$6,442,000 between 1997/98 and 2006/07.

**B. Relationship to Goals and Objectives**

**1. Central Eastside Urban Renewal Plan**

This project conforms to the following Goals and Objectives of the Central Eastside Urban Renewal Plan:

**Goal I. Urban Development**

A. General Goal. Maintain Portland's role as the major regional employment, population, cultural center through public policies that encourage expanded opportunity for housing and jobs while retaining the character of established residential, neighborhood and business centers.

**Goal III. Central Eastside Revitalization Program**

A. General Goal. Maintain and enhance the Central Eastside District as a near-in job center featuring a diverse industrial base with compatible, supportive and appropriately located commercial and residential activities. Encourage the vitality of existing firms, provide an attractive climate of opportunity for complimentary ventures, and offer a positive environment for adjacent neighborhoods.



**Amendment of Five Existing Urban Renewal Plans to  
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**2. Central City Plan**

The Central Eastside Urban Renewal Plan was prepared in conformity with the Central City Plan of the City of Portland, adopted March 24, 1988. The policies which are relevant to these projects include:

Policy 3 - Housing: Maintain the Central City's status as Oregon's principal high density housing area by keeping housing production in pace with new job creation.

3C: Encourage the development of housing in a wide range of types and prices and rent levels.

3D: Foster the growth of housing to help reinforce the Central City as a lively urban area, especially during evenings.

Action Item H4: Use urban renewal and tax increment financing to foster the development and preservation of housing in urban renewal districts . . .

**Policy 6 - Public Safety**

6A: Foster the development of a vital "24 hour" city which encourages the presence of people and decreases the likelihood of crime.

**Policy 20 - Central Eastside**

20C: Allow mixed use developments, which include housing, in areas already committed to nonindustrial development.

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

### **C. Authorization for Projects**

These projects are authorized by the following sections of the Central Eastside Urban Renewal Plan:

#### **Section 601 - Project and Improvement Activities**

##### **B. Redevelopment Through New Construction.**

1. Intent: It is the intent of the Plan to stimulate new private investment on vacant or under-utilized property to achieve the objectives of this Plan.
2. Method: Redevelopment through new construction may be achieved in two ways:
  - a) By property owners, with or without financial assistance by the Development Commission.
  - b) By acquisition of property by the Development Commission for resale to others for redevelopment.
3. Redevelopment Financing. The Development Commission, with funds available to it, is authorized to promulgate rules and guidelines, establish financial assistance programs and provide below-market interest rate and market rate loans or other assistance and provide such other forms of financial assistance to property owners as it may deem appropriate in order to achieve the objectives of this Plan.

##### **C. Redevelopment Through Rehabilitation**

1. Intent: It is the intent of the Plan to encourage conservation and rehabilitation of existing buildings and to promote the preservation of historic structures which can be economically rehabilitated;
2. Method: Rehabilitation and conservation may be achieved in three ways;
  - a) By owner and/or tenant activity, with or without financial assistance by the Development Commission;

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

- b) By enforcement of existing City codes and ordinances; and
  - c) By acquisition of property by the Development Commission for rehabilitation by the Development Commission or resale for rehabilitation by others.
3. **Rehabilitation Financing.** The Development Commission, with funds available to it, is authorized to promulgate rules and guidelines, establish financial assistance programs and provide below-market interest rate and market rate loans or other assistance to owners of buildings which are in need of rehabilitation and which are economically capable of same.

### **D. Conclusions**

1. **Central Eastside Affordable Housing**

Public assistance to create a small amount of affordable housing in this District is complementary with the industrial sanctuary, supportive of existing retail and commercial uses and will assist in the creation of a more lively area which can help reduce crime. The acquisition for redevelopment is authorized by the Plan and consistent with its goals and objectives.

## **V. BUILDING REHABILITATION**

### **A. Project Descriptions and Cost Estimate**

1. **Storefront Program**

This project is to give grants to property and business owners to rehabilitate storefronts. Approximately seven to eleven grants per year will be awarded, with an average grant of \$10,000.

The estimated project cost is \$1,452,000 between 1997/98 and 2006/07.

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

### **2. Building Rehabilitation**

This project is to give grants to property owners for the purpose of conserving and reusing existing buildings and promoting the preservation of historic buildings which can be economically rehabilitated. The grants, which may include seismic and ADA improvements as well, are made on a two for one match and may not exceed \$25,000 per grant.

The estimated project cost is \$4,005,000 between 1998/99 and 2006/07.

## **B. Relationship to Goals and Objectives**

### **1. Central Eastside Urban Renewal Plan**

This project conforms to the following Goals and Objectives of the Central Eastside Urban Renewal Plan:

#### **Goal I. Urban Development**

- A. General Goal. Maintain Portland's role as the major regional employment, population, cultural center through public policies that encourage expanded opportunity for housing and jobs while retaining the character of established residential, neighborhood and business centers.

#### **Goal II. Business Retention and New Business Development**

- A. General Goal. Improve the level, distribution and stability of jobs and income for resident industry, business and people in accordance with the Economic Development Policy adopted by the City Council.

#### **Goal III. Central Eastside Revitalization Program**

- A. General Goal. Maintain and enhance the Central Eastside District as a near-in job center featuring a diverse industrial base with compatible, supportive and appropriately located commercial and residential activities. Encourage the vitality of existing firms, provide an attractive climate of opportunity for complementary ventures, and offer a positive environment for adjacent neighborhoods.

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

B4. Create an attractive environment featuring high quality design standards for new and existing business in a manner which is complementary to the overall business climate while recognizing the CEID is both the "front door" to nearby residential neighborhoods and highly visible to Portland's Central Business District.

### **2. Central City Plan**

The Central Eastside Urban Renewal Plan was prepared in conformity with the Central City Plan of the City of Portland, adopted March 24, 1988. The policies which are relevant to these projects include:

Policy 20 - Central Eastside

20D: Preserve buildings which are of historic and/or architectural significance.

### **3. Central City 2000 Strategy**

**Note:** Although some elements of this strategy have been incorporated into Portland's Comprehensive Plan the Central City 2000 Strategy is not a part of the Comprehensive Plan.

Relevant sections include:

Central Eastside District: Implement MLK/Grand Facade Improvement Program. Provide grants to property owners for upgrades to storefronts.

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### **C. Authorization for Projects**

These projects are authorized by the following sections of the Central Eastside Urban Renewal Plan:

#### **Section 601 - Project and Improvement Activities**

##### **C. Redevelopment Through Rehabilitation**

1. Intent: It is the intent of the Plan to encourage conservation and rehabilitation of existing buildings and to promote the preservation of historic structures which can be economically rehabilitated.
2. Method: Rehabilitation and conservation may be achieved in three ways:
  - a) By owner and/or tenant activity, with or without financial assistance by the Development Commission;
  - b) By enforcement of existing City codes and ordinances;
  - c) By acquisition of property by the Development Commission for rehabilitation by the Development Commission or resale for rehabilitation by others.
3. Rehabilitation Financing. The Development Commission, with funds available to it, is authorized to promulgate rules and guidelines, establish financial assistance programs and provide below-market interest rate and market rate loans or other assistance to owners of buildings which are in need of rehabilitation and which are economically capable of same.

**Amendment of Five Existing Urban Renewal Plans to  
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**D. Conclusions**

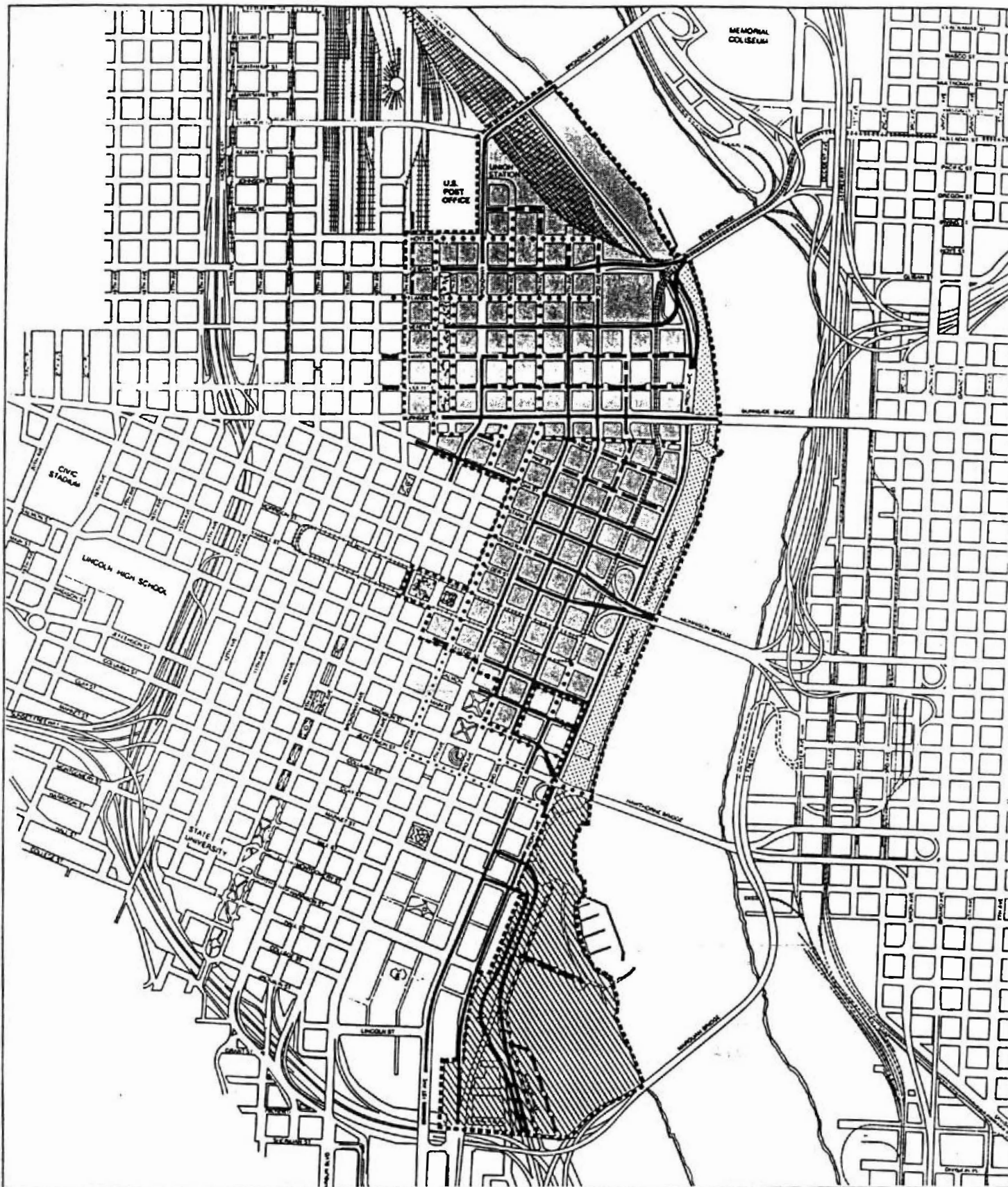
**1. Storefront Program**

This project to give small grants to property and business owners results in a more attractive business district and contributes to successful, healthy small businesses. It is consistent with Plan policies, particularly Goal III to create an attractive environment to revitalize the Central Eastside, and is authorized by the Plan.

**2. Building Rehabilitation**

This project of small grants helps in preserving existing buildings in the area and helping preserving historic buildings. Buildings may also be made safer by conforming to seismic requirements, and can use funds for ADA requirements which are required upon redevelopment. The project results in healthier small businesses in the area, is authorized by the Plan and is consistent with Plan policies, particularly Goal III, the Central Eastside Revitalization Program.

# DOWNTOWN WATERFRONT URBAN RENEWAL PLAN



## EXHIBIT 1 Land Use Plan



### LEGEND

Waterfront Park

Public Open Space and Park

Mixed Use

Mixed Use: South Waterfront Activity Area

Local Service Street

Non-Automobile Oriented Street

Traffic Access Street



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**DOWNTOWN WATERFRONT DISTRICT  
URBAN RENEWAL PLAN  
AMENDMENT DESCRIPTIONS & FINDINGS**

Findings for projects within the Downtown Waterfront Urban Renewal Plan (the "Plan") are grouped below according to the following categories: Housing, Employment, Older/Historic Buildings, Transportation, Parks, Parking, Neighborhood Development and Environmental. These findings are organized by project category. The projects are first described in scope, schedule and estimated cost (including inflation), then followed by a section which lists how the projects in this category relate to the goals and objectives of the Plan and related documents. A section then follows which specifies the section(s) of the Plan which give specific authorization for the projects within the category. Finally, the conclusion states how each project implements the Plan and is therefore appropriate for including as a component of the maximum amount of indebtedness to be issued under the Plan.

**I. HOUSING**

**A. Project Descriptions and Cost Estimates**

**1. Loan Funds**

Low interest loans for housing development which will produce approximately 541 units for persons in the 0-60% median income range and approximately 757 units in the 60-100% median income range.

The project cost is \$30,296,000 between 1997/98 and 2003/04. This project will provide approximately 541 loans with a \$28,000 per unit subsidy for persons in the 0-60% of median income range, and approximately 757 loans with a \$20,000 per unit subsidy for persons in the 60-100% of median income range.

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**2. Preservation:**

Acquisition of HUD sponsored low income rental housing projects for which the low household income requirements are expiring. This will allow preservation of approximately 654 units of housing downtown.

The project cost and schedule is \$14,440,000 between 1997/98 and 2003/04. This project will provide a subsidy of \$22,000 per unit to preserve approximately 654 units.

**3. Site Acquisition And Development**

Acquisition, project management and loan subsidy for mixed income housing development which will result in approximately 282 units of housing.

The project cost and schedule is \$4,428,000 between 1998/99 and 2003/04. This project assumes that nearly two one-half block projects can be completed. Land cost for one-half block is assumed at \$50/square foot; project management at \$200,000 and an additional loan subsidy of \$7000 per unit for 150 units in each half-block project. \$4,700,000 would be needed for the total two one-half block projects; additional funds from another source would be required for completion of the projects.

**4. Home Ownership:**

Loans which subsidize home ownership of approximately 140 units for persons in the 60-80% of median income range.

The project cost and schedule is \$4,138,000 between 1998/99 and 2003/04. This project would provide a subsidy of \$30,000 per unit.

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

### **B. Relationship to Goals and Objectives:**

#### **1. The Downtown Waterfront Urban Renewal Plan**

These projects conform to Goal 3 of the Downtown Waterfront Urban Renewal Plan:

To maintain existing low-income housing and promote additional new housing serving mixed income groups.

The Fourteenth Amendment to the Plan authorizes financial assistance to private parties for property acquisition for development of low-income housing. Selection of specific parcels of property for acquisition will be the prerogative of private parties.

Chapter IV of the Report on the Fourteenth Amendment states

... The reasons for undertaking this Project are listed below:

1. To preserve and upgrade existing residential hotels and other low-cost housing which might otherwise deteriorate or be closed or converted to non-residential use.
2. To provide financing for development of additional low-income housing to achieve public policy goals, through land acquisition for construction of new units and acquisition of buildings for renovation of housing.
3. To reduce costs of capital debt service to housing providers, so that rents can be offered to very low-income tenants at affordable rates ...

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

### **2. Goals and Guidelines/Portland Downtown Plan**

The Downtown Waterfront Urban Renewal Plan includes the "Goals and Guidelines/Portland Downtown Plan", adopted by the City Council in October, 1980. The following sections are relevant to these projects:

#### **Housing and Downtown Neighborhoods**

**General Goal:** To give a high priority to increasing the number of residential accommodations in the Downtown area for a mix of age and income groups, taking in to consideration differing life styles; and to provide a "quality" environment in which people can live recognizing that residents of Downtown and adjacent areas are essential to the growth, stability and general health of a metropolitan city.

#### **Specific Goals:**

A.1. Develop economic or other incentives to reduce the slippage rate of existing housing units from the market in the Downtown area and encourage the building of additional housing units.

A.2. Encourage the fullest use of public and private programs to ensure that future Downtown housing accommodates a mix of low, moderate and high income people.

### **3. Central City Plan**

The Downtown Waterfront Urban Renewal Plan was prepared in conformance with the Central City Plan of the City of Portland, adopted March 24, 1988. The policies which are relevant to these projects include:

**Policy 3 - Housing:** Maintain the Central City's status as Oregon's principal high density housing area by keeping housing production in pace with new job creation.

**3A:** Promote the construction of at least 5000 new housing units in the Central City by the year 2010.

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

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

- 3C: Encourage the development of housing in a wide range of types and prices and rent levels.
- 3D: Foster the growth of housing to help reinforce the Central City as a lively urban area, especially during evenings.

**Action Item H4: Use urban renewal and tax increment financing to foster the development and preservation of housing in urban renewal districts ...**

### **4. Central City 2000 Strategy**

**Note: Although some elements of this strategy have been incorporated into Portland's Comprehensive Plan the Central City 2000 Strategy is not a part of the Comprehensive Plan.**

**The Central City 2000 Strategy was adopted by the City Council in July, 1996. Relevant portions of this document include:**

#### **Section II - Housing Strategy**

Currently, about 70 percent of downtown housing is low- and moderate-income housing. Middle-income housing is needed in the Central City to: make diverse housing opportunities accessible to average, wage-earning families; and make family-wage jobs available to city residents by providing the labor and consumer markets needed to attract quality businesses to the Central City.

The cost of developing middle-income housing in the Central City is higher than comparable units in other locations, particularly the suburbs. This is caused by the higher price of land, the higher costs of constructing higher density housing and the special difficulties associated with constructing in an active downtown environment compared to a construction site which can be isolated from interference. Given these added costs and the market rate for housing, developers cannot make a reasonable rate of return on Central City housing. Public assistance is needed to lower the private costs ...

Create a Central City housing inventory which balances the need for low-income housing, including the need to retain housing units for very low income persons, with the need for rental and owner occupied housing which middle-income households can afford.

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

To minimize the funding competition between middle-income housing in the Central City and low-income housing, the City should levy on average, \$4 million per year of tax increment funds for affordable mixed- or middle-income housing projects in the Central City.

### **Section VI - District Infrastructure. Downtown/Old Town/Chinatown**

Over 1000 new housing units are also expected over the next twenty years.

#### **5. Prosperous Portland**

**Note:** Although some elements of this plan have been incorporated into Portland's Comprehensive Plan the Prosperous Portland Plan is not a part of the Comprehensive Plan.

Prosperous Portland was adopted by the City Council in September, 1994. Relevant portions of the document include:

#### **Policy 14 - Encourage Urban Development and Redevelopment**

Strategy 14H: In addition to the Comprehensive Housing Affordability Strategy (CHAS) priorities, the City will lead a strong public effort to encourage development and redevelopment of a balanced mix of housing units.

#### **Physical Development and Infrastructure - Central City**

Strategy C: The City will maintain a strong public advocacy role and capability for forming public/private partnerships to ensure balanced housing development throughout the Central City. The City will work to establish effective public policy incentives and funding support for housing development of varying types and serving middle, moderate and low-income levels in the Central City. For example, prototypes for market rate infill and transit supportive housing are needed.

Strategy J: The City will establish effective policy and financial incentives to stimulate housing development to meet the needs of a full range of households, with a goal of addressing a high growth scenario of 2600 moderate and middle-income residential

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

units in three years, and a need for 10,000 low and moderate income units over the next ten years.

### **C. Authorization for Housing Projects:**

These projects are authorized by the following sections of the Downtown Waterfront Urban Renewal Plan:

#### **Section D - Project Activities:**

##### **1. Rehabilitation and Conservation**

b. Method. Rehabilitation and conservation may be achieved four ways:

- (1) By owner and/or tenant activity;
- (2) The enforcement of existing City codes and ordinances;
- (3) Acquisition by the Agency for rehabilitation or resale for rehabilitation; and
- (4) Acquisition by private parties for rehabilitation for housing, with or without the financial assistance of the Agency; ...

##### **2. Acquisition and Redevelopment**

b. Method. Proposals for property acquisition, including limited interest acquisition, may be recommended for inclusion in this Plan to achieve objectives of the Plan based on one or more of the following criteria:

- (1) Where existing conditions do not permit practical or feasible rehabilitation of the structure and it is determined that acquisition of such properties and demolition of the improvements thereon are necessary to remove substandard conditions;



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- (2) Where detrimental land uses or conditions such as incompatible uses, or adverse influences from noise, smoke or fumes exist, or where there exists overcrowding, excessive dwelling unit density, or conversions to incompatible types of uses, and it is determined that acquisition of such properties and demolition of the improvements necessary to remove blighting influences and the achieve the objectives of the Urban Renewal Plan;
  - (3) Where it is determined that the property is needed to provide public improvements and facilities; or
  - (4) Where the existing property owner is either unwilling or unable to achieve the objectives of the Urban Renewal Plan.
- c. Property Acquisition for Redevelopment as Housing

Real property may be acquired by private parties for redevelopment as housing, with or without the financial assistance of the Agency.

### **D. Conclusions:**

#### **1. Loan Funds**

Provision of housing for varying income groups is a key objective of the Downtown Plan, as stated in Goal 3 of the Plan and the Report on the Fourteenth Amendment. Because housing downtown is more expensive to construct, as described in the Central City 2000 Strategy, a subsidy is necessary in order to achieve the downtown housing goals described in the Central City Plan and Prosperous Portland.

#### **2. Preservation**

This project supports Goal 3 of the plan to maintain existing low-income housing, and is specifically discussed in the Report on the Fourteenth Amendment to the Plan to preserve and maintain existing low-income housing which could be converted to other uses.

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### **3. Site Acquisition and Development**

Acquisition of sites for construction of housing by nonprofit is a key mechanism to increase the number of housing units downtown for mixed income households. The project is consistent with Goal 3 of the plan to promote housing for a range of income groups, and the Fourteenth Amendment to provide financing for additional low-income housing. The project is consistent with the Plan.

### **4. Ownership**

This project increases the number of housing units downtown for persons earning 60-80% of median income, consistent with Goal 3, to promote additional new housing units serving mixed income groups. In addition, creating ownership housing adds to the stability of the neighborhood from the pride of ownership consistent with maintaining the health of the Central City as described in the Goals and Guidelines/Portland Downtown Plan.

## **II. EMPLOYMENT**

### **A. Project Descriptions**

#### **1. Opportunity Fund**

This project consists of acquiring sites for redevelopment of office buildings which will promote the creation of jobs within the urban renewal area.

The project cost and schedule is \$20,119,000 between 1998/99 and 2003/04. The project assumes creation of a fund which would leverage private investment 20 to 1. This could result in the creation of 2 million square feet of new office space (\$400 million, based on a construction cost of \$200/square foot) which could create 10,000 new jobs (assuming 200 sf/job).

#### **2. Trailways Block**

Site preparation and promotion of redevelopment of the site for employment generating office uses.

The estimated cost and schedule for this project is \$286,000 between 1999 and 2001.

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### **3. Recruitment**

Personnel, materials and services for business recruitment activities that create employment within the Urban Renewal Area.

The cost and schedule for this project is \$540,000 between 1997/98 and 2003/04.

### **4. Predevelopment Assistance**

Personnel, materials and services to provide market analysis and project planning for employment generating development.

The estimated cost and schedule for this project is \$441,000 between 1999 and 2004.

### **5. Policy Development And Review**

Personnel, materials and services for review and preparation of new policies and programs to be undertaken by the Commission and the City of Portland.

The cost and schedule for the project is \$251,000 between 1998/99 and 2003/04.

### **6. Creative Services Incubator**

This project consists of acquisition of property and building plus renovation cost or new construction (both with joint venture partner) for development of a center for promoting employment in the creative services industry.

The cost and schedule for the project is \$7,489,000 between 1997/98 and 2000/01.

## **B. Relationship to Goals and Objectives:**

### **1. Central City Plan**

The Downtown Waterfront Urban Renewal Plan was prepared in conformity with the Central City Plan of the City of Portland, adopted March 24, 1988. The policies which are relevant to these projects include:

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

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

1A: Foster the development of at least 50,000 additional jobs in the Central City by the year 2010.

1B: Enhance the Central City's dominance in finance, government, professional services, culture, entertainment, and as a business headquarters location.

1F: Support the retention and expansion of existing businesses while attracting and encouraging new businesses in the Central City.

1G: Build on and market the Central City's livability as a central component of Portland's economic development strategies.

Policy 14 - Downtown. Strengthen the Downtown as the heart of the region, maintain its role as the preeminent business location in the region, expand its role in retailing, housing, and tourism, and reinforce its cultural, educational, entertainment, governmental and ceremonial activities.

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

## **2. Prosperous Portland**

**Note:** Although some elements of this plan have been incorporated into Portland's Comprehensive Plan the Prosperous Portland Plan is not a part of the Comprehensive Plan.

Relevant sections are:

Policy 4 - Sustain Aggressive Business and Workforce Development Activities: The City will maintain an aggressive business development program that includes retention and expansion, recruitment and workforce development and placement activities.

Strategy 4F: The City encourages the growth of existing and emerging economic activities which contribute to Portland's overall economy and the development of the Central City and

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neighborhood business districts. An initial list of such activities includes: ... Film and Video ...

**Policy 7 - Capture International Opportunities.** The City of Portland will take a leadership role in developing Portland's opportunities in the international economy ...

**Strategy 7D:** The City's proactive international business development strategy should focus on the City's target industries.

**Policy 14 - Encourage Urban Development and Redevelopment.** The City of Portland will tailor its programs and regulations to meet the needs of and encourage investment in the development and redevelopment of urban land and buildings for employment and housing opportunities.

**Strategy 14B:** The City will support continuation of highest density office and retail development in Downtown and the Lloyd District to maintain this as the major employment and economic center of the region.

### **3. Central City 2000 Strategy:**

**Note:** Although some elements of this Strategy have been incorporated into Portland's Comprehensive Plan the Central City 2000 Strategy is not a part of the Comprehensive Plan.

Relevant sections are:

**Section III - Business Climate.** The Central City business climate affects the retention and expansion of existing businesses and the attraction of new businesses. Compared to suburban locations, for many businesses the Central City business climate is characterized by: higher business taxes, higher construction costs due to the high price of land and construction at higher densities and higher combined cost of office space and parking. To mitigate these impediments to job retention, growth and attraction, the Central City 2000 Task Force recommends:

Establishing an Opportunity Fund to leverage private investments in business development and expansion. ... The Fund would finance land assembly and related site improvements which foster the development of commercial space required for job growth and attraction. It could also

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underwrite low-interest or deferred-payment loans or job training grants to new or expanding businesses.

Section IV - Target Industries. The Region 2040 Plan envisions 71,300 net new jobs. . . . The attraction of new businesses is also required. But resources area limited and the City must focus its attraction efforts on "target industries" . . . . Based on these criteria, . . . the City focus its Central City job attraction efforts on the following target industries: . . . Creative Services . . .

PDC, with the private sector assistance, should examine the possibility of developing a facility to provide a geographic focus and adequate support capability to attract creative service businesses to the Central City.

The Center would house anchor creative service tenants and incubating businesses. The facility would potentially be a renovated older commercial building which includes cutting edge telecommunications and electronics, an uninterrupted power supply and shared support services and equipment.

Section VI - District Infrastructure. Downtown/Old Town/Chinatown

The downtown . . . contains about 80,600 jobs today, 53 percent of the Central City total. To achieve the job growth envisioned in the 2040 Plan, the number of jobs in the Downtown District must grow by 34,400 jobs by the year 2015. Thus, almost one-half of the job growth required of the Central City by the 2040 Plan is expected to occur in the Downtown District.

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**C. Authorization for Employment Projects:**

These projects are authorized by the following sections of the Downtown Waterfront Urban Renewal Plan:

**Section D - Project Activities:**

1. Rehabilitation and Conservation
  - b. Method. Rehabilitation and conservation may be achieved four ways;
    - (1) By owner and/or tenant activity;
    - (2) The enforcement of existing City codes and ordinances;
    - (3) Acquisition by the Agency for rehabilitation or resale for rehabilitation; and
    - (4) Acquisition by private parties for rehabilitation for housing, with or without the financial assistance of the Agency; ...
2. Acquisition and Redevelopment
  - b. Method. Proposals for property acquisition, including limited interest acquisition, may be recommended for inclusion in this Plan to achieve objectives of the Plan based on one or more of the following criteria:
    - (1) Where existing conditions do not permit practical or feasible rehabilitation of the structure and it is determined that acquisition of such properties and demolition of the improvements thereon are necessary to remove substandard conditions;

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- (2) Where detrimental land uses or conditions such as incompatible uses, or adverse influences from noise, smoke or fumes exist, or where there exists overcrowding, excessive dwelling unit density, or conversions to incompatible types of uses, and it is determined that acquisition of such properties and demolition of the improvements necessary to remove blighting influences and the achieve the objectives of the Urban Renewal Plan;
  - (3) Where it is determined that the property is needed to provide public improvements and facilities; or
  - (4) Where the existing property owner is either unwilling or unable to achieve the objectives of the Urban Renewal Plan.
5. Redevelopment Through New Construction
- b. Method. Redevelopment through new construction may be achieved in two ways:
    - (1) By property owners, with or without financial assistance by the Development Commission; and
    - (2) By acquisition of property by the Development Commission for resale to others for redevelopment.

### **D. Conclusions**

#### **1. Opportunity Fund**

This fund is created in order to meet the job goals of the Central City Plan, and the updated projections of the Central City 2000 Strategy, particularly Goal 14B of the Central City Plan to actively foster the growth of downtown and enhancing its competitive position. This fund helps ameliorate some of the barriers to competitiveness as outlined in the Central City 2000 strategy.



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**2. Trailways Block**

This project responds to the goals and objectives related to creating and retaining jobs within the Urban Renewal Area contained in the Central City Plan, Prosperous Portland and Central City 2000.

**3. Recruitment**

This project involves the necessary recruitment for job generating development within the Urban Renewal Area.

**4. Predevelopment Assistance**

This project allows technical assistance to allow full utilization of other employment services, such as the Opportunity Fund and Creative Services Incubator. It is essential to the success of those projects, and is consequently consistent with the Plan.

**5. Policy Development and Review**

This project involves creation of the policies which will guide the employment services, such as the Opportunity Fund and the Creative Services Incubator. It is essential to the success of those projects, and is consequently consistent with the Plan.

**6. Creative Services Incubator**

This project is consistent with the goals of the Central City Plan and the Central City 2000 Strategy to add employment downtown. This incubator project directs funding to one of the target industries identified in the Central City 2000 Strategy; a method to focus investment on the industries which have the most potential to create quality jobs and contribute to the City's workforce and economic goals. The project is consistent with the Plan.

**Amendment of Five Existing Urban Renewal Plans to  
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### **III. OLDER/HISTORIC BUILDINGS**

#### **A. Project Descriptions and Cost Estimates**

**1. Seismic Loan Program**

This program consists of low interest loan programs to preserve the older and historic building stock by providing seismic retrofit incentives in compliance with Portland's Zone 5 seismic classification.

The cost and schedule of this project is \$5,323,000 between 1997/98 and 2003/04.

**2. Older/Historic Building - Union Station Restoration**

Estimated seismic, structural and building restoration of the historic Union Station building.

The cost and schedule of this project is \$8,347,000 between 2001/02 and 2003/04.

**3. Union Station Forecourt**

Construction of parking and a public plaza at historic Union Station.

The cost and schedule of this project is \$1,367,000 in 2003/04.

**4. 511 Building**

This project involves a restoration of the historic building at 511 SW Broadway, the old Post Office, which may given to the City by the Federal Government.

The cost and schedule of this project is \$11,602,000 between 1997/98 and 1999/00. The cost assumes \$61/square foot renovation cost and \$44/sf seismic retrofit.

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**B. Relationship to Goals and Objectives:**

**1. Downtown Waterfront Urban Renewal Plan**

These projects conform to the following Goals and Objectives of the Downtown Waterfront Urban Renewal Plan:

Goal 4. To support and promote the preservation and enhancement of historic buildings and districts.

Goal 6. To stimulate private conservation, rehabilitation and development both within and adjacent to the Project Area through public improvements in the Project Area.

Goal 11. To establish a redevelopment program for the Union Station Project Activity Area, including the redevelopment of adjacent and other nearby properties.

The Twelfth Amendment to the Downtown Waterfront Urban Renewal Plan authorized the acquisition and renovation of Union Station and its Forecourt Plaza. Following are some relevant passages from the Report, dated April 8, 1987:

Social Conditions: . . . The Union Station depot is recognized as one of the most architecturally significant historic properties in the City of Portland. . . . The opportunity to save Union Station as a landmark of local and national prominence through complete renovation and preservation is a key attribute of the property. The building, and in particular the clock tower, lends itself extremely well to creation of a strong and unique architectural identity for the project.

Reasons for Selection of Each Urban Renewal Area in the Plan Amendment: . . . The project is fully consistent with and furthers the primary objective of the original DTWF Urban Renewal Plan as well as the Third Amendment to that Plan, the 1972 Downtown Plan, the North of Burnside Recommended Land Use Policy of 1981, the Northwest Triangle District Plan of 1982, the Union Station Transportation Center report, and other adopted plans and policies in the area through the preservation of historic properties, the redevelopment of obsolete and underutilized properties, the creation of public amenities and the development of a Transportation Center.

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### **2. Central City Plan**

The Downtown Waterfront Urban Renewal Plan was prepared in conformity with the Central City Plan of the City of Portland, adopted March 24, 1988. The policies which are relevant to these projects include:

#### **Policy 1: Economic Development**

1F: Support the retention and expansion of existing businesses while attracting and encouraging new businesses in the Central City.

Policy 11: Historic Preservation. Preserve and enhance the historically and architecturally important buildings and places and promote the creation of our own legacy for the future.

11A. Protect historically significant sites and architecturally important structures.

Policy 16 - North of Burnside. Extend downtown development toward Union Station and the Broadway Bridge ...

Action Proposal NB1: Restore Union Station, develop it into a public attraction ...

Action Proposal NB4: Create a public plaza in front of Union Station.

### **3. Prosperous Portland**

Note: Although some elements of this plan have been incorporated into Portland's Comprehensive Plan the Prosperous Portland Plan is not a part of the Comprehensive Plan.

The following sections apply:

#### **Business Development**

Policy 6. Encourage Small Business Development. The City of Portland recognizes the importance of small businesses to the Portland economy and will emphasize efforts that support and nurture their growth.

Strategy 6A: The City and its partners will pursue loan opportunities at attractive rates for small businesses throughout the City. City loans will seek an equal private

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

match when possible. The City's loan programs will focus particularly on businesses within target industries and businesses in targeted redevelopment areas.

### **Physical Development and Infrastructure**

**Policy 14. Encourage Urban Development and Redevelopment.** The City of Portland will tailor its programs and regulations to meet the needs of and encourage investment in the development and redevelopment of urban land and buildings for employment and housing strategies.

Central City Strategy E: The City will pursue redevelopment of existing opportunity sites such as ... Union Station ...

Central City Strategy I: The City will support and assist in the preservation and rehabilitation of historic buildings in the Central City area through appropriate regulations and code enforcement, financial incentives, and technical assistance.

#### **4. Central City 2000 Strategy**

**Note:** Although some elements of this Strategy have been incorporated into Portland's Comprehensive Plan the Central City 2000 Strategy is not a part of the Comprehensive Plan.

The following sections apply:

**Business Climate - Renovation of Older Buildings:** Ensure a Supply of Renovated low-cost Commercial Space.

The City should establish a program to encourage the renovation of older commercial buildings to:

- (1) Mitigate the financial impact of increasing code requirements on an aging building stock; and
- (2) Ensure an adequate supply of moderate-cost office space in the Central City to help retain and attract jobs.

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**C. Authorization for Older Building/Historic Projects**

**1. Downtown Waterfront Urban Renewal Plan**

These projects are authorized by the following sections of the Downtown Waterfront Urban Renewal Plan:

**Section D - Project Activities:**

**1. Rehabilitation and Conservation**

b. Method. Rehabilitation and conservation may be achieved four ways:

- (1) By owner and/or tenant activity;
- (2) The enforcement of existing City codes and ordinances;
- (3) Acquisition by the Agency for rehabilitation or resale for rehabilitation; and
- (4) Acquisition by private parties for rehabilitation for housing, with or without the financial assistance of the Agency; . . .

**2. Acquisition and Redevelopment**

b. Method. Proposals for property acquisition, including limited interest acquisition, may be recommended for inclusion in this Plan to achieve objectives of the Plan based on one or more of the following criteria:

- (1) Where existing conditions do not permit practical or feasible rehabilitation of the structure and it is determined that acquisition of such properties and demolition of the improvements thereon are necessary to remove substandard conditions;

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- (2) Where detrimental land uses or conditions such as incompatible uses, or adverse influences from noise, smoke or fumes exist, or where there exists overcrowding, excessive dwelling unit density, or conversions to incompatible types of uses, and it is determined that acquisition of such properties and demolition of the improvements necessary to remove blighting influences and the achieve the objectives of the Urban Renewal Plan;
  - (3) Where it is determined that the property is needed to provide public improvements and facilities; or
  - (4) Where the existing property owner is either unwilling or unable to achieve the objectives of the Urban Renewal Plan.
5. Redevelopment Through New Construction
- b. Method. Redevelopment through new construction may be achieved in two ways:
    - (1) By property owners, with or without financial assistance by the Development Commission; and
    - (2) By acquisition of property by the Development Commission for resale to others for redevelopment.

**D. Conclusions:**

**1. Seismic Loan Program**

This project supports Goal 4 of the Plan to preserve historic buildings in the area, as well as the Central City 2000 Strategy to ensure a supply of renovated low-cost commercial space. Seismic upgrades can be a barrier to upgrading existing buildings, which generally provide more attractive lease rates than new buildings. This project helps support small business retention in the City by keeping lease rates affordable as well as preserving the stock of older buildings in the City. The project is consistent with the Plan.

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### **2. Union Station Restoration**

This project supports Goal 4 of the Plan to preserve historic buildings, as well as Goal 11, to establish a redevelopment program for the Union Station area. In addition, Goal 16 of the Central City Plan calls for restoration of Union Station as a public attractor. This project is consistent with the Plan.

### **3. Union Station Forecourt**

This project supports Goal 4 of the Plan to preserve historic buildings and districts, as well as Goal 11, to establish a redevelopment program for the Union Station area. In addition, Goal 16 of the Central City Plan calls for construction of a public plaza in front of Union Station. This project is consistent with the Plan.

### **4. 511 Building**

This project supports Goal 4 of the Plan to preserve historic buildings in the area, as well as Policy 11 of the Central City Plan to preserve and enhance the historically and architecturally important buildings downtown. The project is consistent with the Plan.

## **IV. TRANSPORTATION**

### **A. Project Descriptions and Cost Estimates**

#### **1. Transit Mall Renovation**

This project includes improvements such as shelters, planters, etc. on the existing transit mall to enhance the area for pedestrians and transit users.

PDC share of transit mall renovation project, total project \$6,100,000.

#### **2. Streetscape (China Town)**

Construction of 16-20 block faces in Chinatown with pedestrian improvements, street furniture, street lighting, landscaping, etc.

The cost and schedule of this project is \$2,755,000 between 1999/00 and 2003/04.



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**3. Reopen NW 8th Avenue**

Estimated expense for curbs, gutters, sidewalks, lighting, asphalt and traffic control to reopen NW 8<sup>th</sup> Avenue between NW Glisan and NW Hoyt, thereby creating an opportunity for a new North Park Block.

The cost and schedule of this project is \$1,137,000 between 2000/01 and 2002/03.

**4. Pedestrian/Bridge Improvement**

This project would connect the transit mall and Union Station housing with NW Front Avenue. It includes a pedestrian overpass across the train tracks and a pedestrian crossing with passes through the McCormick Pier Apartments to the Greenway Trail.

The cost and schedule of this project is \$1,150,000 in 1997/98.

**5. Ankeny Street**

NW Ankeny Street improvements to create an enhanced urban design and streetscape for pedestrian use. Cost includes six blocks of improvements.

The cost and schedule of this project is \$1,244,000 between 2000/01 and 2003/04.

**6. Front Avenue Improvements**

A share of an PDOT improvements project to Front Avenue.

The cost and schedule of this project is \$449,000 in 1998/99.

**7. Harrison Street Connection**

This project will construct a connection from the existing terminus of SW Harrison Street east to connect to SW Moody within the South Waterfront Area. The project includes land acquisition, design, engineering and construction costs.

The cost and schedule of this project is \$2,336,000 in 1999/00.

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**8. Central City Streetcar Extension**

Downtown Plan contribution to larger streetcar project serving the Central City.

The cost and schedule of this project is \$500,000 in 2001/02.

**9. River Parkway, South Waterfront**

Realignment and extension of River Parkway from its current terminus to the Marquam Bridge.

The cost and schedule of this project is \$2,907,000 between 1998/99 and 1999/00

**B. Relationship to Goals and Objectives:**

**1. Downtown Waterfront Urban Renewal Plan**

These projects conform to the following Goals and Objectives of the Downtown Waterfront Urban Renewal Plan:

Goal 1. To develop the Waterfront Park between the Marquam and Steel bridges as a major public open space and environmentally enhanced approach to the City and to provide pedestrianway connections to downtown.

Goal 2. To support the development of the high density retail/office core by providing transit and pedestrian facilities, convenient short-term parking, and open spaces, including a public square, thereby reducing traffic congestion.

Goal 5. To assist in the provision of transportation facilities, including transit and street improvements, necessary to maintain the Area's accessibility to the region and its ability to accommodate growth.

Goal 6. To stimulate private conservation, rehabilitation and development both within and adjacent to the Project Area through public improvements in the Project Area.

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**2. Central City Plan**

The policies which are relevant to these projects include:

Policy 4 - Transportation. Improve the Central City's accessibility to the rest of the region and its ability to accommodate growth; by extending the light rail system and by maintaining and improving other forms of transit and the street and highway system, while preserving and enhancing the City's livability.

4C: Support transportation facility improvements that improve the flow of traffic to, within and through the Central City.

Action Proposal T10: Create a safe, clear and pleasant system of walkways and bikeways.

Policy 12 - Urban Design: Enhance the Central City as a livable, walkable area which focuses on the river and captures the glitter and excitement of city living.

12A: Create a rich and enjoyable environment for pedestrians throughout the Central City.

12D: Promote the formation of districts with distinct character and a diverse and rich mixture of uses.

**Policy 14 - Downtown**

Action Proposal D2: Improve SW Ankeny, Harrison ... as pedestrianways.

Action Proposal D7: Improve SW Ankeny Street between 5th and Front Avenue for pedestrians.

Policy 16 - North of Burnside. Extend downtown development toward Union Station and the Broadway Bridge ...

Action Proposal NB7: Create a pedestrian crossing on Front Avenue as shown on the district map.

**Policy 17 - Northwest Triangle.**

Action Proposal NW8: Improve crossings for pedestrians on Front Ave.

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**3. Prosperous Portland**

**Note:** Although some elements of this plan have been incorporated into Portland's Comprehensive Plan the Prosperous Portland Plan is not a part of the Comprehensive Plan.

The relevant sections are:

**Policy 13 - Target Infrastructure Development.** The City of Portland will invest in infrastructure that fosters physical development to increase the City's economic and tax base in targeted geographical areas. [includes Central City]

**Policy 15 - Promote a Transportation System That Encourages Economic Growth.** The City of Portland promotes a regional transportation system that encourages economic growth.

**Strategy 15G:** The City will pursue special opportunities that serve to promote alternative modes of transportation and serve as attractors themselves. Such projects include water taxis, streetcars and bicycle/pedestrian pathways.

**4. Central City 2000 Strategy**

**Note:** Although some elements of this Strategy have been incorporated into Portland's Comprehensive Plan the Central City 2000 Strategy is not a part of the Comprehensive Plan.

The relevant sections are:

Section VI - District Infrastructure

- 6. Connecting Union Station to the River.** Union Station pedestrian improvements. The project would connect the transit mall and Union Station housing with NW Front Avenue.

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**C. Authorization for Transportation Projects:**

**1. Downtown Waterfront Urban Renewal Plan**

These projects are authorized by the following sections of the Downtown Waterfront Urban Renewal Plan:

**Goal 3. Public Improvements**

- a. Intent. Public facilities and utilities may be improved or constructed within public rights-of-way, easements, or on public property. These may include storm and sanitary sewer improvements, street lighting installation, landscaping, street improvements, transit system improvements, pedestrian malls, parking facilities, cultural and civic facilities, parks, open space development and public restrooms. . . .

**D. Conclusions:**

**1. Transit Mall Renovation**

This project to improve the streetscape of the transit mall supports Goals 2 and 5 of the Plan to improve transit and pedestrian facilities. The project is consistent with the Plan.

**2. Streetscape (China Town)**

Improvements to the Chinatown streetscape meet Plan Goals 2, to improve pedestrian facilities in the District, and 6 to stimulate private rehabilitation and development by public improvements in the area. The project is consistent with the Plan.

**3. Reopen NW 8th Avenue**

This project is consistent with Goals 2 and 5 of the Plan.

**4. Pedestrian/Bridge Improvement**

This project supports Goal 2 of the Plan to create pedestrian facilities downtown. This pedestrian connection is also called out in the Central City Plan. The project is consistent with the Plan.

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**5. Ankeny Street**

These streetscape improvements to Ankeny Street meet Plan Goals 2, to improve pedestrian facilities in the District, and 6 to stimulate private rehabilitation and development by public improvements in the area. The improvement for pedestrians is also called out in the Central City Plan, Policy 14. The project is consistent with the Plan.

**6. Front Avenue Improvements**

Improvements to Front Avenue will enhance pedestrian and vehicular circulation and connections to the Willamette Riverfront. The project responds to Goal 2 and Goal 5 of the Plan.

**7. Harrison Street Connection**

This project will enhance the connection between the South Waterfront area and the rest of downtown. It supports Goal 1 of the Plan to provide pedestrianway connections from Waterfront Park to downtown, and Goal 5 to provide transportation facilities necessary to accommodate the area's growth. The project is described in the Report on the 13th Amendment to the Plan. The project is consistent with the Plan.

**8. Central City Streetcar Extension**

This project extends the current planned alignment of the Central City Streetcar along Moody Street and River Parkway. The project responds to Goal 5 of the Plan and to the many policies, goals and objectives related to transit in related documents.

**9. River Parkway, South Waterfront**

This project extends the transportation grid within the Urban Renewal Area and responds to Goals 2 and 5 of the Plan.

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**V. PARKS**

**A. Project Descriptions and Cost Estimates**

**1. Chinese Classical Garden**

This project will design and construct a classical Chinese garden modeled after the urban gardens found in Portland's Sister City, Suzhou. Located on the block at 2nd/3rd and Flanders/Glisan. Includes visitor meeting facilities.

The cost and schedule of this project is \$3,146,000 between 1997/98 and 2000/01. This is the PDC share of \$8 million project.

**2. South Waterfront Park Extension**

Extension of Waterfront Park south to the Marquam Bridge.

The cost and schedule of this project is \$4,792,000 between 1997/98 and 1998/99.

**3. North Park Block**

Construction of the last North Park Block between NW Hoyt and NW Glisan.

The cost and schedule of this project is \$918,000 between 2002/03 and 2003/04.

**B. Relationship to Goals and Objectives:**

**1. Downtown Waterfront Urban Renewal Plan**

These projects conform to the following Goals and Objectives of the Downtown Waterfront Urban Renewal Plan:

Goal 1. To develop the Waterfront Park between the Marquam and Steel bridges as a major public open space and environmentally enhanced approach to the City and to provide pedestrianway connections to downtown.

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Goal 2. To support the development of the high density retail/office core by providing transit and pedestrian facilities, convenient short-term parking, and open spaces, including a public square, thereby reducing traffic congestion.

Goal 6. To stimulate private conservation, rehabilitation and development both within and adjacent to the Project Area through public improvements in the Project Area.

Goal 8. To establish a redevelopment program for the South Waterfront Activity Area.

**2. Central City Plan**

The policies which are relevant to these projects include:

Policy 2 - The Willamette Riverfront: Enhance the Willamette River as the focal point for views, public activities, and development which knits the city together.

2B: Locate a wide range of affordable and attractive public activities and attractors along the riverbank and create frequent pedestrian access to the water's edge.

2F: Encourage development of facilities that provide access to and from the water's surface throughout the Central City.

Policy 8 - Parks and Open Spaces: Build a park and open space system of linked facilities that tie the Central City districts together and to the surrounding community.

8A: Create greenbelts that tie existing open spaces together using street trees, plazas, bicycle and pedestrian ways, recreational trails and new parks.

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

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

Action Proposal PO1: Improve the North Park Blocks ...



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### **3. Central City 2000 Strategy**

**Note:** Although some elements of this Strategy have been incorporated into Portland's Comprehensive Plan the Central City 2000 Strategy is not a part of the Comprehensive Plan.

#### **Section VI - District Infrastructure**

**Completing the South-end of the Riverplace Esplanade.**

**Downtown/Old Town: Classical Chinese Garden.** This project will design and construct a classical Chinese Garden modeled after the urban gardens found in Portland's Sister City of Suzhou, China. The garden would be located on a full-block at NW 2nd/NW 3rd Ave. and NW Flanders/NW Glisan St. This block is currently owned by Northwest Natural Gas, which would donate the property.

The garden will be major public attractor for the area and would include visitor meeting facilities ...

### **4. Prosperous Portland**

**Note:** Although some elements of this plan have been incorporated into Portland's Comprehensive Plan the Prosperous Portland Plan is not a part of the Comprehensive Plan.

The relevant sections are:

**Policy 7 - Capture International Opportunities.** The City of Portland will take a leadership role in developing Portland's opportunities in the international economy and will participate in cooperative programs that enhance the City's international position.

**Strategy B:** The City will develop and implement a strategy for continued internationalization of Portland including: ...  
Improving Portland's infrastructure for international visitors, including the development of international neighborhoods.

**Central City Sub-Districts: Downtown/Old Town:**

**Action Item 3:** The City will complete infrastructure investments in the South Waterfront Renewal Area and Union Station, including the design and construction of the Waterfront Park Esplanade from Riverplace to the Marquam Bridge, to stimulate private redevelopment investment.

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### **C. Authorization for Parks Projects**

These projects are authorized by the following sections of the Downtown Waterfront Urban Renewal Plan:

#### **Section D: Project Activities**

##### **3. Public Improvements**

a. Intent. Public facilities and utilities may be improved or constructed within public rights-of-way, easements, or on public property. These may include storm and sanitary sewer improvements, street lighting installation, landscaping, street improvements, transit system improvements, pedestrian malls, parking facilities, cultural and civic facilities, parks, open space development and public restrooms. ...

### **D. Conclusions**

#### **1. Chinese Classical Garden**

Construction of a classical Chinese Garden supports Plan Goal #6 to stimulate private rehabilitation and development through public improvements in the area. It also directly supports the Central City 2000 Strategy calling for this garden. This project is consistent with the Plan.

#### **2. Project 25. Parks - South Waterfront Park Extension**

This park extension to the Marquam Bridge directly support Plan Goal #1 to develop Waterfront Park between the Marquam and Steel Bridges as a major public open space. This project is the final link for Waterfront Park between these two bridges. The project is consistent with the Plan.

#### **3. North Park Block**

This project to develop a new North Park Block supports Plan Goal #2 to construct pedestrian facilities and open spaces downtown. It is also supportive of the Central City Plan calling for a linked system of

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parks and open spaces and improvement to the North Park Blocks.  
This project is consistent with the Plan.

### **VI. PARKING**

#### **A. Project Descriptions and Cost Estimates**

##### **1. Chinatown**

This project involves development of structured parking for 450 cars in conjunction with redevelopment of residential and commercial projects in Chinatown.

The cost and schedule of this project is \$11,308,000 between 1998/99 and 2000/01 @ \$25,000/space.

##### **2. Trailways**

This project consist of structured parking for 500 cars on the Trailways and Post Office Parking Blocks across from Union Station.

The cost and schedule of this project is \$12,365,000 between 2002/03 and 2004/05, @ approximately \$25,000/space.

##### **3. Agricultural Center**

This project consists of structured parking for 200 cars to serve the Agricultural Center and Union Station Complex.

The cost and schedule of this project is \$5,064,000 between 1999/00 and 2001/02.

##### **4. South Waterfront**

Surface parking under Marquam Bridge.

The cost and schedule of this project is \$573,000 between 1998/99 and 1999/00.

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### **B. Relationship to Goals and Objectives:**

#### **1. Downtown Waterfront Urban Renewal Plan**

These projects conform to the following Goals and Objectives of the Downtown Waterfront Urban Renewal Plan:

Goal 2. To support the development of the high density retail/office core by providing transit and pedestrian facilities, convenient short-term parking, and open spaces, including a public square, thereby reducing traffic congestion.

#### **2. Central City Plan**

The policies which are relevant to these projects include:

##### **Policy 1 - Economic Development**

Action Proposal ED3: Provide an adequate and affordable supply of Downtown short-term parking.

##### **Policy 4 - Transportation**

4D: Recognize that parking is an important element in the transportation system which supports growth and ensure that each district has adequate parking while improving air quality and traffic flow.

Action Proposal T12: Develop a system of short-term parking facilities in the Central City.

#### **3. Central City 2000 Strategy**

**Note: Although some elements of this Strategy have been incorporated into Portland's Comprehensive Plan the Central City 2000 Strategy is not a part of the Comprehensive Plan.**

The relevant sections are:

**Section VI - District Infrastructure: Downtown/Old Town/Chinatown**

**Old Town Commercial Building Development - PDC should request proposals to develop at lease a 200,000 square foot office building and 4-5 story parking garage on the Trailways and Post Office Parking Blocks across from Union Station (owned by PDC).**

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The offering would require retail on the ground floor of both the office building and the parking garage. PDC funds would be required for the portion of the parking structure needed to replace the dislocated surface parking.

### **4. Prosperous Portland**

**Note:** Although some elements of this plan have been incorporated into Portland's Comprehensive Plan the Prosperous Portland Plan is not a part of the Comprehensive Plan.

The relevant sections are:

**Policy 15 - Promote a Transportation System that Encourages  
Economic Growth.**

**Strategy 15C:** The City will pursue the implementation of road and parking improvements that reinforce existing at-risk employment and residential districts and promote the development of new employment and residential districts.

**Central City Sub-Districts:** Downtown/Old Town

**Action Item 1:** The City will encourage and support development of parking structures that contribute to the health of existing B and C office buildings, the cultural district, and the retail core of downtown.

## **C. Authorization for Parking Projects:**

These projects are authorized by the following sections of the Downtown Waterfront Urban Renewal Plan:

### **Section D, Project Activities:**

#### **3. Public Improvements**

a. **Intent.** Public facilities and utilities may be improved or constructed within public rights-of-way, easements, or on public property. These may include storm and sanitary sewer improvements, street lighting installation, landscaping, street improvements, transit system improvements, pedestrian malls,

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parking facilities, cultural and civic facilities, parks, open space development and public restrooms. . . .

### **D. Conclusions:**

#### **1. Chinatown Parking**

Parking to support Chinatown businesses supports Plan Goal #2 to provide convenient, short-term parking, as well as Central City Plan provisions calling for parking to support growth and improve air quality and traffic flow. This project is consistent with the Plan.

#### **2. Trailways Parking**

This parking to support businesses and residents in the Union Station area supports Plan Goal #2 to provide convenient, short-term parking. Central City Plan policies also call for an adequate system of short-term parking. The project is consistent with the Plan.

#### **3. Agricultural Center Parking**

This parking to support a new employment center near the Willamette River supports Plan Goal #2 to provide convenient, short-term parking. Central City Plan policies also call for an adequate system of short-term parking. The project is consistent with the Plan.

#### **4. South Waterfront Parking**

This project provides additional parking for the businesses, residents and visitors to the South Waterfront Area. It is consistent with Plan Goal #2 to provide convenient, short-term parking, as well as Central City Plan policies. The project is consistent with the Plan.

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## **VII. NEIGHBORHOOD DEVELOPMENT**

### **A. Project Descriptions and Cost Estimates**

**1. Storefront Grants**

Grants to provide for the upgrading of approximately 75 storefronts in Old Town, Downtown Core and Yamhill Historic District.

The cost and schedule of this project is \$1,540,000 between 1997/98 and 2003/04.

**2. Asian Market**

Land, building acquisition and redevelopment for an Asian Market.

The cost and schedule of this project is \$1,009,000 between 1998/99 and 2000/01.

**3. China Town Development Plan**

This project consists of the preparation of a land use and development vision for China Town.

The cost and schedule of this project is \$100,000 in 1997/98.

**4. Horsebarn Mixed Use Project**

Site prep, marketing for redevelopment of this site in the River District for housing and commercial uses.

The cost and schedule of this project is \$458,000 between 1998/99 and 1999/00.

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### **B. Relationship to Goals and Objectives:**

#### **1. Downtown Waterfront Urban Renewal Plan**

These projects conform to the following Goals and Objectives of the Downtown Waterfront Urban Renewal Plan:

Goal 4. To support and promote the preservation and enhancement of historic buildings and districts.

#### **2. Central City Plan**

The relevant sections are:

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

1F: Support the retention and expansion of existing businesses while attracting and encouraging new businesses in the Central City.

Policy 12 - Urban Design: Enhance the Central City as a livable, walkable area which focuses on the river and captures the glitter and excitement of city living.

12A: Create a rich and enjoyable environment for pedestrians throughout the Central City.

12D: Promote the formation of districts with distinct character and a diverse and rich mixture of uses.

Policy 16 - North of Burnside.

16A: Preserve and enhance the district's architectural heritage and international character.

16D. Pursue implementation of the "Chinatown Development Plan."



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**3. Prosperous Portland**

**Note:** Although some elements of this plan have been incorporated into Portland's Comprehensive Plan the Prosperous Portland Plan is not a part of the Comprehensive Plan.

The relevant sections are:

**Business Development**

**Policy 6. Encourage Small Business Development.** The City of Portland recognizes the importance of small businesses to the Portland economy and will emphasize efforts that support and nurture their growth.

**Strategy 6A:** The City and its partners will pursue loan opportunities at attractive rates for small businesses throughout the City. City loans will seek an equal private match when possible. The City's loan programs will focus particularly on businesses within target industries and businesses in targeted redevelopment areas.

**Capture International Opportunities.**

**Policy 7.** The City of Portland will take a leadership role in developing Portland's opportunities in the international economy and will participate in cooperative programs that enhance the City's international position.

**Strategy B:** The City will develop and implement a strategy for continued internationalization of Portland including: ...  
- Improving Portland's infrastructure for international visitors, including the development of international neighborhoods.

**Strategy 7G, Action Item 4:** An international city requires international districts. To enhance the safety and vitality of the existing Old Town/China Town international area, the City will convene a task force to create a comprehensive strategy for the area.

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### **Physical Development and Infrastructure**

**Policy 14. Encourage Urban Development and Redevelopment.** The City of Portland will tailor its programs and regulations to meet the needs of and encourage investment in the development and redevelopment of urban land and buildings for employment and housing strategies.

**Central City Strategy I:** The City will support and assist in the preservation and rehabilitation of historic buildings in the Central City area through appropriate regulations and code enforcement, financial incentives, and technical assistance.

#### **4. Central City 2000 Strategy:**

**Note:** Although some elements of this Strategy have been incorporated into Portland's Comprehensive Plan the Central City 2000 Strategy is not a part of the Comprehensive Plan.

The relevant sections are:

#### **Section III. Business Climate - Renovation of Older Buildings:**

Ensure a Supply of Renovated low-cost Commercial Space. The City should establish a program to encourage the renovation of older commercial buildings to:

- (1) Mitigate the financial impact of increasing code requirements on an aging building stock; and
- (2) Ensure an adequate supply of moderate-cost office space in the Central City to help retain and attract jobs.

#### **Section VI. District Infrastructure: Downtown/Old Town/Chinatown**

**Old Town Development Plan.** PDC would prepare a comprehensive development plan for the Old Town area which recommends a vision, housing plan, pedestrian plan, cultural amenity plan and urban design guidelines for the area . . .

**Action Item 4:** The City will support and assist small businesses in the Old Town area in renovating their buildings and installing security improvements and other enhancements through direct financial assistance.

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**C. Authorization for Neighborhood Development Projects:**

**1. Downtown Waterfront Urban Renewal Plan**

These projects are authorized by the following sections of the Downtown Waterfront Urban Renewal Plan:

**Section D - Project Activities:**

**1. Rehabilitation and Conservation**

b. Method. Rehabilitation and conservation may be achieved four way:

- (1) By owner and/or tenant activity;
- (2) The enforcement of existing City codes and ordinances;
- (3) Acquisition by the Agency for rehabilitation or resale for rehabilitation; and
- (4) Acquisition by private parties for rehabilitation for housing, with or without the financial assistance of the Agency; ...

**2. Acquisition and Redevelopment**

b. Method. Proposals for property acquisition, including limited interest acquisition, may be recommended for inclusion in this Plan to achieve objectives of the Plan based on one or more of the following criteria:

- (1) Where existing conditions do not permit practical or feasible rehabilitation of the structure and it is determined that acquisition of such properties and demolition of the improvements thereon are necessary to remove substandard conditions;
- (2) Where detrimental land uses or conditions such as incompatible uses, or adverse influences from noise, smoke or fumes exist, or where there exists overcrowding, excessive dwelling unit density, or

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conversions to incompatible types of uses, and it is determined that acquisition of such properties and demolition of the improvements necessary to remove blighting influences and the achieve the objectives of the Urban Renewal Plan.

- (3) Where it is determined that the property is needed to provide public improvements and facilities; or
- (4) Where the existing property owner is either unwilling or unable to achieve the objectives of the Urban Renewal Plan.

### **5. Redevelopment Through New Construction**

- 1. Intent: It is the intent of the Plan to stimulate new private investment on vacant or under-utilized property to achieve the objectives of this Plan.
- 2. Method: Redevelopment through new construction may be achieved in two ways:
  - a) By property owners, with or without financial assistance by the Development Commission.
  - b) By acquisition of property by the Development Commission for resale to others for redevelopment.
- 3. Redevelopment Financing. The Development Commission, with funds available to it, is authorized to promulgate rules and guidelines, establish financial assistance programs and provide below-market interest rate and market rate loans or other assistance and provide such other forms of financial assistance to property owners as it may deem appropriate in order to achieve the objectives of this Plan.

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### **D. Conclusions:**

#### **1. Storefront Grants**

This project is consistent with Plan Goal #4 to promote the preservation of historic buildings in the area. It also supports Central City Plan Policy 1 to retain and expand existing businesses by helping revitalize neighborhoods by investing in the existing stock of buildings which are more affordable for small businesses, as called for in the Central City 2000 Strategy. This project is consistent with the Plan.

#### **2. Asian Market**

Construction of an Asian Market supports Goal #4 of the Plan to promote the preservation and enhancement of historic districts. Chinatown is an established historic/international district. This project will also result in a facility which enhances the vitality and stability of this district by providing a neighborhood grocery market in character with the unique qualities of this District. The project is consistent with the Plan.

#### **3. Chinatown Development Plan**

Creation of a Development Plan for Chinatown will assist in meeting Plan Goal #4 to preserve and enhance historic districts. The Central City Plan calls for promoting districts with distinct character and a diverse and rich mixture of uses. Chinatown already possesses these qualities; this project involves planning for the most effective way of enhancing the character of the area. Prosperous Portland calls for creating a comprehensive strategy to enhance the safety and vitality of Old Town/Chinatown as a method of encouraging the growth of this international district. The project is consistent with the Plan.

#### **4. Horsebarn Mixed Use Project**

This mixed use residential/commercial project will include a grocery store and residential units. It responds to Goal 4 of the Plan.

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**VIII. ENVIRONMENTAL**

**A. Project Descriptions and Cost Estimates**

**1. South Waterfront Parcels 3, 5, and 6 Mitigation**

Remediation of environmentally hazardous conditions on Parcels 3, 5 and 6.

The cost and schedule of this project is \$763,000 in 2000/01.

**2. Union Station Environmental Test/ Remediation**

Assessment and remediation of environmentally hazardous conditions within Union Station.

The cost and schedule of this project is \$400,000 in 1997/98.

**3. Brownfield Development Policy**

Participation by PDC staff on behalf of Urban Renewal Area in developing policies for redevelopment of environmentally hazardous sites.

The cost and schedule of this project is \$373,000 between 1998/99 and 2003/04.

**B. Relationship to Goals and Objectives:**

**1. Downtown Waterfront Urban Renewal Plan:**

These projects conform to the following Goals and Objectives of the Downtown Waterfront Urban Renewal Plan:

Goal 6. To stimulate private conservation, rehabilitation and development both within and adjacent to the Project Area through public improvements in the Project Area.

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

### **2. Prosperous Portland**

**Note:** Although some elements of this plan have been incorporated into Portland's Comprehensive Plan the Prosperous Portland Plan is not a part of the Comprehensive Plan.

The relevant sections are:

**Policy 14 - Encourage Urban Development and Redevelopment.** The City of Portland will tailor its programs and regulations to meet the needs of and encourage investment in the development and redevelopment of urban land and buildings for employment and housing opportunities.

**Strategy 14D:** The City of Portland will take a leadership role in working with the state Department of Environmental Quality (DEQ) and the federal Environmental Protection Agency (EPA) to incorporate and implement additional flexibility in the application of environmental remediation standards to support development and redevelopment on stagnant lands within the urban area.

**Strategy 14E:** The City of Portland will take a leadership role in establishing funding mechanisms for environmental remediation.

**Strategy 14F:** The City will allocate use of staff time and resources to address policy and technical issues on major private development and redevelopment projects that comply with the City's economic development policies.

**Central City Sub-Districts: Downtown/Old Town:**

**Action Item 3:** The City will complete infrastructure investments in the South Waterfront Renewal Area and Union Station, including the design and construction of the Waterfront Park Esplanade from Riverplace to the Marquam Bridge, to stimulate private redevelopment investment.

**Amendment of Five Existing Urban Renewal Plans to  
Establish Maximum Indebtedness Limits**

**C. Authorization for Environmental Projects:**

**1. Downtown Waterfront Urban Renewal Plan**

These projects are authorized by the following sections of the Downtown Waterfront Urban Renewal Plan:

**Section D - Project Activities:**

**1. Rehabilitation and Conservation**

**b. Method. Rehabilitation and conservation may be achieved four ways:**

- (1) By owner and/or tenant activity;
- (2) The enforcement of existing City codes and ordinances;
- (3) Acquisition by the Agency for rehabilitation or resale for rehabilitation; and
- (4) Acquisition by private parties for rehabilitation for housing, with or without the financial assistance of the Agency; ...

**D. Conclusions:**

**1. South Waterfront Parcels 3,5,6 Mitigation**

Environmental mitigation is required in order to allow sale and redevelopment of these properties. Consequently, the project is consistent with Goal #6 of the Plan to stimulate private development through public improvement. In this case, the improvement is the environmental cleanup of the property. The project is consistent with the Plan.



**Amendment of Five Existing Urban Renewal Plans to  
Establish Maximum Indebtedness Limits**

**2. Union Station Environmental Testing/Remediation**

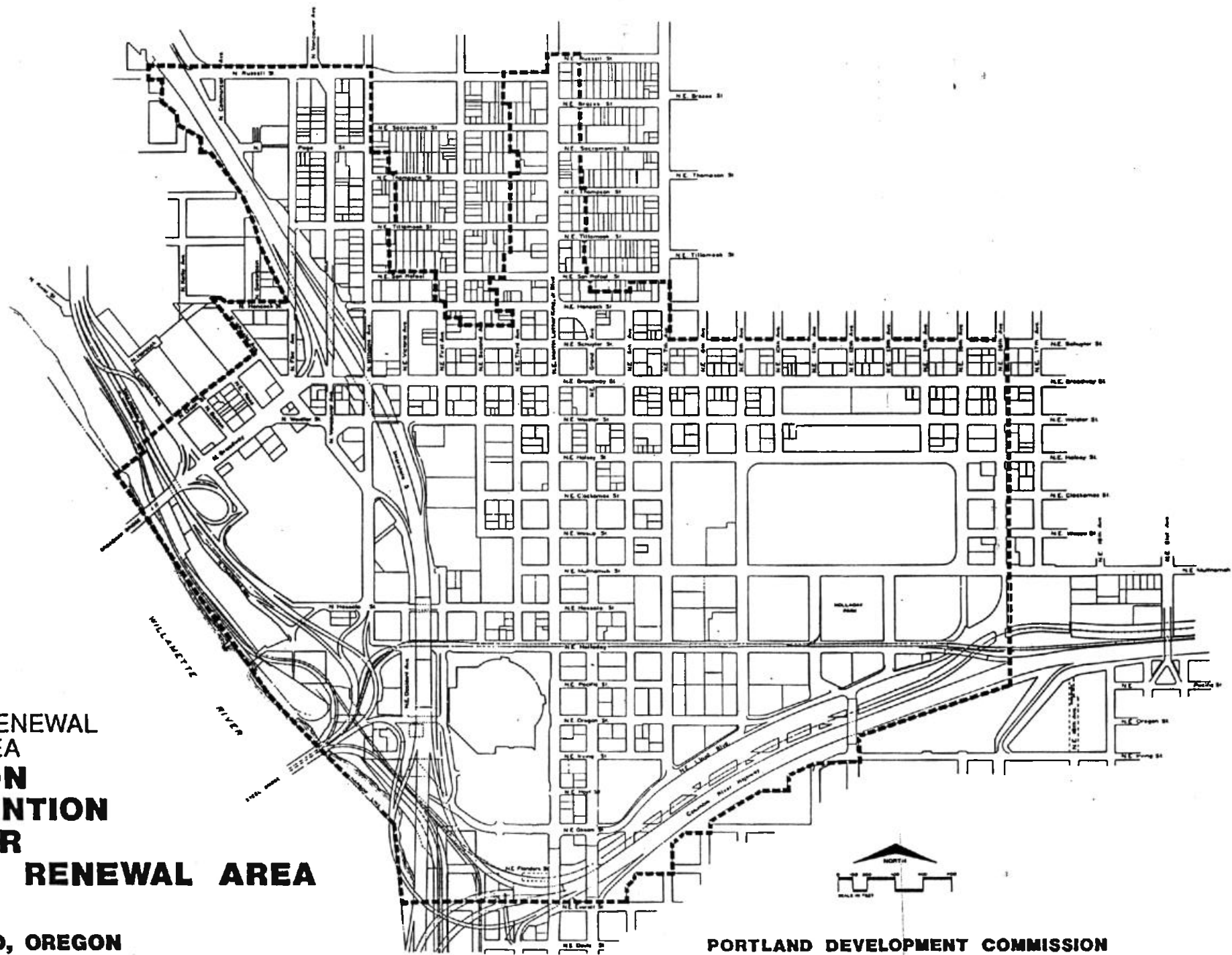
Environmental mitigation is required in order to allow sale and redevelopment of these properties. Consequently, the project is consistent with Goal #6 of the Plan to stimulate private development through public improvement. In this case, the improvement is the environmental cleanup of the property. The project is consistent with the Plan.

**3. Brownfield Development Policy**

This project is the PDC contribution toward a City-wide program to develop policies to deal with brownfield sites and allow them to be productively developed and utilized. It will apply to land within the Downtown Urban Renewal District, as well as other places in the City, since the effects of environmental contamination can often be widespread and long lasting. This planning activity is consistent with the Plan.

**Exhibit 1**  
**URBAN RENEWAL**  
**PLAN AREA**  
**OREGON**  
**CONVENTION**  
**CENTER**  
**URBAN RENEWAL AREA**

**PORTLAND, OREGON**



**PORTLAND DEVELOPMENT COMMISSION**

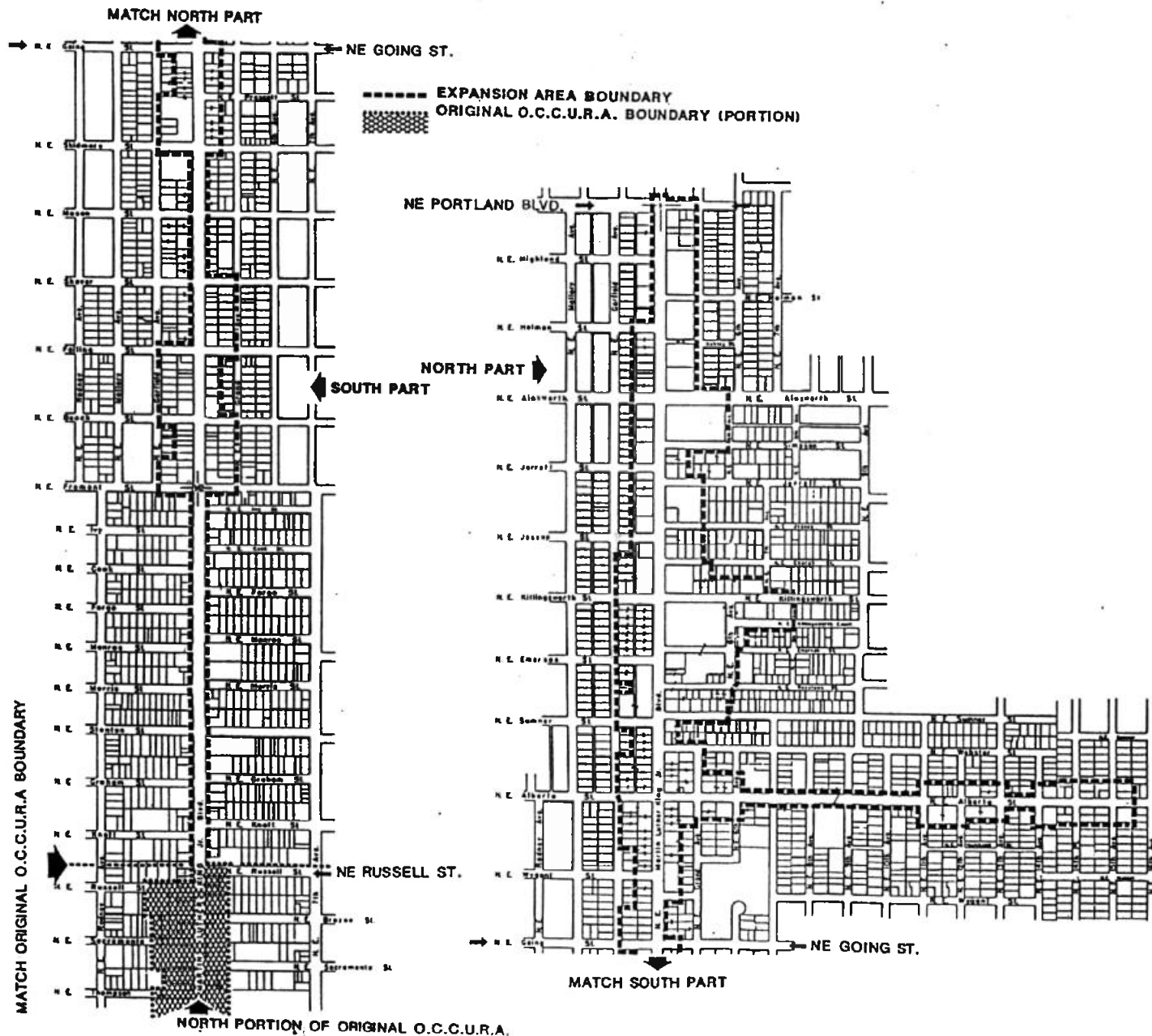


EXHIBIT 18

## URBAN RENEWAL PLAN EXPANSION AREA MAP

### FOURTH AMENDMENT... THE OREGON CONVENTION CENTER URBAN RENEWAL AREA

PORTLAND,  
OREGON



PORTLAND  
DEVELOPMENT  
COMMISSION

LYLE A. STEWART, AIA, AICP  
CONSULTING URBAN DESIGN PLANNING

**Amendment of Five Existing Urban Renewal Plans to  
Establish Maximum Indebtedness Limits**

**OREGON CONVENTION CENTER DISTRICT  
URBAN RENEWAL PLAN  
AMENDMENT DESCRIPTIONS & FINDINGS**

Findings for projects within the Oregon Convention Center Urban Renewal Plan (the "Plan") are grouped below according to the following categories: Housing, Infrastructure, Land Acquisition And Redevelopment, Park Development, Business Assistance, And Special Projects. These findings are organized by project category. The projects are first described in scope, schedule and estimated cost (including inflation), then followed by a section which lists how the projects in this category relate to the goals and objectives of the Plan and related documents. A section then follows which specifies the section(s) of the Plan which give specific authorization for the projects within the category. Finally, the conclusion states how each project implements the Plan and is therefore appropriate for including as a component of the maximum amount of indebtedness to be issued under the Plan.

**I. HOUSING**

**A. Project Descriptions and Cost Estimates**

**1. Lloyd District Affordable Housing**

Financing subsidies to housing projects that include affordable units. Projects will typically include private lender participation.

The estimated project cost is \$12,851,000 between 1997/98 and 2012/13. Based on creation of 5 projects of 170 units each, with 20% of the units in each project being affordable, @ \$30,000 per affordable unit.

**2. Lloyd District Predevelopment Assistance**

This project is to perform planning activities such as tax abatement analysis which facilitate housing in the District.

The estimated project cost is \$379,000 between 1998/99 and 2008/09.

**Amendment of Five Existing Urban Renewal Plans to  
Establish Maximum Indebtedness Limits**

**3. MLK District Affordable Housing**

This project will provide a \$15,000 subsidy per unit for 75 units of affordable housing in the MLK area. A minor expansion of the District will allow for two new project sites as well as three existing project sites. Projects will also include sidewalk reconstruction.

The estimated project cost is \$10,502,000 between 1997/98 and 2012/13.

**B. Relationship to Goals and Objectives**

**1. Oregon Convention Center Urban Renewal Plan**

These projects conform to the following Goals and Objectives of the Oregon Convention Center Urban Renewal Plan:

Goal 4.5. Support residential, mixed use and free-standing projects with the creation of quality amenities and environment.

Goal 6.2. Foster residential and mixed-use development that serves a range of age and income groups within residential or mixed use zones in the Oregon Convention Center Urban Renewal Area as mutually supportive of retail opportunities and the maintenance of neighborhood values.

**2. City of Portland Comprehensive Plan**

The Oregon Convention Center Urban Renewal Plan was prepared in conformity with the City of Portland Comprehensive Plan. The Comprehensive Plan policies which are relevant to these projects include:

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

Goal 4 Housing: Provide for a diversity in the type, density and location of housing within the City consistent with the adopted City Housing Policy in order to provide an adequate supply of safe, sanitary housing at price and rent levels appropriate to the varied financial capabilities of City residents.

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

**Policy 4.3 New Housing Production:** Assist the private sector in maintaining an adequate supply of single and multi-family units. This shall be accomplished by relying primarily on the home building industry and private sector solutions supported by the elimination of unnecessary government regulations.

**Policy 5.10 Central City:** Assist in promoting retail, lodging, office, residential, and cultural opportunities and facilities in the Central City.

### **3. Central City Plan**

The Oregon Convention Center Urban Renewal Plan was prepared in conformity with the Central City Plan of the City of Portland, adopted March 24, 1988. The policies which are relevant to these projects include:

**Policy 3 - Housing:** A) Promote the construction of at least 5000 new housing units in the Central City by the year 2010. B) Preserve and encourage rehabilitation of existing housing. C) Encourage the development of housing in a wide range of types and prices and rent levels.

**Action Proposal H4 of Policy 4:** Use urban renewal and tax increment financing programs to foster the development and preservation of housing in urban renewal districts (particularly SRO housing).

**Action Proposal LC14 of Policy 19:** Promote the creation of housing incentive programs, by public agencies, in areas of Required Housing.

### **4. Oregon Convention Center Area Policies and Procedures Guide**

The Portland City Council adopted the Oregon Convention Center Area Policies and Procedures Guide on December 28, 1988. The policies which are relevant to these projects include:

**Economic Development, 2:** Foster higher density office and residential development in the Oregon Convention Center area as mutually supportive of the job growth policy, hotel market and retail opportunity.

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

### **5. Central City 2000 Strategy**

**Note:** Although some elements of this Strategy have been incorporated into Portland's Comprehensive Plan the Central City 2000 Strategy is not a part of the Comprehensive Plan.

Central City 2000 Strategy is to foster middle-income housing in the Central City; to minimize the funding competition between middle-income housing in the Central City and low-income, the City should levy, on average, \$4 million per year of tax increment funds for affordable mixed- or middle-income housing in the Central City ...

### **C. Authorization for Housing Projects**

These projects are authorized by the following sections of the Oregon Convention Center Urban Renewal Plan:

Section 600 - URBAN RENEWAL ACTIVITIES, Section 601 - Project and Improvement Activities:

- B. 1. Intent. Redevelopment Through New Construction. It is the intent of the Plan to stimulate new private investment on vacant or under-utilized property to achieve the objectives of this Plan.
- 2. Method: Redevelopment through new construction may be achieved in two ways:
  - a) By property owners, with or without financial assistance by the Development Commission.
  - b) By acquisition of property by the Development Commission for resale to others for redevelopment.

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

### **D. Conclusions**

#### **1. Lloyd District Affordable Housing**

Affordable housing within the Oregon Convention Center Urban Renewal Area is consistent with goals and objectives of the plan and other supporting documents, particularly Goal 4 of the Comprehensive Plan and Policy 3 of the Central City Plan to provide housing for a range of income groups. Public sector assistance is not needed for market rate housing, but creation of affordable units require a subsidy. Such housing is supportive of retail activity and job creation in the area.

#### **2. Lloyd District Predevelopment Assistance**

This project provides the essential technical assistance to ensure that Project 1, Affordable Housing, can occur. The project is consistent with the Plan.

#### **3. MLK District Affordable Housing**

This project is consistent with the goals and objectives of the Plan. In addition to the comments above for Project 1, housing in the MLK district was specified as a designated use in the Report on the 4th Amendment to the Oregon Convention Center Plan as follows: To the extent that housing can support commercial development, it should be encouraged in areas zoned for commercial and mixed use and is designated as an activity of this Fourth Amendment ...

## **II. INFRASTRUCTURE PROJECTS**

### **A. Project Descriptions and Cost Estimates**

#### **1. Arena Debt Service**

This item is the existing debt service for bonds issued to fund infrastructure improvements related to the Rose Garden arena.

The estimated project cost is \$545,000 in 1997/98.



**Amendment of Five Existing Urban Renewal Plans to  
Establish Maximum Indebtedness Limits**

**2. Broadway/Weidler Corridor**

This project includes debt service for the Phase One Local Improvement District and additional transportation improvements to the Broadway/Weidler corridor.

The estimated project cost is \$9,325,000 between 1997/98 and 2008/09.

**3. Lloyd Area Wide Improvements**

This project includes gateways, traffic signals, streetscape work and utility improvements throughout the Lloyd District.

The estimated project cost is \$11,781 between 2003/04 and 2007/08.

**4. Oregon Convention Center Area Improvements**

This project funds property acquisition, cultural amenities (plazas, visitor facilities) east of the Oregon Convention Center and street/utility improvements throughout the Lloyd District and connections to the Rose Quarter.

The estimated project cost is \$16,563,000 between 1998/99 and 2001/02, and also between 2009/10 and 2012/13.

**Amendment of Five Existing Urban Renewal Plans to  
Establish Maximum Indebtedness Limits**

**5. Lloyd Lighting Program**

This project installs twin ornamental lights where cobra head lights exist at key development areas throughout the Lloyd District except Broadway/Weidler. Lights to be installed on 40 blocks.

The estimated project cost is \$4,581,000 between 2001/02 and 2006/07.

**6. First Avenue Frontage Road**

This project builds a frontage road connecting First Avenue exit ramp from I-84 to Weidler Street to facilitate area development. It completes the "Ring Road" improvements surrounding the Oregon Convention Center.

The estimated project cost is \$4,371,000 between 2000/01 and 2002/03.

**7. Sullivan's Gulch Trail**

This project constructs a trail adjacent to Lloyd Boulevard to provide a connection for the Sullivan's Gulch neighborhood to the Willamette River.

The estimated project cost is \$1,321,000 between 2003/04 and 2004/05.

**8. Lloyd Area Wide Planning**

This project is to provide staff and consultant services for ongoing Lloyd District development and transportation planning to facilitate area growth. Intensive planning for the Central City streetcar also occurs beginning in 2003/04.

The estimated project cost is \$1,421,000 between 1998/99 and 2009/10.

**9. Retail Parking Structure**

This project is to construct a 500 car parking garage in the Lloyd District to support retail activities.

The estimated project cost is \$5,206,000 between 2003/04 and 2007/08.

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

### **10. MLK/Alberta Street Improvements**

This project carries out construction of streetscape improvements per the MLK Plan, including median removal, street trees, paving, etc. Sixteen block faces will be reconstructed on MLK Blvd. and eight block faces on Alberta Street.

The estimated project cost is \$20,431,000 between 1997/98 and 2012/13.

## **B. Relationship to Goals and Objectives**

### **1. Oregon Convention Center Urban Renewal Plan**

The following goals and objectives of the Plan are applicable to transportation and infrastructure projects in the Lloyd and MLK Districts of the Urban Renewal Area:

Goal 3 - Create opportunities within the area for businesses to expand and service the convention trade.

3.3 Ensure that adequate infrastructure is in place to support the levels of development proposed.

Goal 4 - Integrate the OCC area with the west side of the Central City and the Lloyd Center, reinforcing the expansion of the central city and the economic expansion of the east side.

4.1 Upgrade the transportation and pedestrian linkages within the Central City and between facilities in the Area, such as the Oregon Convention Center and Memorial Coliseum.

Goal 5 - Upgrade the setting and environment of the area to reflect the best of Portland to visitors; encouraging extended convention stays, return visits and business recruitment to Oregon.

5.1 Initiate efforts to significantly upgrade the area around the Steel Bridgehead as a gateway to the Oregon Convention Center, and to install pedestrian connections to and overlook improvements at the Willamette River.

5.2 Upgrade streetscape in all principal corridors and create identity with gateway improvements.

**Amendment of Five Existing Urban Renewal Plans to  
Establish Maximum Indebtedness Limits**

- 5.4 Upgrade the level of public safety in the area with adequate lighting and capital expenditures or improvements that will improve police presence in the area.

**2. Central City Plan**

The Oregon Convention Center Urban Renewal Plan was prepared in conformity with the Central City Plan of the City of Portland, adopted March 24, 1988. The policies which are relevant to these projects include:

**Policy 4 - Transportation**

4C: Support transportation facility improvements that improve the flow of traffic to, within and through the Central City.

4D: Recognize that parking is an important element in the transportation system which supports growth and ensure that each district has adequate parking while improving air quality and traffic flow.

Action Proposal T12: Develop a system of short-term parking facilities in the Central City.

**Policy 12 - Urban Design.** Enhance the Central City as a livable, walkable area which focuses on the river and captures the glitter and excitement of city living.

4A: Create a rich and enjoyable environment for pedestrians throughout the Central City.

Action Proposal UD4: Create a boulevard system connecting all districts of the Central City.

**Amendment of Five Existing Urban Renewal Plans to  
Establish Maximum Indebtedness Limits**

**Policy 19 - Lloyd Center - Coliseum.** Reinforce the Lloyd Center as the eastern anchor of Central City retailing ...

**19B:** Improve the environment for pedestrians throughout the district and create a regional civic facilities campus which brings together the Oregon Convention Center and Coliseum.

**Action Proposal LC1:** Create a connection from the Oregon Convention Center to the riverbank.

**Action Proposal LC2:** Provide pedestrian improvements on Union [MLK], Grand, Holladay, Multnomah, Broadway, 7th, 9th and 16th streets.

**Action Proposal LC3:** Improve connections for pedestrians in the area between the Oregon Convention Center and the Coliseum.

**Action Proposal LC4:** Establish a trail in Sullivan's Gulch linking the Sullivan's Gulch neighborhood to the riverbank.

**Action Proposal LC5:** Create boulevards on Union [MLK], Grand, Lloyd, Weidler, Broadway and 16th Streets.

**Action Proposal LC6:** Build Lloyd Center/Coliseum District gateways in locations shown on the district map.

**Action Proposal LC10:** Improve Broadway east of 7th as a neighborhood shopping street.

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

### **3. Prosperous Portland, May 1994**

**Note:** Although some elements of this plan have been incorporated into Portland's Comprehensive Plan the Prosperous Portland Plan is not a part of the Comprehensive Plan.

Relevant sections include:

**Policy 15 - Promote a transportation system that encourages economic growth.**

**15C: The City will pursue the implementation of road and parking improvements that reinforce existing at-risk employment and residential districts and promote the development of new employment and residential districts.**

**Central City Sub-Districts: Lloyd District**

**Action Item 1:** The City will participate in development management in the Coliseum Lloyd District to leverage expected investment in Blazer Arena, as well as the existing Oregon Convention Center, Light Rail Corridor and Lloyd Center revitalization.

**Action Item 3:** The City will facilitate redevelopment of the east end of Lloyd Center by merging roadways (15th and 16th) and creating development sites.

**Amendment of Five Existing Urban Renewal Plans to  
Establish Maximum Indebtedness Limits**

## **C. Authorization for Projects**

The Transportation/Infrastructure projects are authorized by the following sections of the Oregon Convention Center Urban Renewal Plan:

### **A. Public Improvements**

#### **Section 601 - Project and Improvement Activities**

1. Intent. Public facilities and utilities may be improved or constructed within public right-of-ways, easements, or on public property for the purpose of eliminating or preventing blight, retaining business and jobs, and stimulating new private investment. Public improvements may include storm and sanitary sewer improvements, water line improvements, street lighting, landscaping, street improvements, parking facilities, parks, open space development and public restrooms or other improvements deemed appropriate for the achievement of the plan goals and objectives.
2. Anticipated Improvements. Public improvements may include the construction, reconstruction, repair or replacement of sidewalks, streets, pedestrian amenities and public infrastructure including, but not limited to:
  - a) New curbs and gutters, including curb extensions, where applicable;
  - b) Construction and reconstruction of streets;
  - c) Storm water, sanitary sewer, water and other public or private utilities, including the creation of districts, where feasible, to place overhead utilities underground;
  - d) New sidewalks or other pedestrian improvements where existing elements are substandard, non-existent or in conjunction with new development;
  - e) Open space, parks, plazas, recreation and cultural amenities, trees, shrubs, flowering plants, ground covers, and other plant materials including irrigation systems, soil preparation and/or containers to support same;

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

- f) Street lights and traffic control devices, tables, benches and other street furniture, drinking fountains, light rail catenary wire lighting;
- g) Special graphics and signage for directional, informational or decorative purposes;
- h) Transit improvements including stations;
- I) River related improvements including an esplanade, dock, breakwater and public access;
- j) Sidewalk awnings, canopies and other weather-sheltering structures for the protection of pedestrians;
- k) On and off-street parking facilities.

### **D. Conclusions**

Broad authority exists in the Plan to carry out infrastructure improvements to eliminate or prevent blight or to stimulate private investment. The Infrastructure projects listed here carry out the goals and objectives of the Plan.

#### **1. Arena Debt Service.**

This expenditure is for debt service on debt issued to finance infrastructure projects related to the Rose Garden and respond to Goals 4 and 5 of the Plan.

#### **2. Broadway/Weidler Corridor**

This project is most directly supported by Goal 5.2 to enhance the streetscapes and gateways in the Lloyd District. Broadway and Weidler are major arterial corridors and significant retail streets.



**Amendment of Five Existing Urban Renewal Plans to  
Establish Maximum Indebtedness Limits**

**3. Lloyd Area-wide Improvements**

This project includes a diverse set of elements which all serve to enhance the existing infrastructure in the area to prevent blight and stimulate private investment. The elements of this project are all specifically provided for in the goals and objectives of the Plan, such as Goal 3.3 to ensure that adequate infrastructure is in place and Goal 5.2 to enhance streetscapes.

**4. Oregon Convention Center Area Improvements**

This project includes a number of different elements, all relating to transportation and pedestrian amenities near the Oregon Convention Center. Plan Goal 4.1 specifies transportation and pedestrian linkages between facilities in the area such as the Oregon Convention Center and the Coliseum. The Central City Plan, Policy 19B encourages improving pedestrian amenities around the Oregon Convention Center to create a regional civic facilities campus. This project is consistent with the Plan.

**5. Lloyd Lighting Program**

In addition to Goal 5.2 providing for enhanced streetscapes on principal corridors, the addition serves a safety function. Goal 5.4 calls for upgrading public safety in the area with adequate lighting. Section 503 of the Report also calls for enhanced area lighting. This project is consistent with the Plan.

**6. First Avenue Frontage Road**

The current First Avenue realignment is confusing and a barrier for vehicles and pedestrians. A realigned frontage road will provide improved access to the area west of the Oregon Convention Center and provide a better connection to the river. This project is consistent with the Plan, particularly Goal 4.1 to upgrade transportation and pedestrian linkages in the area.

**7. Sullivan Gulch Trail**

Goal 5.1 calls for establishing pedestrian connections to the river. Within the Central City Plan, Action Proposal LC4 or Policy 19 states: Establish a trail in Sullivan's Gulch linking the Sullivan's Gulch neighborhood to the riverbank. This trail is also called for in the Report under Section 502. This project is consistent with the Plan.

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

### **8. Lloyd Area-wide Planning**

Planning is a necessary activity in order to carry out the projects within the District. Specifically, Section 508 of the Report for the Plan indicates that planning for projects is a designated activity. This project is consistent with the Plan.

### **9. Retail Parking Structure**

Construction of parking facilities is authorized by the Plan and is supportive of the Central City Plan policies to develop a system of short-term parking facilities in the Central City in recognition of the fact that parking supports growth and that adequate parking also improves air quality and traffic flow. This project is consistent with the Plan.

### **10. MLK/Alberta Street Improvements**

These two streets are major transportation routes in the District. Improvement of the streets is most closely supportive of Plan policy 5.2 to upgrade the streetscape in principal corridors. The Albina Plan also calls for improvements to MLK. This project is consistent with the Plan.

## **III. LAND ACQUISITION AND DEVELOPMENT PROJECTS**

### **A. Project Descriptions and Cost Estimates**

#### **1. Lloyd Area Land Acquisition and Development**

This project involves purchase of key sites for resale for commercial or mixed use development.

The estimated project cost is \$10,848,000 from 1997/98 to 2000/01 and from 2004/05 to 2009/10.

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

### **2. MLK/Alberta Commercial Site Development**

This continues the current program to facilitate new commercial development on MLK Blvd. and Alberta Street through purchase of property and financial assistance.

The estimated project cost is \$ 12,005,000 between 1997/98 and 2009/10.

## **B. Relationship to Goals and Objectives**

### **1. Oregon Convention Center Urban Renewal Plan**

This project conforms to the following Goals and Objectives of the Oregon Convention Center Urban Renewal Plan:

Goal 1. Maximize the regional job potential of the Oregon Convention Center.

1.2 Encourage other support industries and businesses to locate in the Area or to upgrade existing facilities.

Goal 3. Create opportunities within the area for businesses to expand and service the convention trade.

3.1 Encourage lodging, entertainment, restaurant and retail development in the corridor between the Oregon Convention Center and Lloyd Center.

3.2 Foster the opportunity for office development in the area as mutually supportive of the job growth goal, hotel market and retail opportunity.

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

Goal 6. Ensure that urban renewal activities work to stabilize adjacent neighborhoods; mitigating adverse impacts and striving to strengthen neighborhood values.

6.2 Foster residential and mixed-use development that serves a range of age and income groups within residential or mixed use zones in the Oregon Convention Center Urban Renewal Area as mutually supportive of retail opportunities and the maintenance of neighborhood values.

6.3 Study commercial/industrial nodes along the Martin Luther King Jr. Blvd. Corridor with a goal of identifying potential locations for development of businesses which could provide service to businesses within the Oregon Convention Center Urban Renewal Area . . .

### **2. City of Portland Comprehensive Plan**

The Oregon Convention Center Urban Renewal Plan was prepared in conformity with the City of Portland Comprehensive Plan, effective on January 1, 1981. The Comprehensive Plan policies which are relevant to these projects include:

Goal 2. Urban Development: Maintain Portland's role as the major regional employment, population and cultural center through public policies that encourage expanded opportunity for housing and jobs, while retaining the character of established residential neighborhoods and business centers.

Policy 2.10 Commercial Centers: Expand the role of major established commercial centers with retail, office, service and labor-intensive industrial activities which are compatible with the surrounding area . . .

Policy 5.1 Business Retention and Recruitment: Develop policies and programs which provide opportunities for local businesses to operate and grow in Portland. Continue efforts to attract new business and investment to the region.

Policy 5.2 Economic Environment: Continue efforts to enhance Portland's economic environment by ensuring that sufficient land and infrastructure exists or can be provided and that public actions support and promote private development activity.

**Amendment of Five Existing Urban Renewal Plans to  
Establish Maximum Indebtedness Limits**

**3. Economic Development Policy**

The Portland City Council adopted an Economic Development Policy as part of the Comprehensive Plan in June, 1988. The following policies are relevant to these projects:

Direct technical, financial or investment assistance for economic development to industrial and commercial districts within, or in close proximity to, neighborhoods where the percentage of unemployed and economically disadvantaged workers exceeds City-wide levels.

Encourage equal opportunities for employment, career advancement, and business development for those segments of the population which have historically not participated fully in the Portland economy.

**4. Central City Plan**

The Oregon Convention Center Urban Renewal Plan was prepared in conformity with the Central City Plan of the City of Portland, adopted March 24, 1988. The policies which are relevant to these projects include:

Policy 1: Economic Development.

1E: Capture the opportunities for new jobs and investment created by the new Oregon Convention Center.

**5. Oregon Convention Center Area Policies and Procedures Guide**

The Oregon Convention Center Area Policies and Procedures Guide was adopted by the Portland City Council on December 28, 1988. The policies which are relevant to these projects include:

Economic Development

1. The Oregon Convention Center shall be the focus of new industry in the area, and public actions shall be undertaken to support maximizing its utilization and regional job potential.
2. Secondary job production in the vicinity of the Oregon Convention Center and Lloyd Center is recognized as a major economic growth opportunity, and shall be facilitated.

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

### **6. Albina Community Plan**

The approved Albina Community Plan is a significant amendment to the City's Comprehensive Plan. The relevant objectives of the Albina Plan are:

Focus on key commercial nodes, particularly those along NE Martin Luther King Jr. Blvd.

Create local jobs by attracting new business and investments.

### **7. Prosperous Portland, January, 1994**

Note: Although some elements of this plan have been incorporated into Portland's Comprehensive Plan the Prosperous Portland Plan is not a part of the Comprehensive Plan.

Relevant sections are:

Policy 4 - Sustain aggressive business and workforce development activities. The City will sustain an aggressive business development program that includes retention and expansion, recruitment and workforce development and placement activities.

4G: The City will develop incentives to support the location and retention of companies in targeted development areas ...

Policy 5 - Promote Community-driven economic development. The City of Portland supports community economic development which promotes the achievement of community-defined and driven goals, and includes physical revitalization, job creation, business and property ownership, provision of retail and neighborhood services and housing development.

5A: The City will assume the role of facilitator and broker, will provide technical and financial support, and will promote partnerships designed to achieve community goals.

**Amendment of Five Existing Urban Renewal Plans to  
Establish Maximum Indebtedness Limits**

**C. Authorization for Project**

This project is authorized by the following sections of the Oregon Convention Center Urban Renewal Plan:

**Section 600 - URBAN RENEWAL ACTIVITIES, Section 601 - Project and Improvement Activities:**

- B. 1. **Intent. Redevelopment Through New Construction.** It is the intent of the Plan to stimulate new private investment on vacant or under-utilized property to achieve the objectives of this Plan.
- 2. **Method: Redevelopment through new construction may be achieved in two ways:**
  - a) By property owners, with or without financial assistance by the Development Commission.
  - b) By acquisition of property by the Development Commission for resale to others for redevelopment.

**D. Conclusions**

- 1. **Lloyd Area Land Acquisition and Development**  
Acquisition of sites for resale for commercial or mixed-use development is authorized by the plan and will allow meeting Plan goals and objectives for job creation in the Area. This project is consistent with the Plan.
- 2. **MLK/Alberta Commercial Site Development**  
Acquisition of sites for resale for commercial or mixed-use development is authorized by the plan and will allow meeting Plan goals and objectives for job creation in the Area. This project is consistent with the Plan.

**Amendment of Five Existing Urban Renewal Plans to  
Establish Maximum Indebtedness Limits**

## **IV. PARK DEVELOPMENT PROJECTS**

### **A. Project Descriptions and Cost Estimates**

**1. Eastbank Park**

The Eastbank Park is a major improvement of the east bank of the Willamette River. It includes pedestrian walkways, connections to the Steel Bridge, floating walkways, landscaping, lighting and other amenities.

The estimated project cost is \$9,810,000 between 1997/98 and 2001/02.

**2. Eastbank Park Extension**

The Eastbank Park Extension connects the park with the Rose Quarter.

The estimated project cost is \$7,288,000 between 1999/00 and 2000/01, and also between 2005/06 and 2008/09.

### **B. Relationship to Goals and Objectives**

**1. Oregon Convention Center Urban Renewal Plan**

These projects conform to the following Goals and Objectives of the Oregon Convention Center Urban Renewal Plan:

Goal 4. Integrate the OCC area with the west side of the Central City and the Lloyd Center, reinforcing the expansion of the central city and the economic expansion of the east side.

4.1 Upgrade the ... pedestrian linkages within the Central City and between facilities in the area ...



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Goal 5. Upgrade the setting and environment of the area to reflect the best of Portland to visitors; encouraging extended convention stays, return visits and business recruitment to Oregon.

5.1 Initiate efforts to significantly upgrade the area around the Steel Bridgehead as a gateway to the Oregon Convention Center, and to install pedestrian connections to and overlook improvements at the Willamette River.

5.3 Encourage the development of ... open space amenities.

**2. City of Portland Comprehensive Plan**

The Oregon Convention Center Urban Renewal Plan was prepared in conformity with the City of Portland Comprehensive Plan. The Comprehensive Plan policy which is relevant to these projects include:

Policy 2.7 Willamette River Greenway Plan: Implement the Willamette River Greenway Plan which preserves a strong working river while promoting recreation, commercial and residential waterfront development along the Willamette River south of the Broadway Bridge.

**3. Central City Plan, adopted March 24, 1988**

The Oregon Convention Center Urban Renewal Plan was prepared in conformity with the City of Portland Central City Plan, adopted March 24, 1988. The policies which are relevant to these projects include:

Policy 2 - The Willamette Riverfront: Enhance the Willamette River as the focal point for views, public activities, and development which knits the city together.

2A: Recapture the east bank of the Willamette Riverfront between the Marquam and Steel Bridges by expanding and enhancing the space available for non-vehicular uses.

2B: Locate a wide range of affordable and attractive public activities and attractors along the riverbank and create frequent pedestrian access to the water's edge.

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2F: Encourage development of facilities that provide access to and from the water's surface throughout the Central City.

Policy 8 - Parks and Open Spaces: Build a park and open space system of linked facilities that tie the Central City districts together and to the surrounding community.

8A: Create greenbelts that tie existing open spaces together using street trees, plazas, bicycle and pedestrian ways, recreational trails and new parks.

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

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

Willamette Riverfront Map and Parks and Open Space Map in Central City Plan (p.53) show the trail connection and park and open space facilities on the east bank of the Willamette River.

Action Proposal LC 1 of Policy 19: Create a connection from the Convention Center to the riverbank.

#### **4. Urban Renewal Report**

The Urban Renewal Report adopted for the Oregon Convention Center Urban Renewal Area on May 18, 1989 contains the following provisions related to these projects:

Section 504 - Open Space and Cultural/Recreational Improvements.

River Overlook and Access: The most notable natural asset in the Urban Renewal District is its river frontage. Although the first phase of an overlook at the Willamette is funded in the Transportation Capital Improvement Program in the amount of \$200,000 - future phases and connections to the river, an esplanade, and marina are estimated to cost approximately \$2 million. Private redevelopment opportunities may be present with this project.

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

Steel Bridgehead Area: As a major entrance to the Area from the west side of the Central City, significant upgrade to pedestrian and street facilities as well as open space amenities are necessary ...

### **5. Central City 2000 Strategy**

**Note:** Although some elements of this Strategy have been incorporated into Portland's Comprehensive Plan the Central City 2000 Strategy is not a part of the Comprehensive Plan.

Relevant sections include:

District Infrastructure:

Design and construct enhanced Eastbank esplanade project.

A \$10.4 million enhancement to existing \$3.5 million initial phase allowing for a full-length esplanade between the Steel Bridge and OMSI.

Includes connection between the esplanade and the Rose/Lloyd District, manmade island near OMSI and trail enhancements.

## **C. Authorization for Projects**

These projects are authorized by the following sections of the Oregon Convention Center Urban Renewal Plan:

### **Section 601 - Project and Improvement Activities**

#### **A. Public Improvements**

- 1. Intent.** Public facilities and utilities may be improved or constructed within public right-of-ways, easements, or on public property for the purpose of eliminating or preventing blight, retaining business and jobs, and stimulating new private investment. Public improvements may include storm and sanitary sewer improvements, water line improvements, street lighting, landscaping, street improvements, parking facilities, parks, open space development and public restrooms or other improvements deemed appropriate for the achievement of the plan goals and objectives.

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2. Anticipated Improvements. Public improvements may include the construction, reconstruction, repair or replacement of sidewalks, streets, pedestrian amenities and public infrastructure including, but not limited to:
  - d) New sidewalks or other pedestrian improvements where existing elements are substandard, non-existent or in conjunction with new development;
  - e) Open space, parks, plazas, recreation and cultural amenities, trees, shrubs, flowering plants, ground covers, and other plant materials including irrigation systems, soil preparation and/or containers to support same;
  - f) Street lights and traffic control devices, tables, benches and other street furniture, drinking fountains, light rail catenary wire lighting;
  - g) Special graphics and signage for directional, informational or decorative purposes;
  - h) River related improvements including an esplanade, dock, breakwater and public access;
  - j) Sidewalk awnings, canopies and other weather-sheltering structures for the protection of pedestrians;
  - k) On and off-street parking facilities.

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### **D. Conclusions**

#### **1. Eastbank Park**

Improvements to the east bank of the Willamette River are consistent with goals 4 and 5, and related objectives of the Plan and it is specifically authorized by the Plan. This project provides a pedestrian connection within the District and ties to the west side of the Central City.

#### **2. Eastbank Extension**

This project is an extension of the Eastbank Park, and creates a connection between park and the Rose Quarter. It is a clear response to the intent of Goals 4 and 5.

## **V. SMALL BUSINESS ASSISTANCE PROJECTS**

### **A. Project Descriptions and Cost Estimates**

#### **1. MLK Pre-development Assistance**

This project continues the existing program of providing professional assistance (architects, engineers, etc.) to business owners and potential developers on MLK Blvd. and Alberta Street.

The estimated project cost is \$3,496,000 between 1997/98 and 2011/12.

#### **2. MLK Storefront Grants**

This project continues the current program to provide grants to property owners for facade improvements.

The estimated project cost is \$5,649,934 between 1997/98 and 2012/13.

#### **3. MLK Equity Loan Fund**

This project provides long term loans for new, small businesses on MLK Blvd. and Alberta Street, targeted at Minority and Women Owned Business Enterprises. Repayment of loans creates a revolving loan fund.

The estimated project cost is \$4,834,582 between 1998/99 and 2009/10.

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### **4. MLK Mixed Use Development**

This project supports the EDI (HUD) Section 108 program by supporting the commercial component of mixed use projects through permanent financing.

The estimated project cost is \$2,936,306 between 1997/98 and 2012/13.

### **5. MLK Technical Assistance**

This project provides specific technical assistance to Minority and Women Owned Business Enterprises (MBE and WBE), including construction contracts.

The estimated project cost is \$1,598,063 between 1998/99 and 2008/09.

## **B. Relationship to Goals and Objectives**

### **1. Oregon Convention Center Urban Renewal Plan**

These projects conform to the following Goals and Objectives of the Oregon Convention Center Urban Renewal Plan:

Goal 1. Maximize the regional job potential of the Oregon Convention Center.

1.2 Encourage other support industries and businesses to locate in the Area or to upgrade existing facilities.

Goal 2. Target jobs and businesses created through urban renewal financed activities to first benefit North and Northeast Portland residents and then all Portland residents.

2.1 Support job development programs that assist in the recruitment, training, and placement of North/Northeast and Portland residents.

2.2 Adopt criteria or goals for job development program participation based on direct tax increment public development assistance.

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- 2.3 Direct investment assistance for the jobs development program to commercial and industrial districts within the area closest to economically disadvantaged neighborhoods.

Goal 3. Create opportunities within the area for businesses to expand and service the convention trade.

Goal 6. Ensure that urban renewal activities work to stabilize adjacent neighborhoods; mitigating adverse impacts and striving to strengthen neighborhood values.

- 6.2 Foster residential and mixed-use development that serves a range of age and income groups within residential or mixed use zones in the Oregon Convention Center Urban Renewal Area as mutually supportive of retail opportunities and the maintenance of neighborhood values.

- 6.3 Study commercial/industrial nodes along the Martin Luther King Jr. Blvd. Corridor with a goal of identifying potential locations for development of businesses which could provide service to businesses within the Oregon Convention Center Urban Renewal Area ...

### **2. City of Portland Comprehensive Plan**

The Oregon Convention Center Urban Renewal Plan was prepared in conformity with the City of Portland Comprehensive Plan, effective on January 1, 1981. The Comprehensive Plan policies which are relevant to these projects include:

Goal 2. Urban Development: Maintain Portland's role as the major regional employment, population and cultural center through public policies that encourage expanded opportunity for housing and jobs, while retaining the character of established residential neighborhoods and business centers.

Policy 2.10 Commercial Centers: Expand the role of major established commercial centers with retail, office, service and labor-intensive industrial activities which are compatible with the surrounding area ...

Policy 3.1 Physical Conditions: Provide and coordinate programs to prevent the deterioration of existing structures and public facilities.

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**Policy 5.1 Business Retention and Recruitment:** Develop policies and programs which provide opportunities for local businesses to operate and grow in Portland . . .

**Policy 5.11 Equalization of Economic Opportunity:** Encourage equal opportunities for employment, career advancement, and business development for those segments of the population which have historically not participated fully in the Portland economy.

### **3. Albina Community Plan**

The approved Albina Community Plan is a significant amendment to the City's Comprehensive Plan. The objectives of the Albina Plan relevant to these projects are:

Support existing businesses.

Focus on key commercial nodes, particularly those along NE Martin Luther King Jr. Blvd.

Create local jobs by attracting new business and investments.

### **4. Urban Renewal Report on 4th Amendment**

Relevant sections are:

Section 500: Commercial revitalization on Martin Luther King Jr. Boulevard is a high priority of the Albina Community Plan and the Development Commission.

### **5. Prosperous Portland, January, 1994**

**Note:** Although some elements of this plan have been incorporated into Portland's Comprehensive Plan the Prosperous Portland Plan is not a part of the Comprehensive Plan.

Relevant sections are:

**Policy 3.** Improve the business climate for minority-owned businesses. The City of Portland establishes a commitment to improving the business climate for minority-owned businesses operating within the city.



## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

Policy 6. Encourage small business development. The City of Portland recognizes the importance of small businesses to the Portland economy and will emphasize efforts that support and nurture their retention and growth.

6A: The City and its partners will pursue loan opportunities at attractive terms and rates for small businesses throughout the City. City loans will seek an equal private match when possible. The City's loan programs will focus particularly on businesses within target industries and businesses located in target redevelopment areas.

6B: The City, working with its private and public partners, will ensure that adequate technical assistance resources to assist small businesses with skill development are available.

6C: The City, working with public and private partners, will ensure that resources are available to meet small business information needs.

### **C. Authorization for Projects**

These projects are authorized by the following sections of the Oregon Convention Center Urban Renewal Plan:

#### **Section 601 - Project and Improvement Activities**

##### **B. Redevelopment Through New Construction.**

1. Intent: It is the intent of the Plan to stimulate new private investment on vacant or under-utilized property to achieve the objectives of this Plan.
2. Method: Redevelopment through new construction may be achieved in two ways:
  - a) By property owners, with or without financial assistance by the Development Commission.
  - b) By acquisition of property by the Development Commission for resale to others for redevelopment.

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3. **Redevelopment Financing.** The Development Commission, with funds available to it, is authorized to promulgate rules and guidelines, establish financial assistance programs and provide below-market rate interest and market rate interest loans and provide such other forms of financial assistance to property owners as it may deem appropriate in order to achieve the objectives of this Plan.

**C. Redevelopment Through Rehabilitation**

1. **Intent:** It is the intent of the Plan to encourage conservation and rehabilitation of existing buildings where feasible and practical, and to promote the preservation of historic structures which can be economically rehabilitated.
2. **Method:** Rehabilitation and conservation may be achieved in three ways:
  - a) By owner and/or tenant activity, with or without financial assistance by the Development Commission;
  - b) By enforcement of existing City codes and ordinances;
  - c) By acquisition of property by the Development Commission for rehabilitation by the Development Commission or resale for rehabilitation by others. ...
3. **Rehabilitation Financing.** The Development Commission, with funds available to it, is authorized to promulgate rules and guidelines, establish financial assistance programs and provide below-market rate interest and market rate interest loans or other assistance to:
  - a) The owners of buildings which are in need of rehabilitation and which are economically capable of same, or:
  - b) To persons desiring to acquire or lease property from the Development Commission.

## **Amendment of Five Existing Urban Renewal Plans to Establish Maximum Indebtedness Limits**

### **D. Conclusions**

#### **1. MLK Predevelopment Assistance**

The professional assistance provided through this project directly supports Plan Goal #2 to target jobs and businesses to benefit Northeast Portland residents, and more specifically to 2.3 to direct investment assistance to economically disadvantaged neighborhoods such as the MLK area. This project is consistent with the Plan.

#### **2. MLK Storefront Grant Program**

This project is not only directly supportive of Goals 1.2 and 2.3 to upgrade existing facilities and provide direct assistance to economically disadvantaged areas, it also supports Goal 6 to stabilize neighborhoods by revitalizing the commercial storefronts. This encourages additional private investment in the area and provides safe, attractive areas for neighborhood residents. This project is consistent with the Plan.

#### **3. MLK Equity Loan Fund**

This project supports Goal 2.3 to direct investment assistance to economically disadvantaged neighborhoods. It is also supportive of the Portland Comprehensive Plan policy 5.11 to encourage business development for segments of the population which have historically not participated fully in the local economy. MBE's and WBE's meet this description. This project is consistent with the Plan.

#### **4. MLK Mixed Use Development**

This project is directly supportive of Goal 6.2 to foster mixed use development within the Urban Renewal Area as mutually supportive of retail opportunities and the maintenance of neighborhood values.

#### **5. MLK Technical Assistance**

This project is similar to the equity loan fund supporting MBE's and WBE's. This project provides the essential technical assistance needed for these historically disadvantaged segments of the population to create successful businesses.

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## **VI. SPECIAL PROJECTS**

### **A. Project Descriptions and Cost Estimates**

**1. Headquarters Hotel**

This project provides funding to purchase a site at Martin Luther King Jr. Blvd. and Hassalo Street for resale for a headquarters hotel. Also provides subsidy needed to attract a 400-700 room hotel.

The estimated cost for this project is \$7,961,409 between 1997/98 and 2001/02.

**2. Repayment of WF Loan**

This project repays debt to the Downtown Waterfront Urban Renewal Plan used for costs of developing the Plan and for funding initial land acquisition activities under the Plan.

The cost is \$1,807,000 and repayment will be completed in FY 97/98.

### **B. Relationship to Goals and Objectives**

**1. Oregon Convention Center Urban Renewal Plan**

These special projects conform to the following Goals and Objectives of the Oregon Convention Center Urban Renewal Plan:

Goal 1 Maximize the regional job potential of the Oregon Convention Center.

1.1 Recruit at least one headquarters hotel in the immediate vicinity of the OCC to capitalize on the Oregon Convention Center's capacity.

Goal 3 Create opportunities within the area for businesses to expand and service the convention trade.

3.1 Encourage lodging, entertainment, restaurant and retail development in the corridor between the Oregon Convention Center and the Lloyd Center.

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**2. Oregon Convention Center Area Policies and Procedures Guide**

The City Council adopted the Oregon Convention Center Area Policies and Procedures Guide on December 28, 1988. The relevant policies are:

1. The Oregon Convention Center shall be the focus of new industry in the area, and public actions shall be undertaken to support maximizing its utilization and regional job potential.

Efforts shall be undertaken to secure at least one headquarters hotel in the immediate vicinity of the Oregon Convention Center.

**3. Urban Renewal Report for the Oregon Convention Center Plan**

The Urban Renewal Report for the Oregon Convention Center Plan, adopted May 18, 1989, Section 501, states:

Headquarters Hotel: As one of the highest priority projects authorized by the Urban Renewal Plan, this 600-800 room highly specialized facility to be located near the Oregon Convention Center is estimated to cost \$80 million, principally from private investment. Approximately \$20 million of tax increment funded public investment will be necessary to bring this project, a generator of considerable economic impact, to fruition.

**C. Authorization for Project**

This project is authorized by the following sections of the Oregon Convention Center Urban Renewal Plan:

**Section 601 - Project and Improvement Activities**

**B. Redevelopment Through New Construction.**

1. Intent: It is the intent of the Plan to stimulate new private investment on vacant or under-utilized property to achieve the objectives of this Plan.
2. Method: Redevelopment through new construction may be achieved in two ways:

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- a) By property owners, with or without financial assistance by the Development Commission.
  - b) By acquisition of property by the Development Commission for resale to others for redevelopment.
3. **Redevelopment Financing.** The Development Commission, with funds available to it, is authorized to promulgate rules and guidelines, establish financial assistance programs and provide below-market rate interest and market rate interest loans and provide such other forms of financial assistance to property owners as it may deem appropriate in order to achieve the objectives of this Plan.

### **D. Conclusion**


**1. Headquarters Hotel**

This project purchases the property and provides the necessary subsidy to make this high priority project feasible. The project responds to Goal 1 of the Plan.

**2. WF Loan Repayment**

This project repays debt to the Downtown Waterfront Urban Renewal Plan used for costs of developing the Plan and for funding initial land acquisition activities under the Plan. The land acquisition was for part of the Headquarters Hotel site, discussed above. Repayment of debt incurred for preparation of the Plan is an eligible expenditure under the Plan.

[illegible]**RENEWAL AREA BOUNDARY**

- PORTLAND STATE UNIVERSITY  
RENEWAL AREA
- .... SOUTH AUDITORIUM RENEWAL AREA
- DOWNTOWN WATERFRONT RENEWAL AREA
- SOUTH PARK BLOCKS RENEWAL AREA
-  EXPANSION AREA OF SOUTH PARK BLOCKS  
RENEWAL AREA

**PORTLAND DEVELOPMENT COMMISSION**  
**DECEMBER 1990**

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**SOUTH PARK BLOCKS DISTRICT  
URBAN RENEWAL PLAN  
AMENDMENT DESCRIPTIONS & FINDINGS**

Findings for projects within the South Park Blocks Urban Renewal Plan (the "Plan") are grouped below according to the following categories: Housing, Employment, Older/Historic Buildings, Transportation, Parks, Parking, Neighborhood Development and Environmental. These findings are organized by project category. The projects are first described in scope, schedule and estimated cost (including inflation), then followed by a section which lists how the projects in this category relate to the goals and objectives of the Plan and related documents. A section then follows which specifies the section(s) of the Plan which give specific authorization for the projects within the category. Finally, the conclusion states how each project implements the Plan and is therefore appropriate for including as a component of the maximum amount of indebtedness to be issued under the Plan.

**I. HOUSING**

**A. Project Descriptions and Cost Estimates**

**1. Preservation**

Acquisition of existing multi-family residential properties with expiring HUD subsidies, using City staffed Preservation task force. One project every two years.

The estimated project cost is \$6,496,000 between 1998/99 and 2005/06, based on current costs of \$22,000 per unit and 295 units.

**2. Mixed Income/Use**

Financing of higher density, mixed income rental units.

The estimated project cost is \$18,079,000 between 1997/98 and 2008/09, based on current costs of \$20,000 per unit and 904 units.



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**3. Affordable**

Financing of low and very low income higher density rental housing units.

The estimated project cost is \$36,381,000 between 1997/98 and 2008/09, based on current costs of \$28,000 per unit and 1,303 units.

**4. Site Acquisition and Development**

This project allows the acquisition of vacant or underdeveloped property and predevelopment assistance for development for housing and mixed residential/commercial uses.

The estimated project cost is \$8,074,000 between 1998/99 and 2008/09, based on acquisition three 20,000 sf sites @ \$75,000 per sf, project management @ \$425,000 per site and loan subsidies of \$7,000 per unit.

**5. Neighborhood Commercial Service**

Rent subsidies for commercial uses in mixed use (residential/commercial) projects to promote more neighborhood services.

The estimated project cost is \$8,406,000 between 1998/99 and 2008/09, based on four spaces of 1,700 sf and rental rates subsidies of \$10/sf.

**6. Ownership**

Assist households up to 120% of median income to purchase homes through down payment.

The estimated project cost is \$4,204,000 between 1998/99 and 2008/09, based on \$30,000 per unit for 140 units.

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**B. Relationship to Goals and Objectives**

**1. South Park Blocks Urban Renewal Plan**

These projects conform to the following Goals and Objectives of the South Park Blocks Urban Renewal Plan:

**Goal 1. Urban Development**

- A. General Goal. Maintain Portland's role as the major regional employment, population, cultural center through public policies that encourage expanded opportunity for housing and jobs while retaining the character of established residential, neighborhood and business centers.
- B. Specific Goals (Referenced in Plan, from City's Comprehensive Plan.)
  - 1. Downtown Portland - Reinforce the downtown's position as the principal commercial, service, cultural, and high density housing center in the city and the region. (Comprehensive Plan 2.10)
  - 2. Living Closer to Work - Locate greater residential densities near major employment centers. (Comprehensive Plan 2.15)
  - 5. Urban Diversity - Promote a range of living environments and employment opportunities for city residents in order to attract and retain a stable and diversified population. (Comprehensive Plan 2.2)

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### **Goal 2. Housing Goal**

- A. General Goal. Give a high priority to increasing the number of residential accommodations in the downtown area for a mix of age and income groups, taking into account differing life styles; to provide a "quality" environment in which people can live recognizing that residents of downtown and adjacent areas are essential to the growth, stability and general health of a metropolitan city. (Downtown Plan).
1. Provide a wide range of housing types to meet the various needs and demands of diverse populations.
    - a. Create new housing for small middle-income households. The City recognizes the desirability of an economically and socially balanced Downtown which is now predominantly low-income. It also recognizes the significant and growing demand for smaller units which are especially suitable downtown. (Downtown Housing Policy) Develop 1,600 units to meet the City's goal of 2,500 new housing units.
    - b. Maintain the existing number of low and moderate income housing units. (Downtown Housing Policy).
      - Incorporate low and moderate income housing equal to 15% of the units of all new projects.
      - Assess impact of new development on other existing housing in Area in order to prevent or mitigate potential displacement.
      - Support preservation and development of low- and moderate-income housing by both non-profit and for-profit entities consistent with City policy to meet the City's adopted numeric goals for housing in the downtown.
  2. Develop and support services and amenities necessary for a quality neighborhood as well as assisting the maintenance and production of substantial and well designed housing. The City recognizes the importance of housing in the context of a 'neighborhood'.

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**Goal 6. Employment and Support Services to Support Housing**

- A. General Goals.** Provide the supportive services which create the sense of a residential neighborhood.

Support activities which provide Area residents new employment opportunities, encouraging downtown living in close proximity to places of work.

**2. Central City Plan**

The South Park Blocks Urban Renewal Plan was prepared in conformity with the Central City Plan of the City of Portland, adopted March 24, 1988. The policies which are relevant to these projects include:

**Policy 3 - Housing:** Maintain the Central City's status as Oregon's principal high density housing area by keeping housing production in pace with new job creation.

**3A:** Promote the construction of at least 5000 new housing units in the Central City by the year 2010.

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

**3C:** Encourage the development of housing in a wide range of types and prices and rent levels.

**3D:** Foster the growth of housing to help reinforce the Central City as a lively urban area, especially during evenings.

**Action Item H4:** Use urban renewal and tax increment financing to foster the development and preservation of housing in urban renewal districts. . . .

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### **3. The Report to the South Park Blocks Urban Renewal Plan, adopted July, 1985 and updated January, 1990.**

Relevant sections are:

#### **Section VI. C. Redevelopment Financing Fund**

The City of Portland has had significant goals to encourage downtown housing since the adoption of the 1979 downtown Housing Policy. ...

The South Parks Blocks Urban Renewal Plan provides for the provision of financial assistance to property owners within the Area for the redevelopment of underutilized property through new construction, and the rehabilitation and conservation of existing structures of historic value or where such rehabilitation is economically feasible and will extend the useful life of the housing structure. Acquisition financing is also an eligible redevelopment activity where appropriate to achieve housing goals. ...

The Plan specifies the creation of 1600 new middle-income housing units. To date, approximately 350 units have been completed, leaving a balance of 1250 units to be built during the remainder of the Plan. The anticipated costs of creating the remaining 1250 new middle-income units is \$33 million. To date, approximately \$5 million has been spent.

The Plan also directs that existing low- and moderate-income housing be preserved. Housing will be preserved both through rehabilitation by private owners and acquisition and rehabilitation by non-profit agencies. It is anticipated that \$20 million will be used for preservation activities throughout the Area.

In addition to the housing preservation goal, the Plan also enables creation of low- and moderate-income housing, in keeping with the Downtown Housing Policy (1979) goal of achieving and maintaining an inventory of 5183 units throughout the downtown. Currently, an additional 592 units of low- and moderate-income housing must be created in the Downtown to achieve the 5183 goal. Within the Area, approximately 350 new units will be developed at an expected cost of \$7 million, assuming that development opportunities

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exist elsewhere within the downtown to create additional new units in order to achieve the overall 5183 goal.

### **4. Central City 2000 Strategy**

**Note: Although some elements of this Strategy have been incorporated into Portland's Comprehensive Plan the Central City 2000 Strategy is not a part of the Comprehensive Plan.**

Relevant sections are:

#### **Housing.**

Foster middle-income housing projects in the Central City. Program \$4 million per year, on average, of tax increment funds for mixed- or middle-income housing projects in the Central City.

Amend the City Ordinance relating to rental housing to allow tax abatement for owner-occupied housing.

#### **University District.**

The University District is envisioned as a place where housing, education and cultural and commercial activities come together to form a unique and vital neighborhood. This concept is expected to make the District a place where people will want to live because of its intellectual and cultural life. The following actions should be undertaken:

#### **Implement University District Housing Initiative**

- Construct 1500 new housing units.
- Half would be market rate and half would be affordable housing.

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### **5. Prosperous Portland, January, 1994**

**Note:** Although some elements of this plan have been incorporated into Portland's Comprehensive Plan the Prosperous Portland Plan is not a part of the Comprehensive Plan.

Relevant sections are:

**Physical Development and Infrastructure - Central City [includes  
South Park Blocks area]**

**Strategy C:** The City will maintain a strong public advocacy role and capability for forming public/private partnerships to ensure balanced housing development throughout the Central City. The City will work to establish effective public policy incentives and funding support for housing development of varying types and serving middle, moderate and low-income levels in the Central City. For example, prototypes for market rate infill and transit supportive housing are needs.

**Strategy J:** The City will establish effective policy and financial incentives to stimulate housing development to meet the needs of a full range of households, with a goal of addressing a high growth scenario of 2600 moderate and middle-income residential units in three years, and a need for 10,000 low and moderate income units over the next ten years.

### **C. Authorization for Projects**

These projects are authorized by the following sections of the South Park Blocks Urban Renewal Plan:

#### **Section 600 - Project Activities**

##### **1. Redevelopment Through New Construction.**

- A. Intent:** It is the intent of this Plan to stimulate new private investment on vacant or under-utilized property to achieve the objectives of this Plan.

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- B. Method: Redevelopment through new construction may be achieved in two ways:
  - a) By property owners, with or without financial assistance by the Development Commission.
  - b) By acquisition of property by the Development Commission for resale to others for redevelopment.
- C. Redevelopment Financing. The Development Commission, with funds available to it, is authorized to promulgate rules and guidelines, establish loan programs and provide below-market interest rate and market rate loans and provide such other forms of financial assistance to property owners and those desiring to acquire property, as it may deem appropriate in order to achieve the objectives of this Plan.

### **2. Redevelopment Through Rehabilitation**

- A. Intent: It is the intent of the Plan to encourage conservation and rehabilitation of existing buildings and to promote the preservation of historical structures which can be economically rehabilitated.
- B. Method: Rehabilitation and conservation may be achieved in three ways:
  - 1) By owner and/or tenant activity, with or without financial assistance by the Development Commission;
  - 2) By enforcement of existing City codes and ordinances;
  - 3) By acquisition of property by the Development Commission for rehabilitation by the Development Commission or resale for rehabilitation by others.
- C. Rehabilitation Financing. The Development Commission, with funds available to it, is authorized to promulgate rules and guidelines, establish loan programs and provide below-market interest rate and market rate loans to owners of buildings, or those intending to acquire buildings, which are in need of rehabilitation and which are economically capable of same.



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### **D. Conclusions**

#### **1. Preservation**

This project preserves existing affordable housing in the District. It supports Goal 2.1.b. calling for the maintenance of the existing number of low and moderate housing units in the Area. One project will be done every two years. The project is consistent with the Plan.

#### **2. Mixed Income/Use**

Goal 2, the Housing Goal, gives high priority to increasing the amount of housing downtown for a range of income groups, and specifies the creation of 1600 units of middle-income households. This goal also calls for support services necessary for creation of a neighborhood. This project both creates housing units and commercial support services. The project is consistent with the Plan.

#### **3. Affordable Housing**

This project supports Goal 2, the Housing Goal, by helping achieve the number of low and moderate income housing units called for in the Downtown Housing Policy. This project is consistent with the Plan.

#### **4. Site Acquisition/ Predevelopment Planning**

This project provides for acquisition of housing sites for sale to redevelopers in furtherance of Goal 2, the Housing Goal, as well as provides the necessary predevelopment planning for the sites. The project is consistent with the Plan.

#### **5. Neighborhood Commercial Service**

Section A2 of the Housing Goal calls for development of support services and amenities necessary for a quality neighborhood. The project is also supportive of Goal 6 to provide support services for a sense of neighborhood. The project is consistent with the Plan.

#### **6. Home Ownership**

Besides supporting the Housing Goal (Goal 2) call for additional middle-income housing, this project assists in creating the stable neighborhoods which result from pride of ownership. Goal 1, Section 1.B.5 promotes a range of living environments in order to attract and retain a stable and diversified population. Home

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ownership helps accomplish this goal. The project is consistent with the Plan.

### **II. OLDER BUILDINGS**

#### **A. Project Descriptions and Cost Estimates**

##### **1. Storefront Loans**

Expand successful loan program to West End Retail area to revitalize area and commercial and neighborhood services. Ten loans per year.

The estimated project cost is \$887,000 between 1998/99 and 2004/05.

##### **2. Seismic/Rehabilitation**

This projects provides funds to rehabilitate older buildings for commercial or residential use, including funds to meet new code requirements, such as seismic or ADA requirements.

The estimated project cost is \$4,447,000 between 1999/00 and 2008/09.

##### **3. Simon Benson House**

Provide a share of the funding for the acquisition , relocation and rehabilitation of the Simon Benson House, a significant Portland landmark.

The estimated project cost is \$638,000 in 1998/99.

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**B. Relationship to Goals and Objectives**

**1. South Park Blocks Urban Renewal Plan**

These projects conform to the following Goals and Objectives of the South Park Blocks Urban Renewal Plan:

**Goal 1. Urban Development**

A. General Goal. Maintain Portland's role as the major regional employment, population, cultural center through public policies that encourage expanded opportunity for housing and jobs while retaining the character of established residential, neighborhood and business centers.

**B. Specific Goals.**

1. Downtown Portland - Reinforce the downtown's position as the principal commercial, service, cultural, and high density housing center in the city and the region. (Comp Plan 2.10)

5. Urban Diversity - Promote a range of living environments and employment opportunities for city residents in order to attract and retain a stable and diversified population. (Comp Plan 2.2)

**Goal 5. Historic Preservation**

A. General Goal. Identify, preserve, protect and dramatize historical structures and locations within downtown. (Downtown Plan).

Promote the conservation of designated City landmarks.

**2. Central City Plan, August, 1988.**

Relevant sections are:

**Policy 1: Economic Development**

1F: Support the retention and expansion of existing businesses while attracting and encouraging new businesses in the Central City.

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### **3. Prosperous Portland, January, 1994:**

**Note: Although some elements of this plan have been incorporated into Portland's Comprehensive Plan the Prosperous Portland Plan is not a part of the Comprehensive Plan.**

**Relevant sections are:**

#### **Business Development**

**Policy 6. Encourage Small Business Development.** The City of Portland recognizes the importance of small businesses to the Portland economy and will emphasize efforts that support and nurture their growth.

**Strategy 6A:** The City and its partners will pursue loan opportunities at attractive rates for small businesses throughout the City. City loans will seek an equal private match when possible. The City's loan programs will focus particularly on businesses within target industries and businesses in targeted redevelopment areas.

#### **Physical Development and Infrastructure**

**Policy 14. Encourage Urban Development and Redevelopment.** The City of Portland will tailor its programs and regulations to meet the needs of and encourage investment in the development and redevelopment of urban land and buildings for employment and housing strategies.

**Central City Strategy I:** The City will support and assist in the preservation and rehabilitation of historic buildings in the Central City area through appropriate regulations and code enforcement, financial incentives, and technical assistance.

### **4. Central City 2000 Strategy:**

**Note: Although some elements of this Strategy have been incorporated into Portland's Comprehensive Plan the Central City 2000 Strategy is not a part of the Comprehensive Plan.**

**Business Climate - Renovation of Older Buildings:** Ensure a Supply of Renovated Low-cost Commercial Space. The City should establish a program to encourage the renovation of older commercial buildings to:

- (1) Mitigate the financial impact of increasing code requirements on an aging building stock and

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- (2) Ensure an adequate supply of moderate-cost office space in the Central City to help retain and attract jobs.

**C. Authorization for Projects**

These projects are authorized by the following sections of the South Park Blocks Urban Renewal Plan:

**Section 600 - Project Activities**

**2. Redevelopment Through Rehabilitation**

- A. Intent: It is the intent of the Plan to encourage conservation and rehabilitation of existing buildings and to promote the preservation of historical structures which can be economically rehabilitated.
- B. Method: Rehabilitation and conservation may be achieved in three ways:
  - 1) By owner and/or tenant activity, with or without financial assistance by the Development Commission;
  - 2) By enforcement of existing City codes and ordinances;
  - 3) By acquisition of property by the Development Commission for rehabilitation by the Development Commission or resale for rehabilitation by others.
- C. Rehabilitation Financing. The Development Commission, with funds available to it, is authorized to promulgate rules and guidelines, establish loan programs and provide below-market interest rate and market rate loans to owners of buildings, or those intending to acquire buildings, which are in need of rehabilitation and which are economically capable of same.

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### **D. Conclusions**

#### **1. Storefront Loans**

This project is consistent with Plan Goal #1 to encourage expanded opportunity for jobs while retaining the character of neighborhoods and business centers. These loans help revitalize neighborhoods by investing in the existing stock of buildings which are more affordable for small businesses.

#### **2. Seismic/Rehabilitation**

As with the Storefront Loan program above, this project helps revitalize neighborhoods by upgrading existing buildings and create affordable locations for small businesses. Safety is enhanced by upgrading buildings to new seismic codes. The project is also consistent with the Central City 2000 strategy to renovate existing buildings, including assistance with meeting new code requirements. This project is consistent with the Plan.

#### **3. Simon Benson House**

This project meets Goal #5, Historic Preservation, by helping to preserve a significant City historic landmark building within the Urban Renewal Area. The project is consistent with the Plan.

## **III. TRANSPORTATION AND INFRASTRUCTURE**

### **A. Project Descriptions and Cost Estimates**

#### **1. University District - Plaza**

Assist PSU with capital funding for a portion of the Urban Center Plaza.

The estimated project cost is \$2,961,000 between 1998/99 and 1999/00.

#### **2. University District - Coordination**

Coordination with and technical assistance to PSU to carry out University District Plan.

The estimated project cost is \$392,000 2000/01 and 2008/09.

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- 3. University District - 5th/6th Avenue Pedestrian Improvements**  
Streetscape improvements between SW Jefferson and Jackson Streets to enhance pedestrian movement and safety and to make a physical connection with the Transit Mall. Twenty block faces at \$200,000 per face.

The estimated project cost is \$5,411,000 between 2002/03 and 2003/04.

- 4. University District - 4th Avenue Pedestrian Improvements**  
Streetscape improvements between SW Lincoln and Market Streets for a more attractive pedestrian environment along the eastern edge of University District. Ten block faces at \$100,000 per face.

The estimated project cost is \$1,504,000 between 2004/05 and 2005/06.

- 5. Commercial Park Blocks Pedestrian Improvements**  
Streetscape improvements to enhance pedestrian traffic and create a physical connection between South and North Park Blocks (Burnside to Salmon).

The estimated project cost is \$3,360,000.

- 6. Streetscape (West End) Pedestrian Improvements**  
Sidewalk improvements between 10th - 13th/Alder-Taylor streets to upgrade west end retail/residential area.

The estimated project cost is \$6,300,000 between 1998/99 and 2002/03.

- 7. Streetscape (South End) Pedestrian Improvements**  
Sidewalk improvements between 10th - 13th/ Market- Main streets to improve cultural district and South Park Blocks residential neighborhoods.

The estimated project cost is \$6,833,000 between 2000/01 and 2004/05.

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**8. Cultural Center Parking Garage**

Construct a 300 space garage to serve cultural institutions and residential neighborhood visitors; develop with 100 unit housing project above.

The estimated project cost is \$9,245,000 between 1998/99 and 2000/01.

**9. Cultural Center Main Street Art Feature**

Completion of Main Street art feature on existing pad within street right of way which is already prepared for an art feature.

The estimated project cost is \$623,000 in 1999/00.

**10. Cultural Center South Park Blocks Performance Area**

Completion of performance stage within northernmost South Park Blocks.

The estimated project cost is \$662,000 in 2001/02.

**11. Oregon Historical Society Area Streetscape**

Additional improvements related to future redevelopment of OHS into a major mixed use facility.

The estimated project cost is \$653,000 in 2001/02.



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**B. Relationship to Goals and Objectives**

**1. South Park Blocks Urban Renewal Plan**

These projects conform to the following Goals and Objectives of the South Park Blocks Urban Renewal Plan:

**Goal 3. Public Improvements to Support Housing, Cultural, Campus, Retail and Park Areas.**

**A. General Goals. Provide improvements as necessary to strengthen the downtown's role as the region's entertainment, cultural and retail center. (Downtown Plan Central City Plan)**

Stimulate private conservation, rehabilitation and development within the Area through the implementation of a program of Public Improvements.

1. Establish the South Park Blocks as an art and cultural center in the City and region.
2. Establish a physical and visual link between the South Park Blocks and the North Park Blocks, as well as the cultural center, light rail, and retail core.
4. Implement a program of public improvements to enhance pedestrian safety and amenities in the vicinity of the Performing Arts Center and elsewhere within the Area as needed.

**Goal 4. Parking and Circulation**

**A. General Goal. Maintain a public parking policy to manage a system of parking which will best serve all downtown activities.**

2. Enhance accessibility and availability of parking for visitors of Area cultural institutions.
3. Provide adequate parking to support new housing developments.

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**2. Report on the First Amendment to the South Park Blocks Urban  
Renewal Plan, adopted January, 1990.**

Relevant sections are:

**Chapter V.**

**Project: Street Lighting, Trees, Sidewalks, Other Pedestrian  
Amenities. Deficiency Addressed: Provide a more attractive  
and safer pedestrian environment for downtown workers  
and residents. Improve circulation.**

**Project: Parking. Deficiency Addressed: Under supply of parking  
for cultural center area.**

**Chapter VI.**

**A. Pedestrian Safety and Amenities. A significant program of  
public improvements oriented toward improved pedestrian  
safety, comfort and circulation was identified in the AX Zone  
Development Notebook as an essential element in the Area's  
rehabilitation and redevelopment. The Central City Plan,  
adopted in 1988, also calls for additional public  
improvements in the entire Area.**

**3. Central City Plan, August, 1988.**

Relevant sections are:

**Policy 1 - Economic Development**

**Action Proposal ED3: Provide an adequate and affordable  
supply of Downtown short-term parking.**

**Policy 4 - Transportation.**

**4D: Recognize that parking is an important element in the  
transportation system which supports growth and ensure  
that each district has adequate parking ...**

**Action Proposal T10: Create a safe, clear and pleasant system  
of walkways and bikeways.**

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Policy 9 - Culture and Entertainment. Provide and promote facilities, programs and public events and festivals that reinforce the Central City's role as a cultural and entertainment center for the metropolitan and northwest region.

9B: Increase the number, diversity and clustering of public and private art and entertainment facilities.

Action Proposal C2: Provide additional parking for the Park Blocks Cultural District.

Action Proposal C3: Commission a major art work to be placed on the island on SW Main Street in the South Park Blocks.

Policy 10 - Education.

10D: Encourage a partnership between educational and cultural institutions and business to improve opportunities for learning and expanding Portland's economic base.

Policy 12 - Urban Design. Enhance the Central City as a livable, walkable area which focuses on the river and captures the glitter and excitement of city living.

12A: Create a rich and enjoyable environment for pedestrians throughout the Central City.

**4. Prosperous Portland, January, 1994**

**Note: Although some elements of this plan have been incorporated into Portland's Comprehensive Plan the Prosperous Portland Plan is not a part of the Comprehensive Plan.**

Relevant sections are:

**Physical Development and Infrastructure**

Policy 13 - Target Infrastructure Development. The City of Portland will invest in infrastructure that fosters physical development to increase the City's economic and tax base in targeted geographic areas [includes Central City].

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Strategy 13G: The City will take advantage of and pursue special opportunities for infrastructure and physical development that arise from land and building availability; outside funding availability; private business interests (Oregon Arena), etc., if they meet the City's economic development goal.

Central City Sub-districts: Downtown/Old Town, Action Item 1: The City will encourage and support development of parking structures that contribute to the health of existing B and C office buildings, the cultural district and the retail core of downtown.

### **5. Central City 2000 Strategy**

**Note:** Although some elements of the Strategy have been incorporated into Portland's Comprehensive Plan the Central City 2000 Strategy is not a part of the Comprehensive Plan.

Relevant sections are:

University District - Urban Center and University Plaza: The University Plaza will be the gateway to the University District. The plaza will serve as the front-door to the ground-floor retail in the urban center. It will also be a major transit hub linking the South Transit Mall Extension, the Central City Streetcar and, in the future, the South-North Light Rail line.

## **C. Authorization for Projects**

These projects are authorized by the following sections of the South Park Blocks Urban Renewal Plan:

Section 600 - Project Activities

### **5. Public Improvements**

A. Intent. Public facilities and utilities may be improved or constructed within public rights-of-way, easements, or on public property. These may include storm and sanitary sewer improvements, street lighting installation, landscaping, street improvements, pedestrian malls, parking facilities, parks, open space development and public restrooms. . . .

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B. Anticipated Improvements. Public improvements may include the construction, reconstruction, repair or replacement of sidewalks, streets, pedestrian amenities and public infrastructure including, but not limited to:

- 1) New curbs and gutters, including curb extensions into on-street parking areas;
- 2) Storm water, sanitary sewer and other public or private utilities;
- 3) New sidewalks or other pedestrian improvements and streets;
- 4) Trees, shrubs, flowering plants, ground covers, and other plant materials including irrigation systems, soil preparation and/or containers to support same;
- 5) Tables, benches and other street furniture including kiosks, phone booths, drinking fountains, decorative fountains, street lights and traffic control devices;
- 6) Special graphics and signage for directional, informational purposes;
- 7) Sidewalk awnings, canopies and other weather-sheltering structures for the protection of pedestrians;
- 8) On and off-street parking facilities.

### **D. Conclusions**

#### **1. Plaza**

This project particularly supports Goal 3.A.4. to create public improvements which enhance pedestrian amenities in the District. This project helps link the PSU area into the rest of the District link between transit connections in the area and the university. The project is consistent with the Plan.

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**2. Coordination**

This project provides planning funds necessary to ensure that adequate coordination occurs between the City and PSU in order that the best interests of the residents and businesses in the area are met in carrying out the University District Plan projects in the South Park Blocks Urban Renewal Plan. This project is consistent with the Plan.

**3. 5th/6th Avenue Pedestrian Improvements**

Pedestrian improvements are specifically envisioned by the Plan, particularly Goal 3.A.4. calling for enhanced pedestrian safety and amenities in the District. This project is consistent with the Plan.

**4. 4th Avenue Pedestrian Improvements**

Pedestrian improvements are specifically envisioned by the Plan, particularly Goal 3.A.4. calling for enhanced pedestrian safety and amenities in the District. This project is consistent with the Plan.

**5. Commercial Park Blocks Pedestrian Improvements**

This project carries out Goal 3.A.2. to establish a physical and visual link between the North and South Park Blocks. This project is consistent with the Plan.

**6. Streetscape (West End) Pedestrian Improvements**

Pedestrian improvements are specifically envisioned by the Plan, particularly Goal 3.A.4. calling for enhanced pedestrian safety and amenities in the District. This project is consistent with the Plan.

**7. Streetscape (South End) Pedestrian Improvements**

Pedestrian improvements are specifically envisioned by the Plan, particularly Goal 3.A.4. calling for enhanced pedestrian safety and amenities in the District and Goal 3.A.1. to establish the South Park Blocks as a cultural center. Upgraded pedestrian facilities enhance the attractiveness of the area as a cultural center. This project is consistent with the Plan.

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**8. Parking Garage**

This project not only supports Goal 4.A.2. to enhance parking for cultural institutions, it provides additional housing for the area, consistent with the Housing Goal of the Plan. The project is consistent with the Plan.

**9. Main Street Art Feature**

As well as supporting the Plan Goal (3.A.1.) to establish the South Park Blocks as an art center, this project directly supports the Central City Plan Action Proposal C3 of Policy 9 to commission a major art work for the island on SW Main in the Park Blocks. This project is consistent with the Plan.

**10. South Park Blocks Performance Area**

As well as supporting the Plan Goal (3.A.1.) to establish the South Park Blocks as an art center, this project directly supports the Central City Plan Policy 9B to increase the number, diversity and clustering of public and private art and entertainment facilities. This project is consistent with the Plan.

**11. Oregon Historical Society Area Streetscape**

As well as supporting the Plan Goal (3.A.1.) to establish the South Park Blocks as a cultural center in the City and region, this project also supports the Prosperous Portland policy to target infrastructure development to take advantage of opportunities which arise from other funding activity or private business interests. This project will improve the streetscape, consistent with the Plan, by leveraging funds from another source. The project is consistent with the Plan.

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## **IV. REDEVELOPMENT**

### **A. Project Descriptions and Cost Estimates**

**1. Science Park**

Coordinate a joint public/private partnership to create a bio-technology park through redevelopment of multiple block area.

The estimated project cost is \$7,569,000 between 1997/98 and 2000/01.

**2. Opportunity Fund**

This project allows for the acquisition of vacant or underutilized properties, site and infrastructure improvements, predevelopment assistance and development subsidies for the purpose of retention or location of businesses in the District.

The estimated project cost is \$9,615,000 between 2004/05 and 2008/09.

**3. West End Core Area**

Coordinate effort to develop and implement strategy to revitalize West End area.

### **B. Relationship to Goals and Objectives**

**1. South Park Blocks Urban Renewal Plan**

These projects conform to the following Goals and Objectives of the South Park Blocks Urban Renewal Plan:

**Goal 1. Urban Development**

**A. General Goal.** Maintain Portland's role as the major regional employment, population, cultural center through public policies that encourage expanded opportunity for housing and jobs while retaining the character of established residential, neighborhood and business centers.



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**B. Specific Goals.**

1. Downtown Portland - Reinforce the downtown's position as the principal commercial, service, cultural, and high density housing center in the city and the region. (Comp Plan 2.10)
3. Utilization of Vacant Land - Provide for full utilization of existing vacant land except in those areas designated as open space. (Comp Plan 2.18)
5. Urban Diversity - Promote a range of living environments and employment opportunities for city residents in order to attract and retain a stable and diversified population. (Comp Plan 2.2)

Goal 6. Employment and Support Services to Support Housing Support activities which provide Area residents new employment opportunities, encouraging downtown living in close proximity to places of work.

**2. Central City Plan, August, 1988.**

Relevant sections area:

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

1A: Foster the development of at least 50,000 additional jobs in the Central City by the year 2010.

1B: Enhance the Central City's dominance in finance, government, professional services, culture, entertainment, and as a business headquarters location.

1F: Support the retention and expansion of existing businesses while attracting and encouraging new businesses in the Central City.

1G: Build on and market the Central City's livability as a central component of Portland's economic development strategies.

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Policy 14 - Downtown. Strengthen the Downtown as the heart of the region, maintain its role as the preeminent business location in the region, expand its role in retailing, housing, and tourism, and reinforce its cultural, educational, entertainment, governmental and ceremonial activities.

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

**3. Prosperous Portland, January, 1994**

**Note:** Although some elements of this plan have been incorporated into Portland's Comprehensive Plan the Prosperous Portland Plan is not a part of the Comprehensive Plan.

Relevant sections are:

Policy 4 - Sustain Aggressive Business and Workforce Development Activities.

The City will maintain an aggressive business development program that includes retention and expansion, recruitment and workforce development and placement activities.

Strategy 4C: The City will ensure that a strong economic base is maintained by focusing proactive business and workforce development on companies within specific clusters of target industries ...

Action Item 1: ... An initial list of target industries on which the City will focus proactive business development activities are:

- Health Technology/Biotechnology ...

Policy 7 - Capture International Opportunities. The City of Portland will take a leadership role in developing Portland's opportunities in the international economy ...

Strategy 7D: The City's proactive international business development strategy should focus on the City's target industries.

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**Policy 14 - Encourage Urban Development and Redevelopment.** The City of Portland will tailor its programs and regulations to meet the needs of and encourage investment in the development and redevelopment of urban land and buildings for employment and housing opportunities.

**Strategy 14B:** The City will support continuation of highest density office and retail development in Downtown and the Lloyd District to maintain this as the major employment and economic center of the region.

### **Physical Development and Infrastructure - Central City Sub-Districts: University District**

**Strategy B:** Significant economic benefits could accrue to the City by providing for space, facility, research and other needs of incubator business growth within the University District. The University District would encompass the joint partnership between the University and developed businesses, and services to emerging businesses.

#### **4. Central City 2000 Strategy:**

**Note:** Although some elements of this Strategy have been incorporated into Portland's Comprehensive Plan the Central City 2000 Strategy is not a part of the Comprehensive Plan.

Relevant sections are:

**Section III - Business Climate.** The Central City business climate affects the retention and expansion of existing businesses and the attraction of new businesses. Compared to suburban locations, for many businesses the Central City business climate is characterized by: higher business taxes, higher construction costs due to the high price of land and construction at higher densities and higher combined cost of office space and parking. To mitigate these impediments to job retention, growth and attraction, the Central City 2000 Task Force recommends:

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Establishing an Opportunity Fund to leverage private investments in business development and expansion. . . . The Fund would finance land assembly and related site improvements which foster the development of commercial space required for job growth and attraction. It could also underwrite low-interest or deferred-payment loans or job training grants to new or expanding businesses.

Section IV - Target Industries. The Region 2040 Plan envisions 71,300 net new jobs. . . . The attraction of new businesses is also required. But resources are limited and the City must focus its attraction efforts on "target industries" . . . Based on these criteria, . . . the City focus its Central City job attraction efforts on the following target industries: . . . Bio-Tech/Health Services . . .

- Recruit a research organization associated with a major pharmaceutical/biotechnology firm.
- Undertake pre-development activities for a Central City Bio-Tech Center . . .

### **C. Authorization for Projects**

These projects are authorized by the following sections of the South Park Blocks Urban Renewal Plan:

#### **Section 600 - Project Activities**

1. **Redevelopment Through New Construction.**
  - A. **Intent:** It is the intent of this Plan to stimulate new private investment on vacant or under-utilized property to achieve the objectives of this Plan.
  - B. **Method:** Redevelopment through new construction may be achieved in two ways:
    - a) By property owners, with or without financial assistance by the Development Commission.
    - b) By acquisition of property by the Development Commission for resale to others for redevelopment.

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- C. **Redevelopment Financing.** The Development Commission, with funds available to it, is authorized to promulgate rules and guidelines, establish loan programs and provide below-market interest rate and market rate loans and provide such other forms of financial assistance to property owners and those desiring to acquire property, as it may deem appropriate in order to achieve the objectives of this Plan.
2. **Redevelopment Through Rehabilitation**
- A. **Intent:** It is the intent of the Plan to encourage conservation and rehabilitation of existing buildings and to promote the preservation of historical structures which can be economically rehabilitated.
  - B. **Method:** Rehabilitation and conservation may be achieved in three ways:
    - 1) By owner and/or tenant activity, with or without financial assistance by the Development Commission;
    - 2) By enforcement of existing City codes and ordinances;
    - 3) By acquisition of property by the Development Commission for rehabilitation by the Development Commission or resale for rehabilitation by others.
  - C. **Rehabilitation Financing.** The Development Commission, with funds available to it, is authorized to promulgate rules and guidelines, establish loan programs and provide below-market interest rate and market rate loans to owners of buildings, or those intending to acquire buildings, which are in need of rehabilitation and which are economically capable of same.