

PORTLAND DEVELOPMENT COMMISSION

Portland, Oregon

RESOLUTION NO. 7092

**APPROVING THE ELEVENTH AMENDMENT TO THE CENTRAL EASTSIDE
URBAN RENEWAL PLAN**

WHEREAS, the Portland City Council (“City Council”) adopted the Central Eastside Urban Renewal Plan (“Original Plan”) on August 26, 1986, by Ordinance No. 158940 to provide tax increment funding and urban renewal authority to eliminate blight and foster development and redevelopment within the Central Eastside Urban Renewal Area (“URA”) in order to protect the public health, safety, and welfare;

WHEREAS, the Original Plan was subsequently amended through the Tenth Amendment to the Central Eastside Urban Renewal Plan (as amended, the “Plan”);

WHEREAS, there continues to exist blight and underutilized property within the Plan Area, which in accordance with Oregon Revised Statutes (“ORS”) 457.010 can be addressed through further urban renewal assistance;

WHEREAS, City Council adopted Resolution No. 37072 on May 7, 2014, directing the Portland Development Commission (“PDC”) and the Office of Management and Finance (“OMF”) to prepare proposed amendments to the Central Eastside URA as part of a package of amendments to six URAs;

WHEREAS, City Council also directed PDC and OMF to work with the Bureau of Planning and Sustainability and the Portland Housing Bureau, to coordinate with partner taxing jurisdictions and engage community stakeholders to consider, discuss, and finalize the proposed amendments;

WHEREAS, PDC and OMF have completed this coordination process including the appointment of an advisory committee that has reviewed the proposed amendment (“Eleventh Amendment”);

WHEREAS, the Eleventh Amendment adds property and projects including the property in close proximity to Clinton Station on the Portland Milwaukie Light Rail Line, as shown in the attached Amendment to the Plan;

WHEREAS, the maximum indebtedness is increased by 20 percent in this Eleventh Amendment and the time frame to issue long term debt is increased by five years to August 26, 2023;

WHEREAS, Section 900 – Procedures for Changes or Amendments of the Central Eastside Urban Renewal Plan requires that any amendment that increases the maximum indebtedness or adds property in excess of one percent of the existing plan area is a substantial amendment to the Plan. The Eleventh Amendment to the Plan is a substantial amendment, and the approval procedures required by ORS

457.095 were followed, and special published and mailed notice of the December 17, 2014, Council hearing as provided in ORS 457.120 was sent on November 25, 2014;

WHEREAS, the Eleventh Amendment of the Plan to extend the life, increase indebtedness, and expand the boundary is financially feasible;

WHEREAS, PDC has caused an Eleventh Amendment and Report on the Eleventh Amendment to be forwarded to each taxing district affected by the urban renewal plan, and has consulted and conferred with those taxing districts;

WHEREAS, PDC has forwarded the Eleventh Amendment and Report on the Eleventh Amendment to the Portland Planning and Sustainability Commission for its findings on conformance with the Portland Comprehensive Plan;

WHEREAS, the Plan and the Eleventh Amendment conform to the City of Portland's Economic Development Strategy;

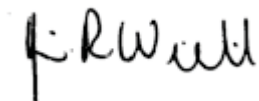
WHEREAS, PDC has provided notice as required to all property owners in the city of Portland; and

WHEREAS, PDC has briefed the Multnomah County Commission.

NOW, THEREFORE, BE IT RESOLVED, that the PDC Board of Commissioners hereby adopts the Eleventh Amendment to the Central Eastside Original Plan, attached hereto as Exhibit A, and the Report accompanying the Eleventh Amendment to the Central Eastside Original Plan attached hereto as Exhibit B and incorporated herein by this reference to become effective July 1, 2015; and

BE IT FURTHER RESOLVED, that this resolution shall become effective immediately upon its adoption.

Adopted by the Portland Development Commission on January 21, 2015



Gina Wiedrick, Recording Secretary

PORTLAND DEVELOPMENT COMMISSION

Portland, Oregon

RESOLUTION NO. 7092

EXHIBIT A

**APPROVING THE ELEVENTH AMENDMENT TO THE CENTRAL EASTSIDE
URBAN RENEWAL PLAN**

Exhibit A includes this cover page and contains 35 pages:

- Amendment No. 11 Central Eastside Urban Renewal Plan
 - Exhibit 1: Map – Boundary Replaced in its Entirety
 - Exhibit 2: Zoning Map – Replaced in its Entirety
 - Exhibit 3: Comprehensive Plan Mat – Replaced in its Entirety
 - Exhibit 4: Planning and Sustainability Commission Findings 2014

Amendment No.11 Central Eastside Urban Renewal Plan

The following changes are made to the Central Eastside Urban Renewal Plan. Deletions are shown in ~~crossout~~ and additions are shown in *italics*.

Section 100 – INTRODUCTION

The 11th Amendment, completed in 2014 was a result of Portland City Council Resolution No. 37072 on May 7, 2014 directing the Portland Development Commission and the Office of Management and Finance to prepare major changes to six urban renewal areas to reduce the impact of urban renewal on taxing jurisdictions, provide resources to meet economic development, redevelopment and affordable housing goals. The 11th Amendment added property and projects, increased the maximum indebtedness by 20% to a new maximum indebtedness of \$126,000,000 and increased the duration by 5 years, extending the Plan to FY 2022/23.

Section 300 - LEGAL BOUNDARY DESCRIPTION

This following legal description is added to the former legal description to show the area being added in this amendment.

DRAFT: Currently being reviewed by Multnomah County

Central Eastside Urban Renewal Area

Amendment Area

Legal Description

Commencing at the point of the intersection of the northerly right of way line of SE Powell Blvd and the west lot line of Tax Lot 9400, Bodley's Addition, Tax Assessor Map 1S1E11BA;

- 1) Thence southerly 94.64 feet to the northwest corner of Tax Lot 15900 Powell's Addition, Assessor Map, 1S1E11BD;*
- 2) Thence easterly 384.16 along the southerly right of way line SE Powell Blvd the northeast corner of Tax Lot 700, Coles Addition, Assessor Map 1S1E11BD;*
- 3) Thence northerly 60.89 feet more or less to the intersection of the SE Powell Blvd, Assessor Map 1S1E11BD;*
- 4) Thence southeasterly 1171.21 feet, more or less, along said centerline of SE Powell Blvd to the intersection of said centerline with the of the centerline SE Powell Blvd Frontage Rd Assessor Maps 1S1E11BD and 1S1E11BA;*
- 5) Thence northeasterly 72.7 feet to the intersection of the angle point corner of Tax Lot 2500, Assessor 1S1E11AC;*

- 6) *Thence northwesterly 1675 feet, more or less, along the southerly right-of-way of the Union Pacific RR to its intersection with the existing legal boundary of the Central Eastside Urban Renewal Area, Levy Code 884, Assessor Maps 1S1E11AC and 1S1E11BA;*

Thence along said existing Central Eastside Urban Renewal Area boundary along the following six courses:

- 7) *Southwesterly 96.7 feet, more or less, Assessor's Map 1S1E11BA;*
- 8) *Thence southwesterly 60.83 feet, more or less, Assessor's Map 1S1E11BA;*
- 9) *Thence southwesterly 10.25 feet, more or less, Assessor's Map 1S1E11BA;*
- 10) *Thence southerly 512.07 feet, more or less, Assessor's Map 1S1E11BA;*
- 11) *Thence southeasterly 125.98 feet, more or less, Assessor's Map 1S1E11BA;*
- 12) *Thence northwesterly 249.46 feet, more or less, to the intersection of the northerly right of way line of SE Powell Blvd and the west lot line of Tax Lot 9400, Bodley's Addition, and the point of beginning, Tax Assessor Map 1S1E11BA;*

Said Central Eastside Urban Renewal Area Boundary Amendment Line contains 16.23 acres, more or less.

End of Plan Area Amendment

Section 400 – GOALS AND OBJECTIVES FOR THE CENTRAL EASTSIDE URBAN RENEWAL AREA.

This plan is ~~supportive of~~ *in conformance with* the City of Portland Comprehensive Plan, Central Eastside Revitalization Program (CERP) and other adopted City policies, programs and objectives *including the Kerns Neighborhood Action Plan (1987), Hosford-Abernethy (HAND) Neighborhood Action Plan (1988), Buckman Neighborhood Plan (1991), and the Brooklyn Neighborhood Plan (1992). This conformance is further documented in Exhibit 4, The Bureau of Planning and Sustainability Findings as stated in the 2014 Amendment.*

III. Central Eastside Revitalization Program

B. Specific Goals:

(8) Improve utilities, access and the transportation network in the Clinton Triangle that includes the Clinton Station on the Portland Milwaukie Light Rail Line (PMLR).

(9) Work with developers to catalyze development in the Clinton Station Area and other major development sites with the Area.

SECTION 500 – LAND USE PLAN

1. LAND USE MAP AND REGULATIONS

A. Land Uses Permitted (this section is deleted in its entirety and replaced with the following section as the comprehensive plan designations have changed in the CES Area) *The following zoning and comprehensive plan designations are allowed in the Area, following Title 33, Planning and Zoning Code of the City of Portland. This section is automatically deemed updated based on any updates to the City of Portland Zoning Code and Comprehensive Plan designations. The densities and building requirements can be found in the City of Portland Code, incorporated herein by reference. In addition to the base zones identified below, there is a design overlay for all EX zoned property. The Willamette Greenway overlay also covers portions of the Area.*

Industrial Sanctuary

Industrial Sanctuary (IS) encompasses the General Industrial 1, General Industrial 2 and Heavy Industrial Zones.

General Industrial 1 (IG1) *areas generally have smaller lots and a grid block pattern. The area is mostly developed, with sites having high building coverages and buildings which are usually close to the street. IG1 areas tend to be the City's older industrial areas.*

General Industrial 2 (IG2) *areas generally have larger lots and an irregular or large block pattern. The area is less developed, with sites having medium and low building coverages and buildings which are usually set back from the street.*

*The **Heavy Industrial (IH)** zone is one of the three zones that implement the Industrial Sanctuary map designation of the Comprehensive Plan. The zone provides areas where all kinds of industries may locate including those not desirable in other zones due to their objectionable impacts or appearance. The development standards are the minimum necessary to assure safe, functional, efficient, and environmentally sound development.*

Central Employment

This zone implements the Central Employment map designation of the Comprehensive Plan. The zone allows mixed-uses and is intended for areas in the center of the City that have predominantly industrial type development. The intent of the zone is to allow industrial, business, and service uses which need a central location. Residential uses are allowed, but are not intended to predominate or set development standards for other uses in the area. The development standards are intended to allow new development which is similar in character to existing development.

Mixed Employment

Mixed Employment encompasses the General Employment 1 (EG1) and General Employment 2 (EG2) designations.

***General Employment 1** areas generally have smaller lots and a grid block pattern. The area is mostly developed, with sites having high building coverages and buildings which are usually close to the street. EG1 zoned lands will tend to be on strips or small areas.*

***General Employment 2** areas have larger lots and an irregular or large block pattern. The area is less developed, with sites having medium and low building coverages and buildings which are usually set back from the street. EG2 zoned lands will generally be on larger areas than those zoned EG1.*

Residential 1000

The R1 zone is a medium density multi-dwelling zone. It allows approximately 43 units per acre. Density may be as high as 65 units per acre if amenity bonus provisions are used. Allowed housing is characterized by one to four story buildings and a higher percentage of building coverage than in the R2 zone. The major type of new housing development will be multi-dwelling structures (condominiums and apartments), duplexes, townhouses, and rowhouses. Generally, R1 zoning will be applied near Neighborhood Collector and District Collector streets, and local streets adjacent to commercial areas and transit streets.

High Density Residential

The RH zone is a high density multi-dwelling zone. Density is not regulated by a maximum number of units per acre. Rather, the maximum size of buildings and intensity of use is regulated by floor area ratio (FAR) limits and other site development standards. Generally the density will range from 80 to 125 units per acre. Allowed housing is characterized by medium to high height and a relatively high percentage of building coverage. The major types of new housing development will be low, medium, and high-rise apartments and condominiums. Generally, RH zones will be well served by transit facilities or be near areas with supportive commercial services.

Central Residential

The RX zone is a high density multi-dwelling zone which allows the highest density of dwelling units of the residential zones. Density is not regulated by a maximum number of units per acre. Rather, the maximum size of buildings and intensity of use are regulated by floor area ratio (FAR) limits and other site development standards. Generally the density will be 100 or more units per acre. Allowed housing developments are characterized by a very high percentage of building coverage. The major types of new housing development will be medium and high rise apartments and condominiums, often with allowed retail, institutional, or other service oriented uses. Generally, RX zones will be located near the center of the city where transit is readily available and where commercial and employment opportunities are nearby. RX zones will usually be applied in combination with the Central City plan district.

Urban Commercial

Urban Commercial encompasses the Mixed Commercial/Residential and Storefront Commercial designations.

*The **Mixed Commercial/Residential (CM)** zone promotes development that combines commercial and housing uses on a single site. This zone allows increased development on busier streets without fostering a strip commercial appearance. This development type will support transit use, provide a buffer between busy streets and residential neighborhoods, and provide new housing opportunities in the City. The emphasis of the nonresidential uses is primarily on locally oriented retail, service, and office uses. Other uses are allowed to provide a variety of uses that may locate in existing buildings. Development is intended to consist primarily of businesses on the ground floor with housing on upper stories. Development is intended to be pedestrian-oriented with buildings close to and oriented to the sidewalk, especially at corners.*

*The **Storefront Commercial (CS)** zone is intended to preserve and enhance older commercial areas that have a storefront character. The zone intends that new development in these areas will be compatible with this desired character. The zone allows a full range of retail, service and business uses with a local and regional market area. Industrial uses are allowed but are limited in size to avoid adverse effects different in kind or amount than commercial uses and to ensure that they do not dominate the character of the commercial area. The desired character includes areas which are predominantly built-up, with buildings close to and oriented towards the sidewalk especially at corners. Development is intended to be pedestrian-oriented and buildings with a storefront character are encouraged.*

Open Space

The Open Space (OS) zone is intended to preserve and enhance public and private open, natural, and improved park and recreational areas identified in the Comprehensive Plan. These areas serve many functions including:

- Providing opportunities for outdoor recreation;*
- Providing contrasts to the built environment;*
- Preserving scenic qualities;*

- Protecting sensitive or fragile environmental areas;*
- Enhancing and protecting the values and functions of trees and the urban forest;*
- Preserving the capacity and water quality of the stormwater drainage system; and*
- Providing pedestrian and bicycle transportation connections.*

SECTION 600 – PROJECT ACTIVITIES

6. OWNER PARTICIPATION

Property owners within the Urban Renewal Area proposing to improve their properties and receiving financial assistance from the Development Commission *or tax increment funds through the Portland Housing Bureau* shall do so in accordance with all applicable provisions of this Plan and with all applicable codes, ordinances, policies, plans and procedures of the City.

a. Housing

The City of Portland Tax Increment Financing Set Aside Policy for Affordable Housing will apply to this Plan. The 18% Set Aside resources from the Central Eastside Urban Renewal Area will be administered by the Portland Housing Bureau. TIF-supported housing investments in this URA will be guided by the investment priorities in the Portland Housing Bureau’s Strategic Plan and other applicable City housing policies.

8. PLANNING AND ADMINISTRATION

PDC will undertake program development and project planning activities necessary to achieve the objectives described in Section I of this Plan. PDC will also undertake administration of all aspects of this Plan in a manner consistent with the Plan's objectives.

SECTION 700 – Methods for Financing the Project

Section 702 – Self-Liquidation of Costs of Project (Tax Increment)

The project may be financed, in whole or in part, by self-liquidation of the costs of project activities as provided in ORS 457.420 through ORS 457.450. The ad valorem taxes, if any, levied by a taxing body upon the taxable real and personal property situated in the Area, shall be divided as provided in ORS 457.440. That portion of the taxes representing the levy against the increase, if any, in assessed value of property located in the Area, or part thereof, over the assessed value specified in the certificate of amendment to the certificate filed under ORS 457.430, shall, after collection by the Tax Collector, be paid into a special fund of the Development Commission and shall be used to pay the principal and interest on any indebtedness incurred by the Development Commission to finance or refinance the implementation of this Plan. No bonded indebtedness, as defined by applicable state law, for which taxes divided under ORS 457.440 are to be pledged, shall be issued under the Plan (and under any and all projects undertaken with respect to the Plan) after August 26, 2018. FY 2022/23. The maximum indebtedness, as defined in ORS 457.010(9), that may be issued or incurred under the Plan is ~~\$105,000,000~~ \$126,000,000 (*one hundred twenty-six thousand dollars*).

SECTION 800 – OTHER PROVISIONS

3. City of Portland Five-Year Economic Development Strategy

The Strategy was adopted by Council on July 8, 2009. The Strategy sets forth the approach for building the most sustainable economy in the world, with the goal of creating 10,000 new jobs in five years. Building a sustainable economy requires a balanced focus on job growth, innovation in sustainability and equality of economic opportunity through competitiveness, urban innovation and neighborhood business vitality. This Plan meets portions of Strategy Goals 1 and 2 as follows:

1. Building the Sustainable Economy- Competitiveness

1.1.3 Expand demand for energy efficiency products and services through investment in retrofits of existing building stock.

This Plan provides financial and technical assistance resources to assist in the redevelopment of buildings within the Area.

2. Building the Sustainable Economy - Urban Innovation

2.2.3 Invest in catalytic Eastside sites, including Headquarters Hotel, Rose Quarter redevelopment and Burnside Bridgehead.

This Plan has assisted in the redevelopment of the Burnside Bridgehead, located in the Area.

4. Agreements Between Commission and Property Owners

The Commission will implement the Plan through vehicles such as partnerships between the Commission and other public agencies and private sector property owners, for-profit developers and non-profit development organizations: It is the intention of the Commission to utilize agreements such as memorandums of understanding, development agreements or other mechanisms with Area Property owners and developers to guide and specify public investments and private development. These agreements will be utilized throughout the life of the plan to ensure activities in conformance with the Plan.

SECTION 1000 – DURATION AND VALIDITY OF APPROVED URBAN RENEWAL PLAN

A. Duration of Urban Renewal Plan

No bonded indebtedness, as defined by applicable state law, for which taxes divided under ORS 457.440 are to be pledged,, shall be issued under the Plan (and under any and all projects undertaken: with respect to the Plan) after ~~FY 2018-19~~ *FY 2022-23* or when maximum indebtedness is reached.

SECTION 1100 – REAL PROPERTY ACQUIRED BY AGENCY

There are number of properties that PDC has acquired/disposed of over the life of the URA. Of these, four are still under PDC management and nine have been disposed of. The remaining properties will be disposed of for future redevelopment.

Property Name	Address	Status	Intended Disposition
Block 76 W (North) - Former Fishels Warehouse	318 NE Couch Street	Active	Dispose for Redevelopment
Block 76 W (South) - Former Recovery Inn	313 E Burnside Street	Active	Dispose for Redevelopment
13 SE Grand	13 SE Grand Ave	Disposed	
Crescent Site	1701 SE Water Ave	Disposed	
Storage Lot - 240 NE MLK	240 NE MLK JR BLVD	Active	Dispose for Redevelopment
Former Holman Bldg & Lots	1515 SE Water Avenue	Disposed	
Block 67 East - Former Bridgeport Hotel	5-13 NE 3rd Avenue	Disposed	
George/La Casita Property	424-436 E. Burnside	Disposed	
Block 76 East - Former Unocal Lot	11 NE MLK JR BLVD	Active	Dispose for Redevelopment
Block 75 - Former Ararat Bakery	111 NE MLK JR BLVD	Disposed	
Convention Plaza Building & lots	123 NE 3rd Avenue	Disposed	
49 SE Holman Lots	49 SE Holman	Disposed	

Block 76 East-North Sliver	330-399 NE Couch Street	Active	Dispose for Redevelopment
Block 76 East-South Sliver	330-399 NE Couch Street	Disposed	
Block 67 West - Formerly part of Convention Plaza	WI/ 123 NE 3rd Ave	Disposed	
Eastbank Esplanade	Eastbank Esplanade	Disposed	

Source: PDC

Exhibit 1 Map - Boundary Replaced in its Entirety

Exhibit 2 Zoning Map - Replaced in its Entirety

Exhibit 3 Comprehensive Plan Map - Replaced in its Entirety

Exhibit 4 Planning and Sustainability Commission Findings 2014

Exhibit 1 Map - Boundary

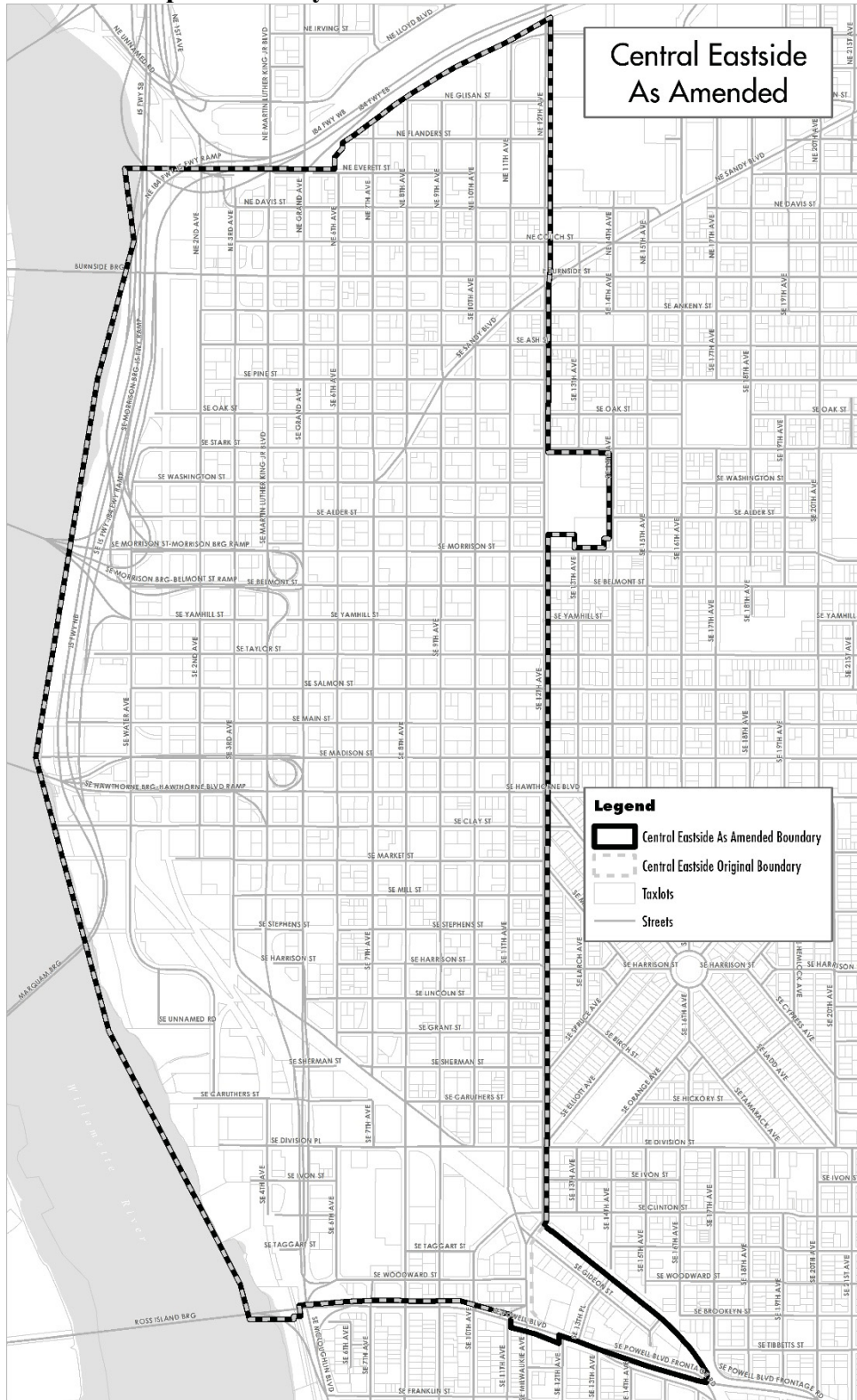


Exhibit 2 Zoning Map - Replaced in its Entirety

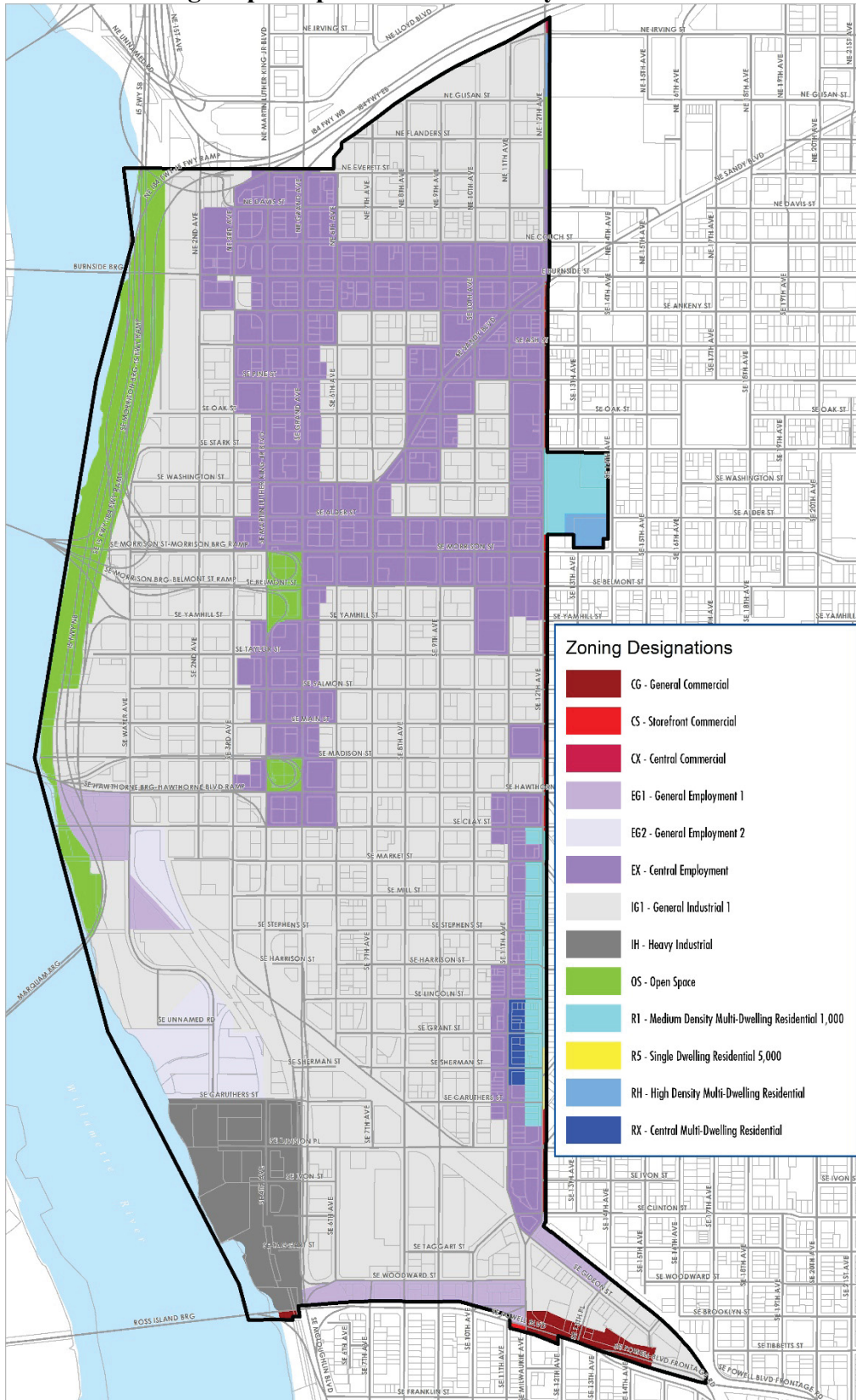


Exhibit 3 Comprehensive Plan Map

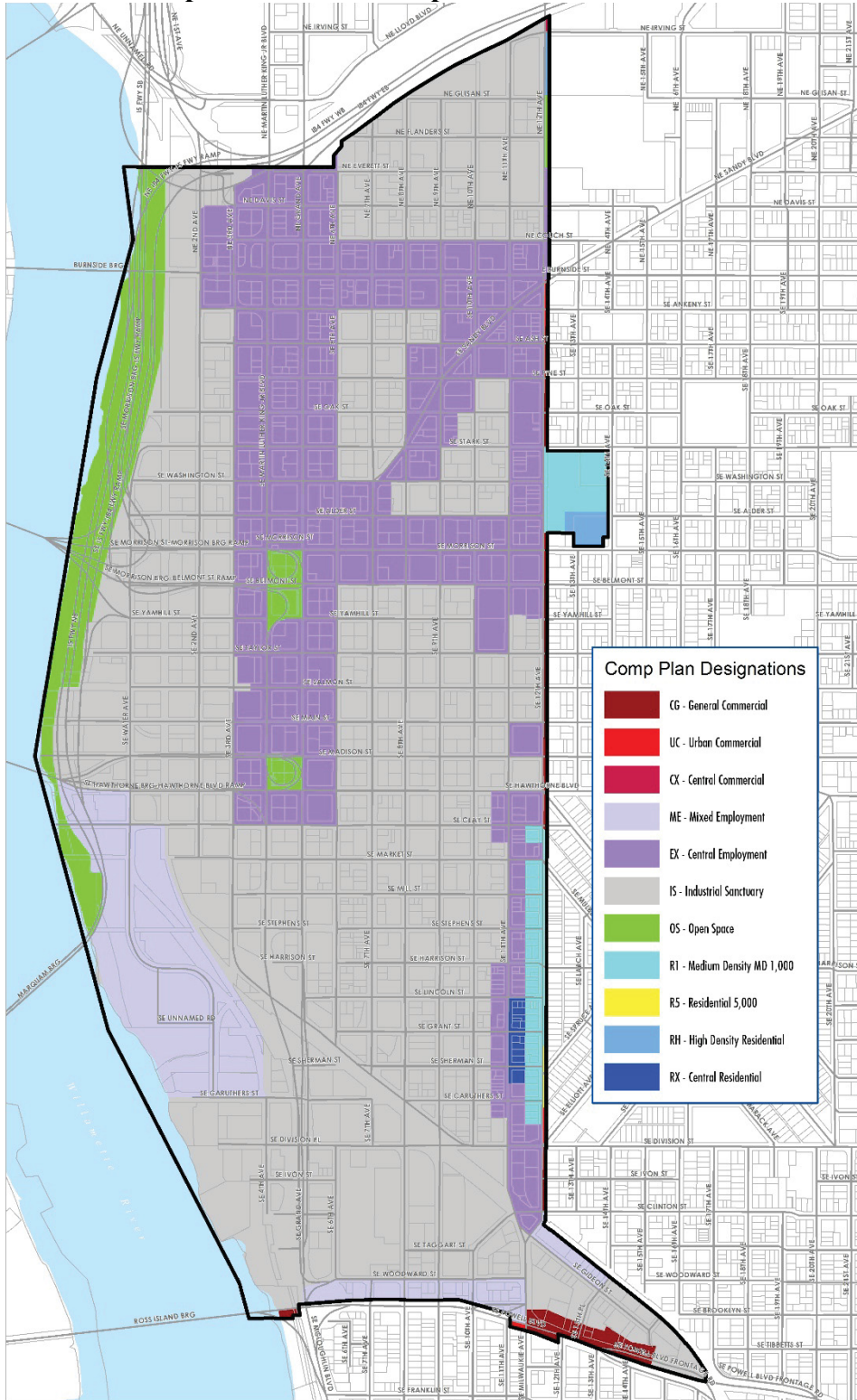


Exhibit 4 Planning and Sustainability Commission Findings 2014

AMENDMENTS TO THE CENTRAL EASTSIDE URBAN RENEWAL AREA PLAN

Findings of Fact for Consistency with City of Portland Planning Goals and Policies

As proposed, the Amended Central Eastside Urban Renewal Plan (the “Amended CESURA”) will provide tax increment resources to an additional 16.2 acres of land around the new Clinton MAX light rail station at the existing district’s southeast end, resulting in a total urban renewal area of 708.5 acres. Maximum indebtedness would increase by 20 percent to \$126 million and the last date to issue debt would be extended five years from fiscal year 2017/2018 to 2022/2023. These amendments will support development in the Central Eastside Urban Renewal Area described in the original Central Eastside Urban Renewal Plan. This action is intended to accelerate the region’s growth and excellence, attract private investment, enhance blighted properties and educate the region’s workforce. Potential investments include the development of infrastructure, affordable housing, and private development. Among the public benefits expected to occur are increases in assessed values as low-density properties redevelop, accelerated job growth through increasing employment densities throughout the district, research and technology commercialization activities in conjunction with activities in the South Waterfront area, and greater entrepreneurial and startup activity in Portland’s industry clusters.

1. City of Portland Comprehensive Plan

The Amended Central Eastside Urban Renewal Area (CESURA) Plan was prepared in conformity with the Portland Comprehensive Plan. The Portland Comprehensive Plan was adopted by Portland City Council on October 16, 1980, and was acknowledged as being in conformance with the statewide planning goals by the Land Conservation and Development Commission on May 1, 1981. It has been updated and acknowledged for continuing conformance to the statewide planning goals through successive periodic reviews. The first periodic review was completed in January 2000. The City is currently undergoing its second Comprehensive Plan Periodic Review which is expected to be completed by the end of 2014.

Comprehensive plans describe a variety of public goals that are to be achieved over the long term. These goals are usually complementary but there are times when one comprehensive plan provision can only be advanced at the expense of another; or when one provision is funded while others must wait. In determining whether the Amended CESURA conforms with Portland’s Comprehensive Plan, the city must sometimes choose between competing public goals. To do this the city will apply the following definition of “conform:”

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

The CESURA Amendment was prepared in conformity with the Portland Comprehensive Plan and conforms to the following relevant Comprehensive Plan policies:

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

1. These findings demonstrate that the CESURA Amendment conforms to the City of Portland Comprehensive Plan which was acknowledged by the State of Oregon as

consistent with statewide planning goals. The Amended CESURA will provide tax increment revenues for physical improvements to support urban and economic development in parts of the Central City. This is supportive of the regional goals contained in Metro's Urban Growth Management Functional Plan which call for developing a compact urban form with a focus on investment in the Central City.

The Amended CESURA is specifically supportive of the following Metropolitan Coordination Policy:

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

2. A number of other government agencies were notified of the proposed amendments to the CESURA and given the opportunity to comment. Representatives from other government agencies including Multnomah County and Portland Public Schools were included on the Urban Renewal Area Amendment Advisory Committee (URAAAC). This group held a series of four meetings between June and September 2014 and helped shape the direction for future urban renewal areas in the Central City including the proposed amendments to the CESURA.
3. The Amended CESURA conforms to this policy because all overlapping taxing jurisdictions were notified of this proposal, provided with draft authorizing documents and given the opportunity to comment. These jurisdictions include Portland Public Schools, Metro, Multnomah County and others. Any comments received will be addressed during the City Council approval process in November 2014.

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

4. The Amended CESURA will facilitate new urban development in the Central City with more intense industrial, commercial, office, and residential opportunities than currently exist.

Specially, the Amended CESURA is supportive of the following policies:

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

5. The Amended CESURA conforms to this policy because potential development sites within the district could accommodate a variety of future housing types including affordable and market rate housing.
6. The Amended CESURA conforms to this policy because City Council has established an overall goal of spending 30 percent of urban renewal funding on affordable housing projects and programs. The specific goal in the CESURA is 18 percent. The Amended CESURA will continue to make funding available for housing programs and projects in the district, and will extend the period in which funding for such projects is available. These projects will be determined by the Portland Housing Bureau.

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

7. The Amended CESURA conforms to this policy because it will continue to facilitate new development and redevelopment that expands the range of commercial, employment, and housing opportunities within the Central City.

Policy 2.6 Open Space, seeks to provide opportunities for recreation and visual relief by preserving Portland's parks, golf courses, trails, parkways and cemeteries. Establish a loop trail that encircles the city, and promote the recreational use of the city's rivers, creeks, lakes and sloughs.

8. The Amended CESURA conforms to this policy because it will continue to make funding available that may be used for the provision of additional park space and other open space improvements in the district.

Policy 2.7 Willamette River Greenway Plan, seeks to 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.

9. The Amended CESURA conforms to this policy because it will continue to make funding available for improvements to the riverfront for further employment, education, recreation and habitat restoration purposes.

Policy 2.11 Commercial Centers, seeks to expand the role of major established commercial centers which are well served by transit.

10. The Amended CESURA conforms to this policy because it will provide resources to support the continued development of the Central Eastside Industrial District, a major commercial and employment center within the Central City. The area is served by many bus lines and the Portland Streetcar. Starting in September 2015, the district will be served by a new MAX light rail line with two stations in the Amended CESURA boundaries. Increasing development in this area will support transit ridership and help reduce future reliance on the automobile.

Policy 2.12 Transit Corridors, seeks to provide a mixture of activities along major transit routes.

11. The Amended CESURA conforms to this policy because the Central City is the hub of the metropolitan region's transportation system. The Amended CESURA will facilitate mixed-use development providing a range of new commercial, employment and housing opportunities along the Portland Streetcar and MAX light rail transit lines as well as the many bus lines that serve the region.

Policy 2.13 Auto-Oriented Commercial Development, seeks to allow auto-oriented commercial development to locate on streets designated as Major City Traffic Streets by the Transportation Element.

12. The Amended CESURA conforms to this policy because it may make funds available for auto-oriented street system improvements at SE Powell Blvd, a Major City Traffic Street where auto-oriented development is expected to continue.

Policy 2.14 Industrial Sanctuaries, seeks to provide industrial sanctuaries and encourage the growth of industrial activities in the city by preserving industrial land primarily for manufacturing purposes.

13. The Amended CESURA conforms to this policy because it will support increased industrial development in the Central Eastside Industrial District, one of the Central City's industrial sanctuaries. Funds will support workforce partnerships between businesses and educational institutions that will increase the supply of skilled workers

for industrial employment and foster innovation in manufacturing and other industrial processes. Consistent with findings against the Central City Plan (1988), URA funds would only support housing in areas already committed to nonindustrial uses or potentially at MAX light rail stations.

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

14. The Amended CESURA conforms to this policy because it will support new affordable and market rate housing development within parts of the district that are near to employment opportunities and are in close proximity to and readily accessible from the public transportation network serving the region's highest concentration of employment opportunities. Consistent with findings against the Central City Plan (1988), URA funds would only support housing in areas already committed to nonindustrial uses or potentially at MAX light rail stations.

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

15. The Amended CESURA conforms to this policy because the area includes MAX light rail and Portland Streetcar station areas. The entire area of the CESURA is within easy walking distance of high-capacity transit. Many sites within the district boundary are ideal transit oriented development opportunities.

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

16. Existing Comprehensive Plan Map designations in the Amended CESURA conform with these policies and, therefore, no changes are required as part of the district.

Policy 2.19 Infill and Redevelopment, encourages infill and redevelopment as a way to implement the Livable City growth principles and accommodate expected increases in population and employment. Encourages infill and redevelopment in the Central City, at transit stations, along Main Streets, and as neighborhood infill in existing residential, commercial and industrial areas.

Policy 2.20 Vacant Land, seeks full utilization of existing vacant land except in those areas designated as open space.

17. The Amended CESURA conforms to this policy because it will provide resources to enable redevelopment on the significant vacant and underutilized lands within the area. The technical report accompanying the amendments to the CESURA identifies 248 parcels of vacant or underutilized land within the Amended CESURA boundary.

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

18. The Amended CESURA conforms to this policy because it will provide resources to enable the development of new mixed use areas at the new MAX light rail station areas. Funding is not expected to support new mixed use redevelopment that is incompatible with parts of the district currently committed to industrial uses.

Policy 2.25 Central City Plan, seeks continued investment within Portland's Central City while enhancing its attractiveness for work, recreation and living. The Central City Plan is meant to coordinate development, provide aid and protection to Portland's citizens, and enhance the Central City's special natural, cultural and aesthetic features.

19. The Amended CESURA conforms to this policy because the majority of the URA is within the Central City Plan District. Urban renewal funds and programs will help achieve the goals of the plan noted above. See also findings in Section 3 below pertaining to the Central City's Central Eastside Policy.

Goal 3, Neighborhoods, calls for the preservation and reinforcement of the stability and diversity of the city's neighborhoods while allowing for increased density. The amendments support this goal in the following ways:

20. The Amended CESURA will facilitate the improvement and revitalization of parts of the Kerns, Buckman, Hosford-Abernethy and Brooklyn neighborhoods, as well as the Central Eastside Industrial District. The Findings for Comprehensive Plan Goal 4, Housing (below) also apply.

Specifically, the Amended CESURA is supportive of the following policies:

Policy 3.3 Neighborhood Diversity, promotes neighborhood diversity and security by encouraging diversity in age, income, race and ethnic background within the City's neighborhoods.

21. The Amended CESURA conforms to this policy because potential development sites within the district could accommodate a variety of future housing types including affordable and market rate housing.
22. The Amended CESURA conforms to this policy because the City Council has established an overall goal of spending 30 percent of urban renewal funding on affordable housing projects and programs. The specific goal for the CESURA is 18 percent. The Amended CESURA will continue to make funding available for housing programs and projects in the district. These projects will be determined by the Portland Housing Bureau.

Policy 3.4 Historic Preservation, seeks to preserve and retain historic structures and areas throughout the city.

23. The Amended CESURA conforms to this policy because the area contains a mix of historic buildings. The Amended CESURA will continue to make funds available that can assist with preservation and improve the condition of the district's physical structures. Potential preservation activities include seismic upgrades, assistance with adaptive re-use projects and storefront renovations.

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

24. The Amended CESURA conforms to this policy because the four Urban Renewal Area Amendment Advisory Committee meetings held were advertised and open to the public who were invited to provide testimony.
25. The Amended CESURA conforms to this policy because a public open house was held on September 11th, 2014 to allow for public input on the urban renewal amendments. Feedback received was used in the creation of the amended plan.

26. The Amended CESURA conforms to this policy because the Portland Development Commission is committed to continuing a forum for involvement throughout the duration of the Plan.
27. Findings under Comprehensive Plan Goal 9: Citizen Involvement also apply.

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

28. The Amended CESURA conforms to this policy because CESURA funding will help support the growth and development called for in several existing neighborhood plans. The City Council has adopted neighborhood plans and amendments for the physical area that would be encompassed by the CESURA. These include but are not necessarily limited to: Kerns Neighborhood Action Plan (1987), Hosford-Abernethy (HAND) Neighborhood Action Plan (1988), Buckman Neighborhood Plan (1991), and the Brooklyn Neighborhood Plan (1992).
29. The Amended CESURA conforms to this policy because it can make renewal funds available to relevant projects and programs in or adjacent to these neighborhoods.

Goal 4, Housing, calls for enhancing Portland's vitality as a community at the center of the region's housing market by providing housing of different types, density, sizes, costs and locations that accommodates the needs, preferences, and financial capabilities of current and future households. The amendments conform to this goal because:

30. The City Council has established an overall goal of spending 30 percent of urban renewal funding on affordable housing projects and programs. The specific goal for the CESURA is 18 percent. The Amended CESURA will continue to make funding available for housing programs and projects in the district as determined by the Portland Housing Bureau.
31. The Amended CESURA may provide funding to support new housing projects on mixed use corridors and at station areas.

Specifically, the Amended CESURA is particularly supportive of the following policies:

Policy 4.1 Housing Availability, seeks to ensure that an adequate supply of housing is available to meet the needs, preferences, and financial capabilities of Portland's households now and in the future.

Policy 4.3 Sustainable Housing, encourages housing that supports sustainable development patterns by promoting the efficient use of land, conservation of natural resources, easy access to public transit and other efficient modes of transportation, easy access to services and parks, resource efficient design and construction, and the use of renewable energy resources.

32. The Amended CESURA conforms to these policies because it will encourage new residential development in a section of Portland's Central City containing MAX light rail and bus lines, and that is served by the Portland Streetcar. This is a highly resource-efficient pattern of growth that will support bicycle use, pedestrian activity and transit ridership, and reduce reliance on the automobile.
33. The Amended CESURA conforms to this policy because it will facilitate a range of mixed-use development that will provide new and redeveloped academic, industrial, commercial, employment and housing opportunities in the area along the light rail transit and streetcar lines and along main street segments.

Policy 4.10 Housing Diversity, promotes the creation of a range of housing types, prices, and rents to: 1) create culturally and economically diverse neighborhoods; and 2) allow those whose housing needs change to find housing that meets their needs within their existing community.

34. The Amended CESURA conforms to this policy because it will continue to make funding available for housing development projects and programs including a diversity of affordable and market rate housing as determined by the Portland Housing Bureau.

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

35. The Amended CESURA conforms to this policy because it will continue to make funding available for affordable housing development projects, preservation and rehabilitation of existing affordable housing in the area, and supportive programs as determined by the Portland Housing Bureau.

Policy 4.12 Housing Continuum, seeks to ensure that a range of housing from temporary shelters, to transitional, and to permanent housing for renters and owners is available, with appropriate supportive services for those who need them.

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

36. The Amended CESURA conforms to these policies because it will continue to make funding available for housing development projects that will create a range of housing programs in the area from very low, low, moderate, and middle-income households, including affordable housing programs as determined by the Portland Housing Bureau.
37. The Amended CESURA conforms to these policies because it may provide a source of funding to help ensure that existing affordable rental housing in the district remains affordable over the long-term through programs to be determined by the Portland Housing Bureau.

Goal 5, Economic Development, calls for the promotion of a strong and diverse economy that provides a full range of employment and economic choices for individuals and families in all parts of the city. The amendments conform to this goal because:

38. The Amended CESURA is an employment district important to the economic stability of the city. A recent analysis of the industrial sanctuary completed for the Southeast Quadrant Plan (Central City 2035 Plan Update) shows that the Central Eastside is home to over 17,000 jobs and added 700 new jobs during the 2006-2011 recession. Recent policies such as the creation of an Employment Opportunity Subarea in 2006 have helped to strengthen the district's business incubation functions.
39. The Amended CESURA is expected to remain employment oriented for the foreseeable future. Over 75 percent of the existing Central Eastside subdistrict is currently zoned for employment uses including General Industrial (IG1), Heavy Industrial (IH), or General Employment (EG1, EG2) zone designations. The ongoing Southeast Quadrant Plan (part of the Central City 2035 Plan) is expected to reinforce employment oriented land use patterns with minimal expansion of residential uses around station areas and to complete mixed zone blocks with both IG1 and EX designations.

40. The Amended CESURA contains properties within and adjacent to the PCC CLIMB Center and Benson High School. Funds available through the Amended CESURA will be available to support continued institutional and private investment in these sites and adjoining properties.
41. The Amended CESURA also contains properties within close proximity to the new OHSU Schnitzer campus and South Waterfront areas where considerable investment is expected through the Knight Challenge and other funding. One MAX light rail stop away from the focus of these activities, the southern portions of the Central Eastside have previously been identified as an important part of the Innovation Quadrant strategy to link scientific, cultural institutions and employment opportunities on both sides of the river through transportation investments such as the Tilikum Crossing multi-modal bridge. Funds available through the Amended CESURA could support continued institutional and private investment in this rapidly developing economic center and adjoining properties, including strategies to support the continued growth of OMSI, the PCC CLIMB Center and the capture of economic growth through the Knight Challenge.
42. Retail activity contributes to the economy and quality of life in the Central Eastside and larger Central City. The health of individual retailers is directly related to the health of other proximate businesses and the larger downtown environs (i.e., empty storefronts send a negative message to potential tenants). Funding available through the Amended CESURA can be used to fund public infrastructure investment and other public/private partnerships that will improve the general retail environment within the district.
43. Funding available through the Amended CESURA may be available to support the establishment of new or expansion of existing businesses including those within the clusters of economic activity targeted for public support by the City's Five-Year Economic Development Strategy.

Specifically, the Amended CESURA is particularly supportive of the following policies:

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

44. The Amended CESURA conforms to this policy because the boundary contains a significant mix of existing older buildings that would have greater access to resources for preservation and redevelopment for new employment and housing opportunities through their inclusion in this district.
45. The Amended CESURA conforms to this policy because it will continue to make funding available for small business loans and funding for storefront improvements to support building rehabilitation and building reuse.

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

46. The Amended CESURA conforms to this policy because it will facilitate funding for public-private partnership projects and programs that could help to improve the climate for business in the district through enhanced and targeted access to financial and human capital resources.

47. The Amended CESURA conforms to this policy because it will be available to support and expand workforce development programs by OMSI, the PCC CLIMB Center, Benson High School and private partners such as design-build company Portland ADX.
48. The Amended CESURA conforms to this policy because it could help support and expand marketing and recruiting programs such as the Produce Row initiative.

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

49. The Amended CESURA conforms to this policy because it will facilitate a range of mixed use developments along the MAX light rail and Portland Streetcar lines that will provide new commercial, employment and housing opportunities. Transit-oriented mixed used areas in the CESURA are expected to complement mixed use areas in the NMACURA, particularly as development results from the Knight Challenge and other investments.

Policy 5.6 Area Character and Identity Within Designated Commercial Areas, promotes and enhances the special character and identity of Portland's designated commercial areas.

50. The Amended CESURA conforms to this policy because it will support increasing development activity in and around a variety of corridors and main street areas including the MLK Jr Blvd/Grand Avenue, Belmont/Morrison, Burnside/Couch, and Hawthorne/Madison couplets and along Water Ave. Each corridor has a unique identity and urban form. Water Ave is increasingly viewed as an industrial main street with active street-facing retail operations supporting high density industrial uses. URA funds are expected to support infill development at the "ODOT blocks" along Water Ave to enhance the character of this main street.
51. The Amended CESURA conforms to this policy because it will support development activity in and around new MAX light rail stations. Early plans discussed at Stakeholder Advisory Committee meetings for the Southeast Quadrant Plan (Central City 2035 Plan Update) identify the OMSI station as a regional cultural center based on existing and proposed attractions including performing arts spaces and open space access to the riverfront. Clinton Station may have a more residential and commercial mixed use character. URA funds are expected to support development that realizes these unique identities at the two station areas within the Amended CESURA.

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

52. The Amended CESURA conforms to this policy because it is intended to support further growth and development of the Central Eastside Industrial District. In 2002, the Central Eastside Industrial Council and the Portland Development Commission completed the Central Eastside Development Opportunity Strategy (CE-DOS), with the goals of creating broader, denser employment, improving access, adding new development and strengthening the character of the area. Among the key strategies of the plan were developing high-tech incubators and improving business-related infrastructure (parking, streetcar access, access to I-5). The Employment Opportunity Subarea was created in 2006 as a result of this process. As the district continues to grow, it is expected that these development strategies will continue to enhance the business functions of the district.

Policy 5.8 Diversity and Identity in Industrial Areas, seeks to promote a variety of efficient, safe and attractive industrial sanctuary and mixed employment areas in Portland.

53. The Amended CESURA conforms to this policy because it will support the increased development of areas with mixed industrial and commercial uses. Funds may be used to support the development of parcels on SE Water Ave where a mixed industrial commercial character presently exists or on projects along the MAX light rail where higher density industrial employment uses are expected along with supporting commercial and retail uses.

Policy 5.11 Science and Technology Quarter, establishes a Science and Technology Quarter as the core of the region's biomedical, bioscience, and bioengineering industries and advances these industries by encouraging and capitalizing on the strengths of Portland's academic and medical institutions and the region's technology sector.

54. The Amended CESURA conforms to this policy because it expands the date to issue debt for the CESURA by five years. This expanded period will allow for the support of activities and employment growth expected through the science and technology quarter development in the South Waterfront area through the Knight Challenge and other initiatives. In conjunction with the Amended NMACURA also being considered, the Amended CESURA will support the Innovation Quadrant, a City of Portland strategy to link academic and innovation activities in the Central Eastside and South Waterfront areas through targeted investments in infrastructure such as the Portland-Milwaukie Light Rail project and development projects.

Goal 6, Transportation, calls for developing a balanced, equitable, and efficient transportation system that provides a range of transportation choices; reinforces the livability of neighborhoods; supports a strong and diverse economy; reduces air, noise, and water pollution; and lessens reliance on the automobile while maintaining accessibility. The amendments support this goal because:

55. Creation of the Amended CESURA will facilitate new development within areas that are well served by transit and other alternative transportation modes. This will reduce the need for employees, students, and customers to rely on automobile travel; and reduce air pollution and traffic congestion on the city's street system.

Specifically, the Amended CESURA is supportive of the following policies:

Policy 6.19 Transit-Oriented Development, seeks to reinforce the link between transit and land use by encouraging transit-oriented development and supporting increased residential and employment densities along transit streets, at existing and planned light rail transit stations, and at other major activity centers.

56. The Amended CESURA conforms to this policy because it will enable new development in portions of Portland's Central City that are served by MAX light rail, bus lines and the Portland Streetcar, which is a resource-efficient pattern of growth. This pattern will support transit ridership and reduce reliance on the automobile.

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

57. The Amended CESURA is expected to improve the function of the transportation in the areas near the MAX light rail stations. URA funds may be used for additional street

segments that improve through access in constrained areas of the district, and for pedestrian and bicycle facility improvements.

Policy 6.22 Pedestrian Transportation, seeks to plan and complete a pedestrian network that increases the opportunities for walking to shopping and services, institutional and recreational destinations, employment, and transit.

58. The Amended CESURA conforms to this policy because it may provide funding for public improvement projects to enhance the pedestrian experience including improving sidewalks and amenities, planting street trees, installing street lighting, and installing pedestrian/bicycle connections throughout the district.

Policy 6.23 Bicycle Transportation, seeks to make the bicycle an integral part of daily life in Portland, particularly for trips of less than five miles, by implementing a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer.

59. The Amended CESURA conforms to this policy because the Central Eastside is a significant cycling destination and serves as a portal to downtown and the inner eastside neighborhoods. With the completion of the Tilikum Crossing multi-modal bridge, increased bicycle activity is expected. As noted above, the proposed amendments to the CESURA could support public improvement projects to enhance the cyclist experience including improving bicycle facilities and safety throughout the district.

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

60. The Amended CESURA conforms to this policy because it may provide funding for a variety of projects that support the existing and expanded public transportation system. Such improvements may include but are not limited to: improving bicycle and pedestrian connections to transit stops from surrounding neighborhoods; improving transit facilities such as the Portland Streetcar and MAX light rail; and increasing transit demand through redevelopment that will support improved transit service.

Policy 6.25 Parking Management, seeks to manage the parking supply to achieve transportation policy objectives for neighborhood and business district vitality, auto trip reduction, and improved air quality.

Policy 6.27 Off-Street Parking, seeks to regulate off-street parking to promote good urban form and the vitality of commercial and employment areas.

61. The Amended CESURA conforms to these policies because it may support the development of district parking strategies that expand opportunities for employee and customer parking.

Policy 6.30 Truck Mobility, seeks to develop, manage, and maintain a safe, efficient, and reliable freight street network to serve Freight Districts, commercial areas, and neighborhoods.

62. The Amended CESURA conforms to these policies because it may support infrastructure improvements on SE Powell Boulevard that would aid in district freight movement..

Policy 6.37 Southeast Transportation District, seeks to reduce travel demand and reliance on the automobile in Southeast Portland to protect residential areas and industrial sanctuaries from non-local traffic, while maintaining access to established commercial areas.

63. The Amended CESURA conforms to this policy because it will support more intense development in portions of the Southeast Transportation District adjacent by the new MAX light rail line, which is a resource-efficient pattern of growth. This pattern will support transit ridership and reduce reliance on the automobile.

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

64. The Amended CESURA conforms to this policy because it will help meet the goals of the Central City Transportation Management Plan by reducing vehicle miles traveled per capita in the Central City by increasing a wide range of development opportunities in the district – an area with rich transit access, excellent pedestrian and bicycle facilities and a high concentration of goods and services.

Goal 7, Energy, calls for promotion of a sustainable energy future by increasing energy efficiency in all sectors of the city. The amendments support this goal because:

65. The Amended CESURA allows continued support for energy efficient development and sustainable waste management practices by businesses within the Central Eastside as well as the development of a more energy efficient and sustainable district.

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

66. The Amended CESURA will facilitate new, denser development within areas served by MAX light rail, many bus lines and the Portland Streetcar, which is a resource-efficient pattern of growth. This pattern preserves natural resources (i.e., mitigates flood damage, promotes wildlife conservation) and reduces negative environmental impacts (i.e., air and water pollution) by encouraging urban development in existing urban areas adjacent to high capacity transit service, rather than on the region's fringes.

Specifically, the proposed district is supportive of the following policy:

Policy 8.11 Special Areas, calls for recognizing unique land qualities and adopt specific planning objectives for special areas. Objective H. Willamette River Greenway, protect and preserve the natural and economic qualities of lands along the Willamette River through implementation of the city's Willamette River Greenway Plan.

67. The Amended CESURA will continue to facilitate public improvement projects to enhance the watershed, floodwater management, and habitat values along the Willamette River.

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

68. The Amended CESURA conforms to this policy because it will not change existing zoning and other policies designed to protect natural resources and views in the Central City. District funds may be used to support public and private improvements designed to support the success of these policies including, but not limited to, acquisition of open space, stormwater management projects, tree planting programs and other “green infrastructure” projects.

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

69. Stakeholders of the Amended CESURA were invited to participate in the process to establish amendments to the URA.

Specifically, the proposed district is supportive of the following policy:

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

70. The Amended CESURA conforms to this policy because it is the result of a process that included the Urban Renewal Area Amendment Advisory Committee (URAAAC). The URAAAC included stakeholders and citizens with expertise in development and land use policy in the impacted areas. The Committee was chaired by Jillian Detweiler from the Office of the Mayor and was comprised of 20 members including representatives from:

- League of Woman Voters
- Melvin Mark Properties
- Central Eastside Industrial Council
- Downtown Development Group
- Portland Business Alliance
- Urban Airship
- Ball Janik
- Central City Concern
- OMSI
- American Assets Trust
- ZGF Architects
- Beam Development
- OHSU
- GBD Architects
- Multnomah County

- Portland Public Schools
- Chinese American Citizens Alliance Portland Lodge
- Portland State University

71. The Amended CESURA conforms to this policy because it incorporates input from obtained through public testimony periods at each of the URAAAC's four meetings.
72. The Amended CESURA conforms to this policy because it incorporates input received at two advertised public open house events: One held by BPS staff on July 8th, 2014 for the Central City 2035 Southeast Quadrant Plan, and a second held by Portland Development Commission staff on September 11th, 2014 that focused on the proposed URA amendments. Notification on the URA amendment public open house was emailed to approximately 3,000 individuals, published as an advertisement in the Oregonian, and publicized via social media such as Facebook and Twitter.
73. The Amended CESURA conforms to this policy because opportunities to provide feedback and learn about the proposed amendments were advertised to approximately 1,000 subscribers to the Southeast Quadrant Plan mailing list.
74. The Amended CESURA conforms to this policy because it incorporates input received from the Portland Planning and Sustainability Commission during a public briefing held on September 9th, 2014.
75. The Amended CESURA conforms to this policy because it incorporates input received at a hearing with public testimony of the Portland Planning and Sustainability Commission held on October 21st, 2014.
76. The Amended CESURA conforms to this policy because during the course of deliberation information was sent using the City of Portland's Office of Neighborhood Involvement Notification and posted on the organization's blog website. Additionally, project materials were available online at <http://www.pdc.us/for-partners/public-participation/ura-amendments.aspx>.
77. The Amended CESURA conforms to this policy because the amendments provide additional resources to help implement local plans and policies. These include but are not necessarily limited to: Kerns Neighborhood Action Plan (1987), Hosford-Abernethy (HAND) Neighborhood Action Plan (1988), Buckman Neighborhood Plan (1991), and the Brooklyn Neighborhood Plan (1992).
78. The Amended CESURA conforms to this policy because Portland Development Commission staff have given at least 12 briefings on the proposal with a variety of neighborhood and business groups between June and October 2014.
79. The Amended CESURA conforms to this policy because the Portland Development Commission is committed to continuing a forum for involvement throughout the duration of the Plan.

Goal 11, Public Facilities, includes a wide range of goals and policies:

General Goal 11-A calls for provision of a timely, orderly and efficient arrangement of public facilities and services that support existing and planned land use patterns and densities. The amendments support this goal because:

80. The Amended CESURA supports the efficient arrangement of public infrastructure and services by facilitating redevelopment of sites for more intense commercial, office, and residential uses in the urban core of Portland which contains MAX light rail, Portland Streetcar and bus service as well as all other urban public facilities and services necessary and sufficient to support new development. These trends are consistent with the intensification of development in the urban core that is called for under the Comprehensive Plan and the Regional 2040 Growth Concept.

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

81. The Amended CESURA will continue to make funding available for transportation projects. The CESURA is expected to improve the function of the transportation network in the areas near the MAX light rail stations. URA funds may be used for additional street segments that improve through access in constrained areas of the district and for pedestrian and bicycle facility improvements.

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

82. Public recreation improvement projects that may be eligible for Amended CESURA funding include rehabilitation of existing parks, tree planting and other streetscape improvement programs, construction of active recreation facilities and performance venues. These actions will improve the quality of recreation opportunities available to Portlanders.

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

83. The Amended CESURA will provide funding that will support new public and private development throughout the district and at station areas with more intense industrial, commercial, office, and residential uses that will create more diverse employment and affordable housing opportunities than currently exist. This new development will contribute to the emerging specific character and identity of each subarea within the district.

Specifically, the proposed district is supportive of the following policies:

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

84. The Amended CESURA conforms to this policy because it will support increasing development activity in and around a variety of mixed use corridors and main street areas including the MLK Jr Blvd/Grand Avenue, Belmont/Morrison, Burnside/Couch, and Hawthorne/Madison couplets and along Water Ave. Each corridor has a unique identity

and urban form. Water Ave is increasingly viewed as an industrial main street with active street-facing retail operations supporting high density industrial uses. URA funds are expected to support infill development at the “ODOT blocks” along Water Ave to enhance the character of this main street.

85. The Amended CESURA conforms to this policy because it will support development activity in and around new MAX light rail stations. Early plans discussed at Stakeholder Advisory Committee meetings for the Southeast Quadrant Plan (Central City 2035 Plan Update) identify the OMSI station as a regional cultural center based on existing and proposed attractions including performing arts spaces and open space access to the riverfront. Clinton Station may have a more residential and commercial mixed use character. URA funds are expected to support development that realizes these unique identities at the two station areas within the Amended CESURA.

Policy 12.3 Historic Preservation, enhance the City’s identity by protecting its significant historic resources. Preserve and reuse historic artifacts as part of Portland’s fabric. Encourage development to sensitively incorporate preservation of historic structures and artifacts.

86. The Amended CESURA conforms to this policy because it contains the East Portland Grand Avenue Historic District as well as a large number of historic buildings; these properties may have greater access to funding resources which will help improve the condition of the URA’s physical structures. Potential preservation activities include seismic upgrades, adaptive re-use and storefront renovations.

Policy 12.4 Provide for Pedestrians, Portland is experienced most intimately by pedestrians. Recognize that auto, transit and bicycle users are pedestrians at either end of every trip and that Portland’s citizens and visitors experience the City as pedestrians. Provide for a pleasant, rich and diverse experience for pedestrians. Ensure that those traveling on foot have comfortable, safe and attractive pathways that connect Portland’s neighborhoods, parks, water features, transit facilities, commercial districts, employment centers and attractions.

87. The Amended CESURA conforms to this policy because it will encourage development that will improve the pedestrian experience including improving on-street character, safety and amenities, planting street trees, installing street lighting, and improving pedestrian/bicycle connections throughout the district.

2. Central City Transportation Management Plan (CCTMP)

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

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

88. The Amended CESURA conforms to this policy because redevelopment projects assisted by the activities of the URA will help create increased employment and housing units within the Central City.

89. The Amended CESURA conforms to this policy because catalytic and multi-block developments, assisted by the URA have the potential of improving street and pedestrian connectivity within the district.

Policy 1: 2. Pedestrian Convenience and Negotiability, seeks to ensure that the pedestrian network provides direct, convenient, negotiable, and safe travel between offices, residential areas, downtown parks, education establishments, neighborhood activity centers, commercial districts, transit services, and new developments.

90. The Amended CESURA will enable additional funding for public improvement projects that will enhance the pedestrian experience such as improving sidewalks and amenities, planting street trees, and installing street lighting.

Central Eastside District Strategies:

Strategy 3: Transit—3.2 Provide transit stop amenities such as shelters, sidewalks, benches, lighting, and other design elements.

91. The Amended CESURA will continue to make funding available for public improvement projects that enhance the pedestrian experience such as improving sidewalks and amenities, planting street trees, and installing street lighting.

Strategy 4: Pedestrians—4.4 Improve the bridges and bridgeheads for safer pedestrian areas by such means as illumination and increased surveillance.

92. The Amended CESURA will continue to support development at the Burnside Bridgehead that will increase safety for pedestrians through improved sidewalks and amenities, planting street trees, and installing street lighting.

Strategy 4: Pedestrians—4.8 Identify and remedy gaps and deficiencies in the pedestrian network and remove barriers that inhibit pedestrian movement.

93. In addition to the above stated pedestrian improvements, the Amended CESURA conforms to this policy because URA funds may be used to support the redevelopment of multi-block sites at the southern end of the district that lack pedestrian through access and therefore represent deficiencies in the pedestrian network. URA funds may be used to improve pedestrian movement across rail lines and other transportation related barriers.

Strategy 4: Pedestrians—4.10 Construct pedestrian improvements at the intersections of SE 12th/Sandy/Burnside and SE 11th/12th/Clinton/Division Streets

94. The Amended CESURA conforms to this policy because URA funds may be used to make safety improvements at crossings throughout the district.

Strategy 5: Bicycles—5.1 Evaluate new and alternative bicycle routes proposed by the Central City Bicycle Committee.

Strategy 5: Bicycles—5.3 Examine alternatives to improve safety and convenience of bicycling on SE Ankeny and SE Clay Streets.

95. The Amended CESURA conforms to these policies because URA funds may be used to improve bicycle routes to reduce conflicts between bicycles and freight vehicles. The selection of routes and improvements to those routes will be identified through the Southeast Quadrant Plan and Central City 2035 Plan.

Strategy 6: Circulation—6.3 Develop a truck access plan for industrial land uses in the Central Eastside which improves connections to the regional traffic network and reduces conflicts with non-industrial land uses.

96. The Amended CESURA conforms to these policies because URA funds may be used to improve signage for freight and non-freight users such as OMSI-related tourism traffic. Freight and non-freight routes are described in the Central Eastside Street Plan (2009) and are being updated through the ongoing Southeast Quadrant Plan (Central City 2035 Plan).

3. The Central City Plan

Adopted by the City Council in 1988, the Central City Plan calls for encouraging continued investment within Portland's Central City while enhancing its attractiveness for work, recreation and living. The amendment supports the following policies of the plan:

Policy 1, Economic Development, calls for the City to 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.

97. The Amended CESURA conforms to this policy because job growth is a primary goal of the district. The Central Eastside is an employment district important to the economic stability of the city. A recent analysis of the industrial sanctuary completed for the Southeast Quadrant Plan (Central City 2035 Plan) shows that the Central Eastside is home to over 17,000 jobs and added 700 new jobs during the 2006-2011 recession. Recent policies such as the creation of an Employment Opportunity Subarea in 2006 have helped to strengthen the district's business functions. URA funds will be used to support development that increases employment density and expands the range of industrial uses residing in the district.
98. The Amended CESURA conforms to this policy because it may fund business loans and storefront renovations as well as larger development projects on underutilized sites in the district.

Policy 2, Willamette Riverfront, seeks to enhance the Willamette River as the focal point for views, public activities, and development which knits the city together.

99. The Amended CESURA conforms to this policy because funding available through the URA may be used for the creation of affordable and attractive public activities and attractors along the riverbank and create more frequent pedestrian access to the water's edge. Development near the riverfront is expected to increase pedestrian access to the river. The creation of new park space and cultural amenities in this area will provide attractors to the riverbank.
100. The Amended CESURA conforms to this policy because funding available through the URA may be used to help development on underutilized properties along the river.

Policy 3, Housing, calls for maintaining the Central City's status as the state's principal high density housing area by keeping housing production on pace with new job creation.

101. The Amended CESURA conforms to this policy because the City Council has established an overall goal of spending 30 percent of urban renewal funding on affordable housing

projects and programs (with an 18 percent in CESURA). The proposed amendments to the CESURA will continue to make funding available for housing programs and projects in the district. Such projects and programs will be determined by the Portland Housing Bureau.

102. The Amended CESURA conforms to this policy because it will continue to make available significant funding to the Portland Housing Bureau for housing development and preservation projects that may create a range of housing opportunities in the area from very low, low, moderate, and middle-income households, including affordable housing programs.

Policy 4, Transportation, seeks to 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.

103. The Amended CESURA conforms to this policy because most of the necessary transportation infrastructure needed to support additional growth in the URA is already in place. Funding available through the URA may be used to construct new connections in conjunction with catalytic projects where connectivity standards are not being met. Localized improvements such as improved pedestrian connections and street trees are likely through redevelopment projects enabled by the URA.

Policy 8, Parks and Open Space, recommends a park and open space system of linked facilities be built to tie the Central City districts together with the surrounding community.

104. The Amended CESURA conforms to this policy because improvement projects that may be eligible for URA funding include rehabilitation of existing parks, tree planting and other streetscape improvement programs. These actions will improve the quality of recreation opportunities available to Portlanders.
105. The Amended CESURA conforms to this policy because funding may be used to provide more green street amenities in the district by undertaking the improvement of stormwater facilities, sidewalks and amenities, planting street trees, installing street lighting, and installing pedestrian/bicycle connections throughout the URA.
106. The Amended CESURA conforms to this policy because funding may be used directly to provide additional park space and other open space for employees and residents in the district, or indirectly by incenting the private development of publicly accessible open spaces and plazas.

Policy 9, Culture and Entertainment, calls for the City to 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.

107. The Amended CESURA conforms to this policy because funding available through the URA can support further growth of cultural attractions and entertainment facilities at and around the OMSI station area as well as other locations in the district.

Policy 10, Education, seeks to expand educational opportunities to meet the needs of Portland's growing population and businesses, and establish the Central City as a center of academic and cultural learning.

108. The Amended CESURA conforms to this policy because it will continue to make funds available to support the further growth and development of the OMSI, the PCC CLIMB Center and other elements of workforce development within the district.

Policy 11, Historic Preservation, seeks to preserve and enhance the historically and architecturally important buildings and places and promote the creation of our own legacy for the future.

109. The Amended CESURA conforms to this policy because it contains the East Portland Grand Avenue Historic District as well as a large number of historic buildings. The Amended CESURA will continue to make resources available that will help improve the condition of the URA's physical structures. Potential preservation activities include seismic upgrades, adaptive re-use and storefront renovations.

Policy 12, Urban Design, calls for enhancing the Central City as a livable, walkable area that focuses on the river and captures the glitter and excitement of urban living.

110. The Amended CESURA conforms to this policy because it will facilitate a range of mixed use developments in and around the mixed use corridors, MAX light rail and Portland Streetcar lines. This new development will strengthen the industrial and entrepreneurial character of the area that attracts "makers" and "doers" to the district.
111. The Amended CESURA conforms to this policy because the Portland Development Commission or the Portland Housing Bureau will have design input to help promote design excellence in all projects receiving URA funding within the district boundaries.

Policy 20, Central Eastside, seeks to preserve the Central Eastside as industrial sanctuary while improving freeway access and expanding the area devoted to the Eastbank Esplanade. Specifically, it calls for (A) Encouraging the formation of incubator industries within the district, (B) Reinforcing the district's role as a distribution center, (C) Allowing mixed use developments, which include housing, in areas already committed to nonindustrial development, (D) Preserving building which are of historic and/or architectural significance, (E) Develop Union and Grand Avenues as the principal north-south connection and commercial spine in the district for transit and pedestrians, and (F) Continue implementation of the Central Eastside Economic Development Policy.

112. Recent policies such as the creation of an Employment Opportunity Subarea in 2006 have helped to strengthen the district's business incubation functions. The Amended CESURA conforms to this policy because funds will be used to support development that increases employment density and expands the range of industrial uses in the district.
113. The Amended CESURA conforms to this policy because funds may be used to support non-industrial mixed use development (commercial, office or housing) in areas already committed to non-industrial uses or potentially at MAX light rail stations.
114. The Amended CESURA conforms to this policy because it contains the East Portland Grand Avenue Historic District as well as a large number of historic buildings. The Amended CESURA will continue to make resources available that will help improve the condition of the URA's physical structures. Potential preservation activities include seismic upgrades, adaptive re-use and storefront renovations.

PORTLAND DEVELOPMENT COMMISSION

Portland, Oregon

RESOLUTION NO. 7092

EXHIBIT B

**APPROVING THE ELEVENTH AMENDMENT TO THE CENTRAL EASTSIDE
URBAN RENEWAL PLAN**

Exhibit B includes this cover page and contains 44 pages:

- Report Accompanying the Eleventh Amendment to the Central Eastside Urban Renewal Plan

REPORT ACCOMPANYING THE ELEVENTH
AMENDMENT TO THE CENTRAL EASTSIDE
URBAN RENEWAL PLAN

City of Portland
Portland Development Commission

December 11, 2014

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I. INTRODUCTION

This Central East Side Urban Renewal Area Report (Report) accompanies the Central East Side Urban Renewal Plan (Original Plan), dated August 26, 1986 and adopted by Ordinance No. 158940, including all of the previous 10 amendments. The Eleventh Amendment to the Original Plan implements changes made to the Original Plan. The Original Plan and the amendment are collectively referred to herein as the “Plan.” This Report is not a legal part of the Plan but is intended to provide public information and a basis for the findings made by the Portland City Council (Council) as part of its approval of the Plan.

The Eleventh Amendment expands the original boundary of the Central East Side Urban Renewal Area (Original Area) by including an additional 16.2 acres, as depicted in Figure 1 (Amendment Area), and impacts both the financing and the expected physical, social, economic, and fiscal impacts of the Original Plan. The Original Area and the Amendment Area are collectively referred to herein as the “Area.” Specifically, the amended Plan will:

- 1. Adjust boundaries of the Original Area to add property for a net increase of 16.2 acres*
- 2. Extend the life of the Plan to issue debt by 5 years, from FY 2017/18 to FY 2022/23*
- 3. Update Section 100 – Introduction to include reference to the Eleventh Amendment*
- 4. Update Section 300 – Legal Boundary Description*
- 5. Update Section 400 – Goals and Objectives for the Central Eastside Urban Renewal Area*
- 6. Update Section 500 – Land Use Plan*
- 7. Update Section 600 – Project Activities*
- 8. Update Section 700 – Methods for Financing the Project*
- 9. Update Section 800 – Other Provisions*
- 10. Update Section 1000 – Duration and Validity of Approved Urban Renewal Plan*
- 11. Add new Section 1100 – Real Property Acquired by Agency*
- 12. Include map of urban renewal area with amendment area added*
- 13. Include map showing zoning/comp plan designations*
- 14. Include Bureau of Planning and Sustainability findings as Exhibit 4*

The reasons, rationale, and purpose for the changes in the 11th Amendment were guided by the overall goal of the City of Portland to reduce the burden of urban renewal on tax payers and the adoption of the City Council of Resolution No. 37072 on May 7, 2014 directing the Portland Development Commission and the Office of Management and Finance to prepare proposed amendments to six urban renewal areas. These changes to the Original Plan will enable tax increment revenues generated within the Area to continue to finance projects and activities that support the goals and objectives of the Plan.

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

DRAFT

1. Public Participation Process

The formal public participation began in June of 2014 when the Portland Development Commission (PDC) established an Urban Renewal Amendment Advisory Committee (Advisory Committee) to provide input on the proposed amendments to six urban renewal areas. This Advisory Committee was formed of citizens and stakeholder representatives and met five times to provide input. They voted to support the increase of maximum indebtedness, to extend the duration and recommended the addition of projects and property to the Area, recognizing the need to develop the property in proximity to the Clinton Station on the Portland Milwaukie Light Rail Line and the need for additional resources to develop other key properties in the Central Eastside Urban Renewal Area, specifically the Oregon Department of Transportation blocks located on SE Water Avenue between SE Madison Street and SE Taylor Street and potential future development at the Oregon Museum of Science and Industry (OMSI) properties. They considered the request of the Brooklyn Action Corps to extend the Area into bordering neighborhood commercial areas, but recommended against any further expansion beyond the Clinton Triangle.

URA Amendment Advisory Committee Roster

- Debbie Aiona, League of Women Voters (*alternate: Kathleen Hersh*)
- Scott Andrews, President, Melvin Mark Properties, and Portland Development Commission Chair (outgoing)
- Jillian Detweiler, Committee Chair, Policy Director, Office of the Mayor
- Peter Finley Fry, Central Eastside Industrial Council
- Greg Goodman, Co-President, Downtown Development Group
- Marion Haynes, Vice President, Portland Business Alliance
- Brent Hieggelke, Chief Marketing Officer, Urban Airship
- Damien Hall, Attorney, Ball Janik
- Sean Hubert, Senior Director, Housing & Employment, Central City Concern
- Pat LaCrosse, OMSI Board Member Emeritus, Former PDC Executive Director
- Wade Lange, General Manager, American Assets Trust
- Nolan Lienhart, Director of Planning & Urban Design, ZGF Architects
- Jonathan Malsin, Real Estate Principal, Beam Development
- Brian Newman, Director, Campus Planning & Development, OHSU
- Rick Saito, Insite Development
- Kat Schultz, Principal, GBD Architects and CC 2035 West Quadrant Stakeholder Advisory Committee Co-Chair
- John Tydlaska, Economic Development Director, Multnomah County
- David Wynde, Deputy Chief Financial Officer, Portland Public Schools
- Helen Ying, Consultant, Chinese American Citizens Alliance Portland Lodge
- Dan Zalkow, Executive Director for Planning, Construction, and Real Estate, Portland State University

PDC staff briefed the Portland Planning and Sustainability Commission on September 9, 2014. They made the formal presentation for the Portland Planning and Sustainability Commission's findings on conformance with the Comprehensive Plan on December 9, 2014.

PDC staff also met with the following neighborhood associations and groups and hosted an open house on September 11, 2014 to provide information and receive input on the proposed amendment. Notification on the public open house was emailed to approximately 3,000 individuals, distributed via social media feeds such as Facebook and Twitter, and posted as a public notice in the Oregonian.

The Bureau of Planning and Sustainability (BPS) held an open house that was attended by PDC staff on July 9, 2014 for the Central City 2035 Southeast Quadrant Plan. Opportunities to provide feedback and learn about the proposed amendments was advertised by BPS to approximately 1,000 subscribers to the Southeast Quadrant Plan mailing list. During the course of deliberation on the amendment, information was sent using the City of Portland's Office of Neighborhood Involvement Notification and posted on the organization's blog website. Additionally, all materials were available online at <http://www.pdc.us/for-partners/public-participation/ura-amendments.aspx>.

Meetings included:

- Brooklyn Action Corps Neighborhood Association
- Buckman Community Association
- Hosford Abernathy Neighborhood District Association
- Kerns Neighborhood Association
- Old Town/Chinatown Community Association
- Portland Downtown Neighborhood Association
- South Portland Neighborhood Association
- SE Uplift
- Portland Business Alliance
- Central Eastside Industrial Council
- East Portland Action Plan Economic Development Sub-Committee
- District on the Move
- Pearl Planning Meeting

On August 14, 2014, PDC sent an informal letter to the taxing jurisdictions describing the fiscal impacts. The formal letter to the taxing jurisdictions prescribed by statute was sent on November 21, 2014.

2. Electronic Communications

PDC staff posted information about the amendments on the PDC web page, creating a new project link to the amendment process for all six amendments to urban renewal plans processed in 2014. <http://www.pdc.us/for-partners/public-participation/ura-amendments.aspx>

3. Report Format

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

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

This Report will address each of the required information categories.

II. AMENDMENT AREA

The Amended Plan will expand the Original Area's boundary by approximately 16.2 acres, increasing the size of the Area to 708.5 acres. Further, the Amendment will increase the maximum indebtedness of the Plan from \$105 million to approximately \$125,974,800 and extend the last date that bonded indebtedness can be issued by 5 years to August of 2023.¹

Accordingly, tax increment revenues generated under the Amended Plan between the date of the Amendment and the expiration of the urban renewal area will be used to finance projects and activities that will improve economic, physical, and social conditions within the Area and generally further the goals and objectives of the Amended Plan. At the same time, overlapping taxing districts will forgo revenues on the incremental assessed value generated under the Amended Plan through FY 2022-23.

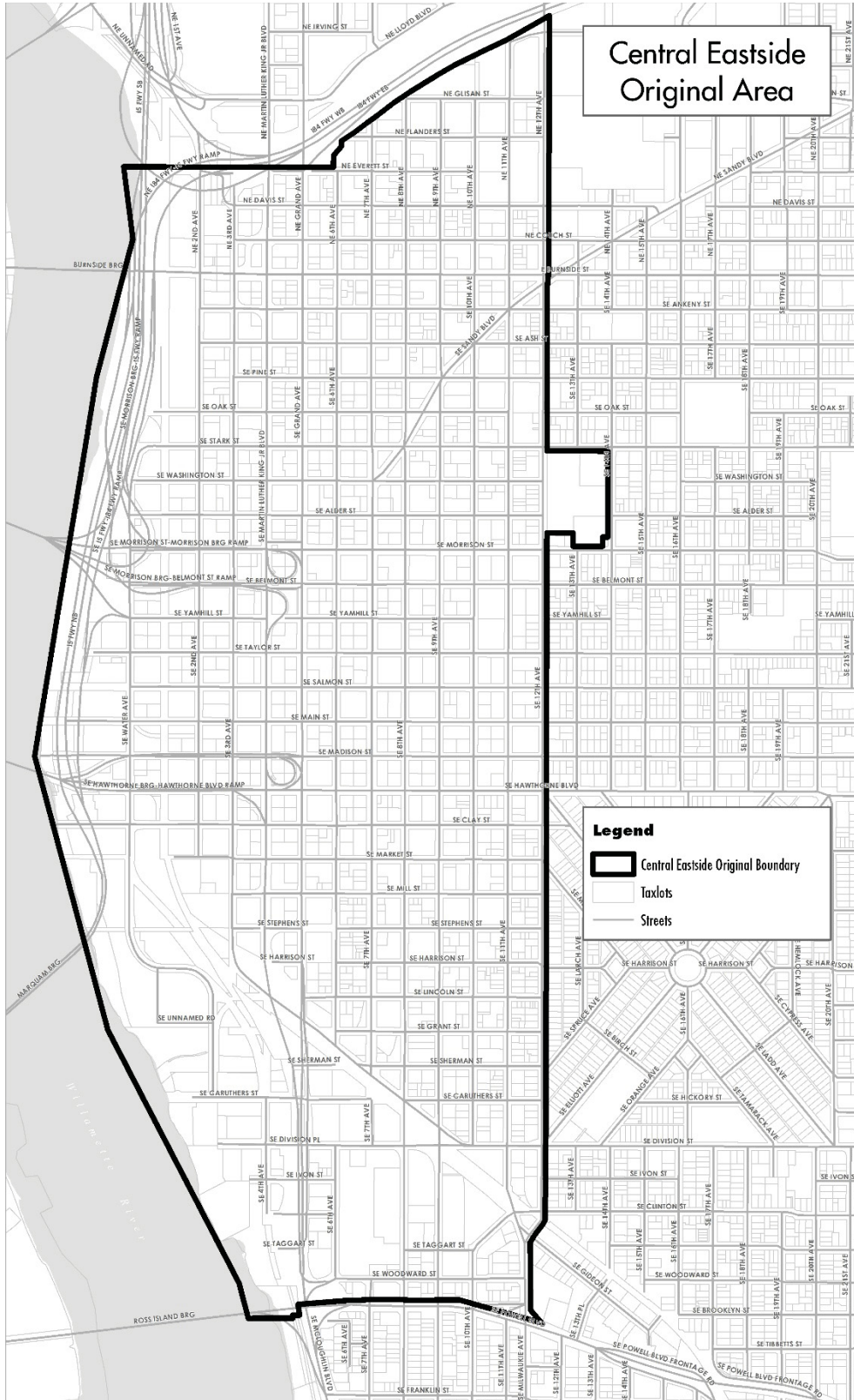
A map of the Amendment Area is shown in Figure 1. A map of the Original Area is shown in Figure 2.

¹ The 9th Amendment to the CES Plan established the prior last date to issue debt as August 26, 2018 and increased the maximum indebtedness to \$104,979,000.

Figure 1 - Amendment Area



Figure 2 - Original Central Eastside Area



III. CENTRAL EASTSIDE URBAN RENEWAL AREA AS AMENDED

A. EXISTING PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS AND IMPACTS ON MUNICIPAL SERVICES

This section of the Report describes existing conditions within the Central Eastside Urban Renewal Area (CES) as amended.

1. *Physical Conditions*

An analysis of property classification data from Multnomah County's 2013-14 Assessment and Taxation database was used to determine the land use designation, zoning, and comprehensive plan designation of parcels in the CES. The CES is shown in Figure 3.

a. *Land Use*

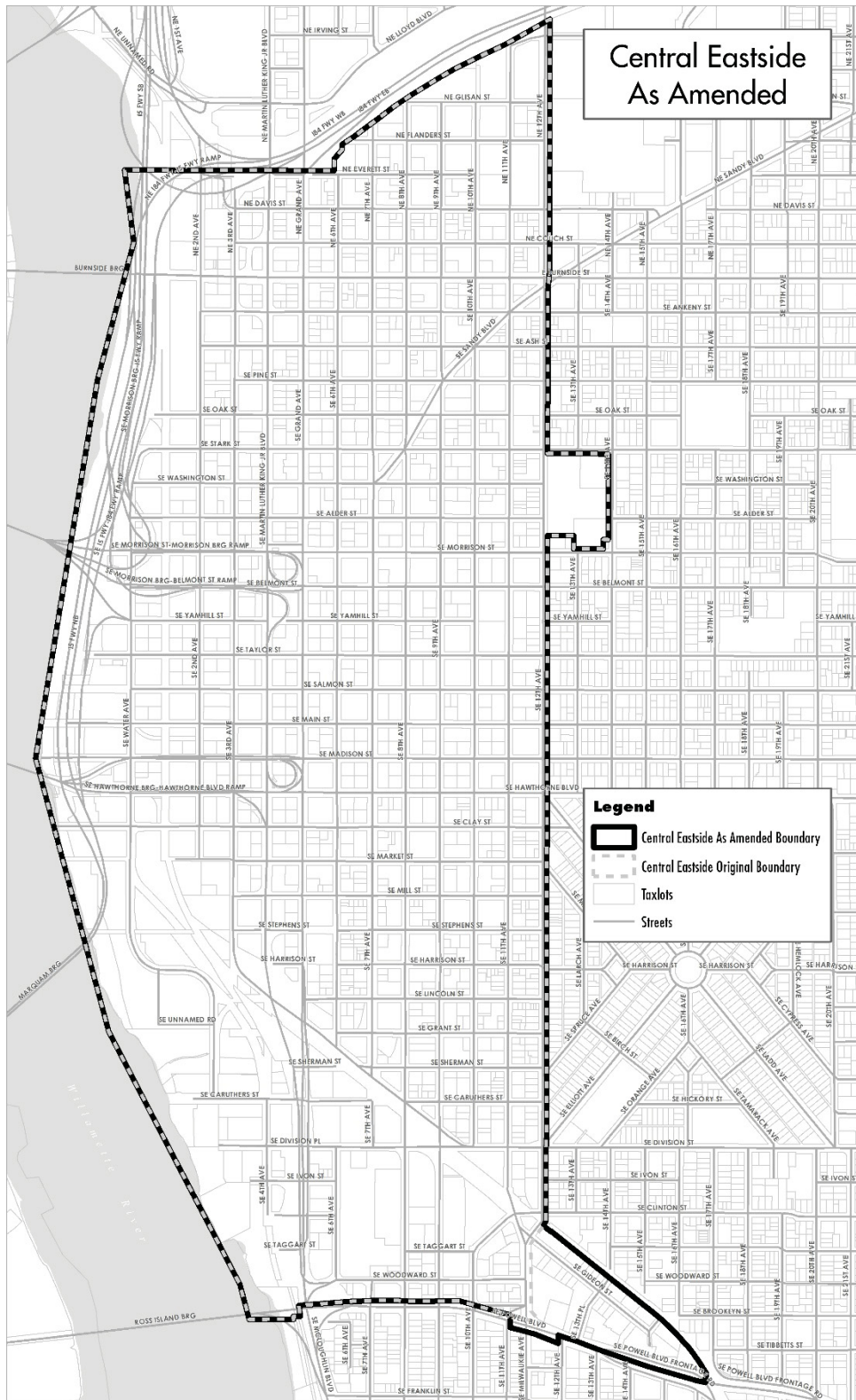
The CES contains approximately 404 acres in parcels and 708.5 total acres. Table 1 illustrates the land use classifications as determined by the County Assessor. The total acreage number in the table reflects the acreage in parcels. Commercial/Local Industrial uses account for 86.49% of the CES.

Table 1 – CES Existing Land Uses

Land Use	Parcels	Acres	% of Total Acres
Commercial/Local Industrial	1,130	349.42	86.49%
State Industrial	19	22.44	5.55%
Miscellaneous	20	11.71	2.90%
Residential	145	10.76	2.66%
Multi-family	30	5.45	1.35%
Recreational	11	4.23	1.05%
Total	1,355	404.00	100.00%

Source: PDC, using the Multnomah County's 2013-14 Assessment and Taxation database

Figure 3 – Central Eastside Area as Amended



**Central Eastside
As Amended**

Legend

- Central Eastside As Amended Boundary
- Central Eastside Original Boundary
- Taxlots
- Streets

b. Zoning

As illustrated in Table 2, 233 acres (57.78%) of the CES is zoned as General Industrial 1. Central Employment accounts for 20.37% of the zoning. No other category of parcels with a single zoning designation makes up more than 5% of the area. The zoning is shown on Figure 4.

Table 2 – CES Zoning Designation

Zoning	Parcels	Acres	% of Total Acres
General Industrial 1	752	233.42	57.78%
Central Employment	407	82.29	20.37%
Heavy Industrial	24	17.78	4.40%
General Employment 2	15	10.93	2.70%
General Employment 1	31	7.76	1.92%
Residential 1,000	39	5.08	1.26%
Open Space	17	4.47	1.11%
High Density Residential	2	1.30	0.32%
Central Residential	14	1.15	0.28%
Multiple zones	50	39.60	9.80%
General Commercial	4	0.23	0.06%
Total	1,355	404.00	100.00%

Source: PDC, using the Multnomah County’s 2013-14 Assessment and Taxation database

c. Comprehensive Plan Designation

As shown in Table 3, 59.36% of the total acreage of the CES is designated as Industrial Sanctuary by the City of Portland Comprehensive Plan. Another 23.28% is designated Central Employment. The comprehensive plan designations are shown on Figure 5.

Table 3 – CES Comprehensive Plan Designation

Comprehensive Plan Designation	Parcels	Acres	% of Total Acres
Industrial Sanctuary	731	239.83	59.36%
Central Employment	455	94.07	23.28%
Mixed Employment	56	29.49	7.30%
Residential 1000	39	5.08	1.26%
Open Space	17	4.47	1.11%
RH	2	1.30	0.32%
Central Residential	14	1.15	0.28%
Multiple designations	37	28.39	7.03%
High Density Residential	4	0.23	0.06%
Urban Commercial	0	0.00	0.00%
Total	1,355	404.00	100.00%

Source: PDC, using the Multnomah County’s 2013-14 Assessment and Taxation database

Figure 4 – Central Eastside Area Zoning

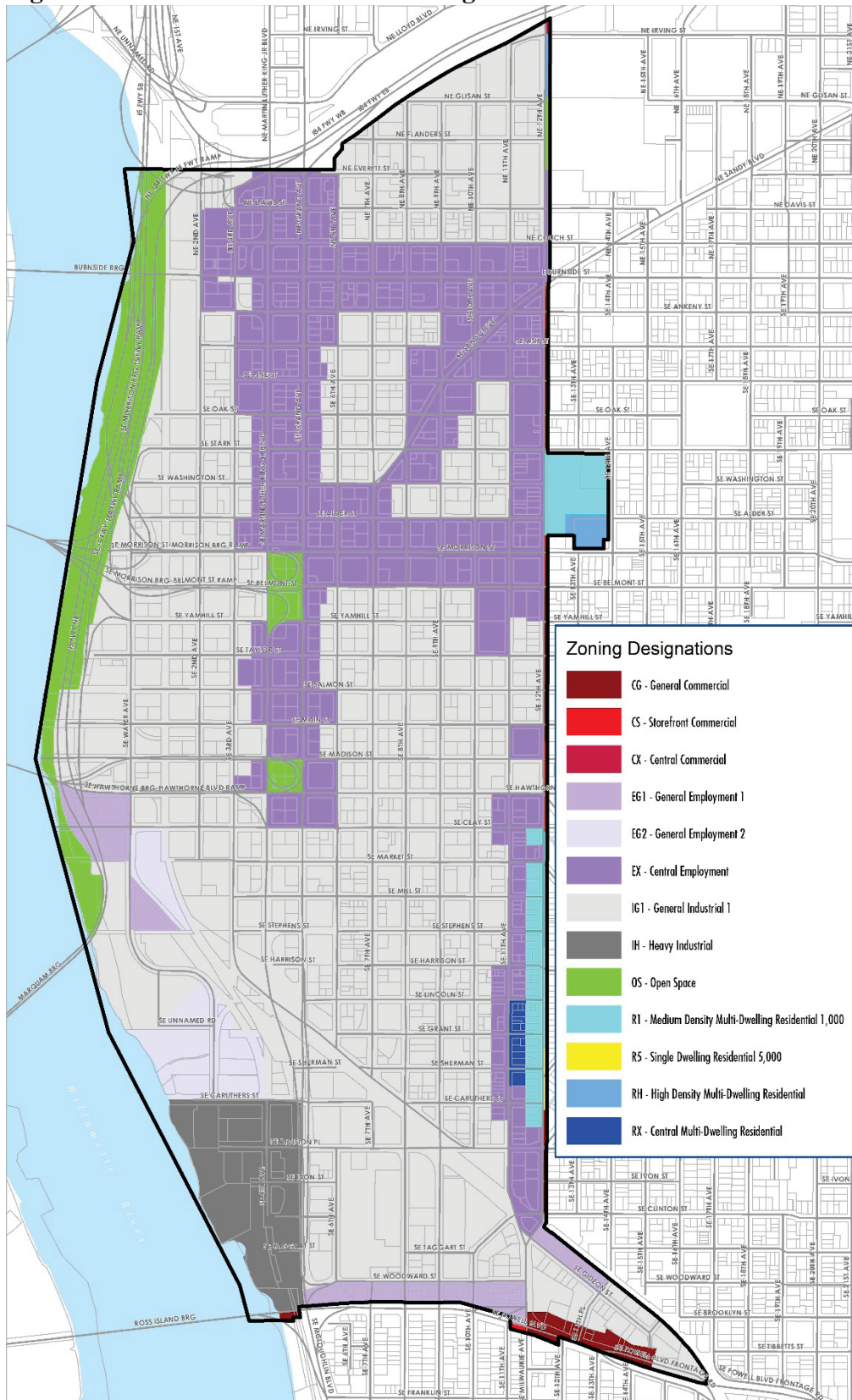
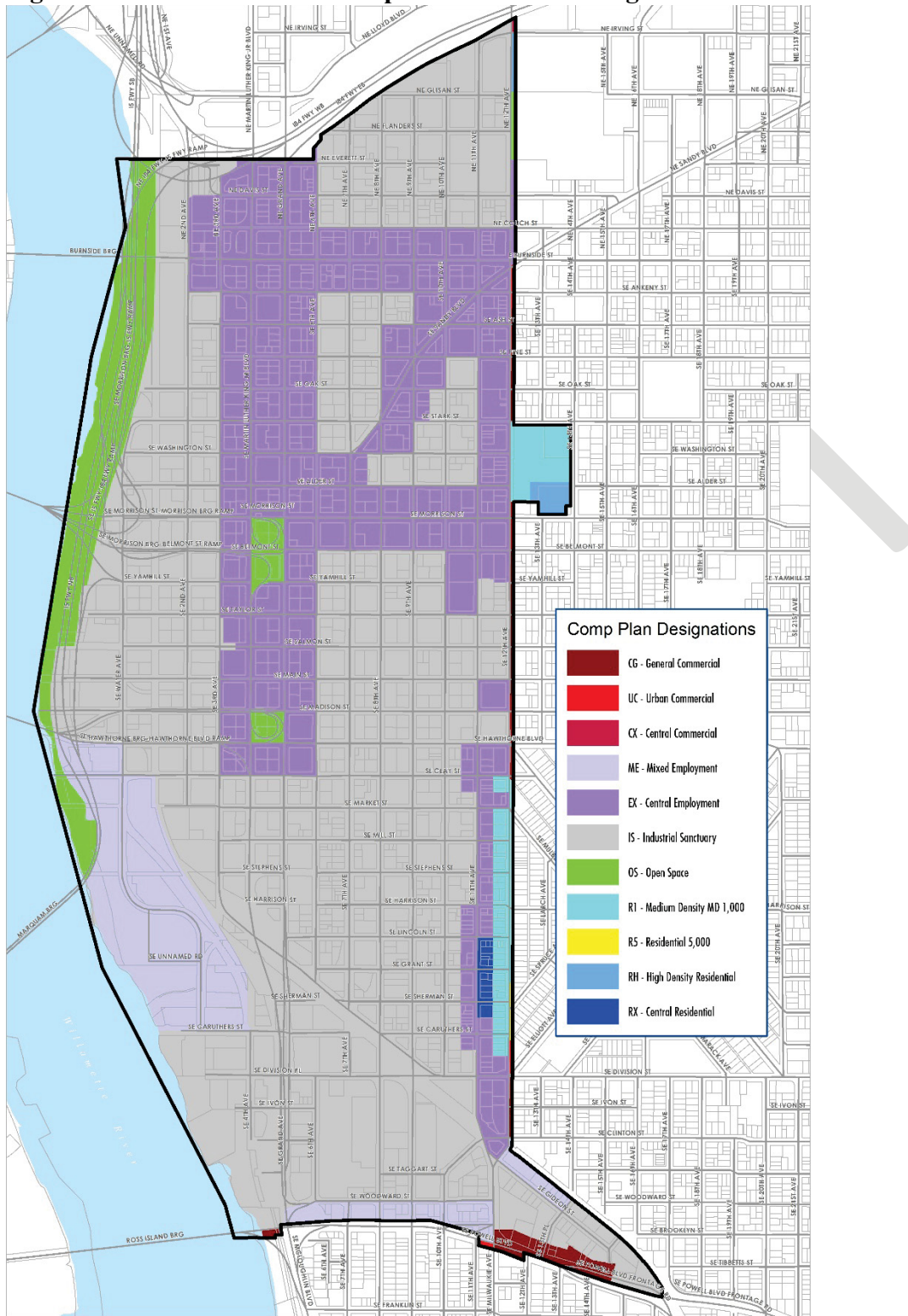


Figure 5 – Central Eastside Comprehensive Plan Designations



d. Physical Conditions of the Buildings

In 2009, PBS Engineering and Environmental completed a building hazardous materials study for the Portland Development Commission. Their report identified that, in general, buildings constructed prior to 1978 were likely painted with a lead-based or lead-containing paint and likely have light fixtures that contain polychlorinated biphenyls (PCBs). Additionally, the report indicated that buildings constructed prior to 1980 likely contain asbestos.

The Assessor's data shows there are 876 buildings in the CES on which there is age data. Of those, 734 structures, or 84% of the structures were built prior to 1978, have not gone through major renovations, indicating a likely presence of lead-based paint, PCBs, and asbestos. Because of possible safety issues arising from the presence of lead based paint, PCBs and asbestos, such buildings are unfit for their intended purpose due to the defective quality of physical construction and therefore constitute blight in accordance with ORS 457.010(1)(a)(A).

e. Street Classifications and Conditions and Utilities Condition

The streets in the CES have the following classifications as identified in the City of Portland Transportation Systems Plan:

Traffic classifications:

Major City Traffic Streets

SE 11th Avenue
SE 12th Avenue
SE Belmont Street
SE Morrison Street
SE Grand
SE Martin Luther King Boulevard
SE Burnside Street
SE Powell Boulevard

Traffic Access Streets

SE Stark Street
SE 7th Avenue
SE Division Street
SE 8th Avenue
SE Hawthorne Boulevard
SE Madison Street (west portions)
SE Clay Street (west portions)
SE Division Place
SE 4th Avenue
SE Water Avenue
SE Yamhill Street
SE Taylor Street
SE Stark Street
SE Sandy Boulevard

Neighborhood Collector

SE 17th Avenue

Transit classifications:

Major Transit Priority

SE Belmont Street
SE Morrison Street
SE Grand
SE Martin Luther King Boulevard
SE Burnside Street
SE Powell Boulevard

Transit Access Street

SE 7th Avenue
SE 11th Avenue
SE 12th Avenue
SE Sandy Boulevard
SE Milwaukie Avenue

Community Transit Street

SE 17th Avenue

Bicycle classifications:

City Bikeway

SE 7th Avenue

SE 11th Avenue

SE 12th Avenue

SE Belmont Street

SE Morrison Street

SE Grand Avenue

SE Martin Luther King Boulevard

SE Burnside Street

SE Madison Street

SE Clay Street

SE Stark Street

SE Sandy Boulevard

SE Milwaukie Avenue

Pedestrian classifications:

CC Transit/Pedestrian Street

SE Hawthorne Boulevard

SE Madison Street (west portions)

SE Grand Avenue

City Walkway

SE 7th Avenue

SE 11th Avenue

SE 12th Avenue

SE Sandy Boulevard

SE Grand Avenue

SE Martin Luther King Boulevard

SE Division Place

SE Water Avenue

SE Stephens Street

SE Clay Street

SE Main Street

SE Powell Boulevard

SE 17th Avenue

SE Milwaukie Avenue

The Portland Bureau of Transportation identified streets with deficiencies, shown in Figure 6. As indicated on the map, over half of the streets within the CES have streets that have been rated below “good” condition. The existence of inadequate streets and other rights of way, open spaces and, utilities are evidence of blight per ORS 457.010(1)(e).

f. Water

The Portland Water Bureau reviewed the water facilities within the CES boundaries and checked for any identified capacity concerns based on data from their project ranking system as well as the fire flow modeling system. It was determined by the Water Bureau that there is a very low likelihood of future 903 Mains projects (contract or in-house) to come out of these

areas based on current “Rank Records” and currently accepted project drivers. In addition, there are no master plans for future water system improvements in the CES.

g. Stormwater and Wastewater

In April of 2014 the Bureau of Environmental Services provided the following information about the conditions of the stormwater and wastewater systems in the CES.

The following streets have over five blocks inside the Area of either sewer or stormwater sewer pipes that require repair, replacement, or additional pipe:

- 3rd Street
- SE Martin Luther King Jr Boulevard
- SE Grand Avenue
- SE 6th Avenue
- SE 7th Avenue
- SE 8th Avenue
- SE 9th Avenue
- SE 10th Avenue
- SE 11th Avenue
- SE 12th Avenue
- SE Madison Street
- NE Couch Street
- NE Davis Street
- SE Gideon Street
- SE Powell Boulevard

In addition to these, there are 18 other streets in the CES that have between 0.5 and 4 blocks of sewer pipe that require repair, replacement, or additional pipe. There are also at least 57 locations where the Comprehensive Plan recommends street stormwater control. There are at least 20 locations that the Comprehensive Plan recommends parking stormwater control, and at least 3 locations where it recommends rooftop stormwater control.

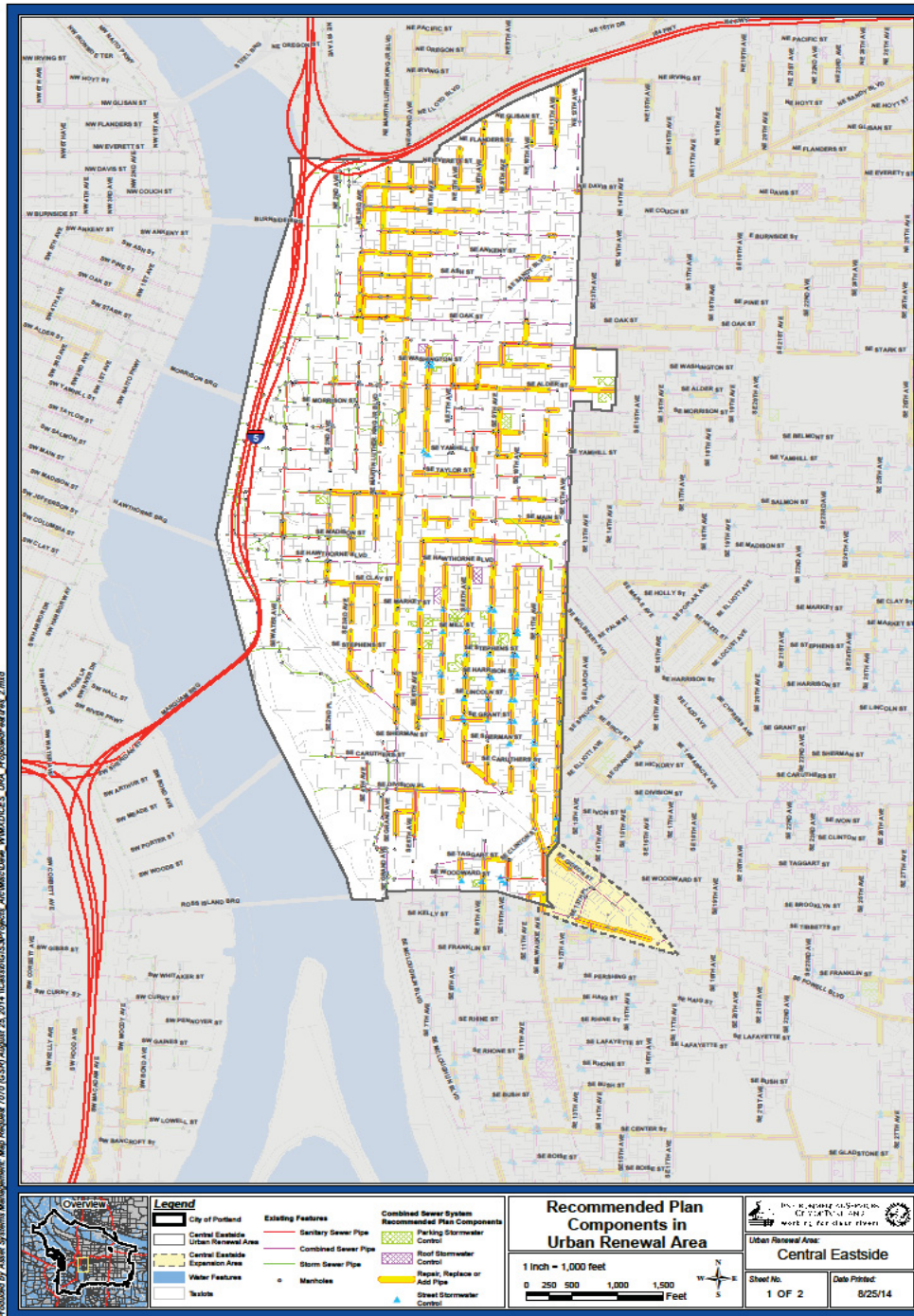
These sewer infrastructure deficiencies are illustrated in Figure 7. The existence of inadequate streets and other rights of way, open spaces, and utilities are evidence of blight per ORS 457.010(1)(e).

Figure 6 – Street Conditions Deficiencies in the Area



Source: Portland Bureau of Transportation

Figure 7 – Sewer Infrastructure Deficiencies in the Area



Source: Portland Bureau of Environmental Services

h. Parks and Open Space

The Vera Katz Eastbank Esplanade is within the CES boundary. At 1,200 feet, the floating walkway is the longest one of its kind in the United States, and offers the sensation of walking on water. Completed in January 1994, the Eastbank Master Plan described an esplanade with docks, piers, overlooks, a plaza for festivals and gatherings, floating walkways, fountains, public art, and connections to the neighborhoods and Portland’s bridges. The Esplanade connects the east and west sides of the Central City around its central feature – the Willamette River.

i. PDC-Owned Properties

There are a number of properties that PDC has acquired/disposed of over the life of the urban renewal area. Of these, four are still under PDC management and nine have been disposed of. These are listed in Table 4. The parcels that are listed as Active will be disposed of for future redevelopment during the time frame of the urban renewal plan.

Table 4 – PDC Owned Properties

Property Name	Address	Status
Block 76 W (North) - Former Fishels Warehouse	318 NE Couch Street	Active
Block 76 W (South) - Former Recovery Inn	313 E Burnside Street	Active
13 SE Grand	13 SE Grand Ave	Disposed
Crescent Site	1701 SE Water Ave	Disposed
Storage Lot - 240 NE MLK	240 NE MLK JR BLVD	Active
Former Holman Bldg & Lots	1515 SE Water Avenue	Disposed
Block 67 East - Former Bridgeport Hotel	5-13 NE 3rd Avenue	Disposed
George/La Casita Property	424-436 E. Burnside	Disposed
Block 76 East - Former Unocal Lot	11 NE MLK JR BLVD	Active
Block 75 - Former Ararat Bakery	111 NE MLK JR BLVD	Disposed
Convention Plaza Building & lots	123 NE 3rd Avenue	Disposed
49 SE Holman Lots	49 SE Holman	Disposed
Block 76 East-North Sliver	330-399 NE Couch Street	Active
Block 76 East-South Sliver	330-399 NE Couch Street	Disposed
Block 67 West - Formerly part of Convention Plaza	WI/ 123 NE 3rd Ave	Disposed
Eastbank Esplanade	Eastbank Esplanade	Disposed

Source: PDC

2. Social Conditions

A description of some key demographics in the CES is shown in Tables 5 and 6. There are no housing units in the Amendment Area. The data is from 2014 and shows that the CES is populated by 1,908 people with a median age of 34.1 years. The average household income is \$31,139 a year.

Table 5 – Key OCES Demographics

Category	OCES
Population	1,908
Households	934
Median age	34.1 years
Average household income	\$31,139
Average per capita income	\$23,344
Total housing units	998
Housing occupancy rate	93.58%

Source: PDC, Esri forecasts for 2014 data using the 2010 Census.

The majority of the population in the CES is white, and the next largest race category that residents identify with is Black (4.1%). All other categories combined make up 12.6% of the population. According to the census, people of Hispanic origin make up 7.3% of the CES, and identifying as Hispanic is an ethnicity (as opposed to a race, according to the census) and people who identify as Hispanic may be of any race.

Table 6 – OCES’s Distribution of Race

Race and Ethnicity	Percent of population
White	83.30%
Black	4.10%
American Indian/Alaska Native	2.00%
Asian	3.20%
Pacific Islander	0.20%
Other race	2.70%
Two or more races	4.50%
Hispanic origin (any race)	7.30%

Source: PDC, Esri forecasts for 2014 data using the 2010 Census

3. Economic Conditions

a. Taxable Value of Property Within the Area

The FY 14/15 taxable value of land (assessed value), improvements, and personal property in the CES is estimated at \$597,522,686. \$372,895,947 is termed “excess value,” which means it is the amount on which the taxes are allocated for the urban renewal agency. The frozen base after this Amendment is estimated at \$230,387,869. This is the assessed value at the time the area was established, plus or minus any additions or deletions of property over the life of the area. The frozen base is the amount on which the taxing jurisdictions continue to receive taxes. The Multnomah County Assessor will determine the exact frozen base after the amendment is adopted, adding in the assessed value of the real, personal, manufactured, and utility values in the Amendment Area. The estimates include the real, personal manufactured and utility values.

b. Development Capacity

The City of Portland Bureau of Planning and Sustainability has conducted an analysis on an area that is roughly equivalent to the CES. Evaluating various development indicators, including zoning, land value, and built floor area ratios, the Bureau has determined that 248 unique parcels within their study area are partially or entirely “significantly underutilized”. This accounts for 19% of the parcels (not acreage) in the CES. The manner in which this analysis was completed does not allow a direct comparison of the parcels to acreage. Acreage that is underutilized can be shown in the following section under the I:L analysis. These parcels are not contributing to the local community, economy, or tax base to their appropriate potential, and qualify as blight under ORS 457.010(1)(h).

c. Land and Improvement Values

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

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

Johnson Economics, LLC was contracted to provide information regarding the threshold of I:L ratios at which redevelopment might be expected to occur on a parcel located in the CES. Using an I:L ratio as an estimate of the relative price a developer would have to pay to acquire the site for the purpose of redevelopment, Johnson Economics estimated that a ratio of 2.5 would be a

reasonable indication of redevelopment potential given the allowable uses and levels of development within the CES.

I:L ratios for “healthy” properties in the CES are those above 2.5. Table 7 shows the I:L ratio for all parcels in the CES. The table illustrates the fact that a large portion of acreage, 56.56 %, is below the redevelopment threshold, indicating that these areas are unlikely to be fully utilized or contributing to the local tax base. Of that acreage, 5.96% have no improvements whatsoever; these areas are not fully utilized or contributing to the local tax base. Only 21.20% of the CES has an I:L ratio that indicates it is **unlikely** to be attractive for redevelopment. Tax-exempt properties account for 22.12% of the area. There are three parcels with no land value, indicating they are likely condominiums.

Because parcels exist that have low value relative to other properties, the parcels can be identified as contributing to a “lack of proper utilization of areas, resulting in a stagnant and unproductive condition of land potentially useful for contributing to the public health, safety, and welfare” and therefore constitute blight in accordance with ORS 457.010(1)(h).

The properties with low I:L ratios, if upgraded, are potentially valuable and useful to the public health, safety, and welfare of the community. Improving them would be a step toward eliminating blight in the area.

Table 7 – Redevelopment Potential of the CES as Indicated by I:L Ratios

I:L Ratio	Parcels	Acres	% of Total Acres
Parcels under redevelopment threshold			
No Improvements	121	24.07	5.96%
0.0 < I:L Ratio ≤ 0.5	189	42.29	10.47%
0.5 < I:L Ratio ≤ 1.0	129	40.66	10.06%
1.0 < I:L Ratio ≤ 1.5	159	41.35	10.24%
1.5 < I:L Ratio ≤ 2.0	139	42.87	10.61%
2.0 < I:L Ratio ≤ 2.5	124	37.26	9.22%
<i>Sub-total under threshold</i>	861	228.50	56.56%
Parcels over redevelopment threshold			
2.5 < I:L Ratio ≤ 3.0	85	24.64	6.10%
3.0 < I:L Ratio ≤ 5.0	139	35.16	8.70%
5.0 < I:L Ratio	67	25.83	6.39%
<i>Sub-total over threshold</i>	291	85.63	21.20%
Tax-exempt	200	89	22.12%
No land value	3	0.49	0.12%
Total	1,355	404	100.00%

Source: PDC, using the Multnomah County’s 2013-14 Assessment and Taxation database

IV. EXPECTED IMPACT, INCLUDING FISCAL IMPACT OF PLAN AMENDMENT IN LIGHT OF ADDED SERVICES OR INCREASED POPULATION

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

The properties being taken into the Central Eastside Urban Renewal Area are properties that are in proximity to Clinton Station on the Portland Milwaukie Light Rail (PMLR) line. The area is largely undeveloped or underdeveloped. Numerous plans have been completed for the area, including the ongoing planning efforts on the SE Quadrant Plan. In order for this light rail station area to contribute fully to the local economy, significant access needs must be addressed. The addition of these properties to the urban renewal area and the designation of projects to address the access needs will be the catalyst to allow for this area to fully develop, helping to capitalize on the significant infrastructure investment in the PMLR.

If fully developed, the Area will demand increased services at all levels: fire, police, infrastructure and utilities. However, this Area is within the urban core, and increased densities in this Area will lessen the pressure for increased densities outside of the urban core. Adding infrastructure to this Area will be much less expensive than developing the same density levels in areas where there are not urban services in close proximity to the sites. In addition, the proximity of the light rail station will encourage use of mass transit, reducing the impact that commuting has on the infrastructure and on the environment.

The proposed development assistance would add value to properties, thereby potentially adding to the tax base, providing increment during the length of the Plan and tax revenues once the Plan is terminated. The development of new businesses would add business license fees and provide employment opportunities. This improvement of stagnant and unproductive land and expected development of new businesses would result in benefits to the public health, safety, and welfare of the Area. Various system development charges for each new development will help offset increased demand on municipal services. In addition, the business license fees help augment the general fund to pay for services.

An increase in maximum indebtedness would mean an increase of funds to the Portland Housing Bureaus from this urban renewal area. These funds can be used to address housing needs within the Area.

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

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

The Amendment Area is comprised of properties that are in close proximity to Clinton Station on the PMLR. These properties are vacant, underutilized, and underdeveloped and are in need of assistance to promote appropriate development. Blight exists in the Amendment Area and the reason for selection of the properties is to cure blight within the Amendment Area. The reason for selecting the properties in the Original Area has not changed; it is to cure blight.

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

The relationship between new urban renewal projects and the existing conditions in the Area is set forth below. The projects are projects that are either new to the Plan or were not detailed in the previous Plan and Report (Owner Participation and Planning and Administration).

Project Areas

INFRASTRUCTURE

1. SE Gideon Extension

Extend SE Gideon Street from SE 13th Place to SE 15th Place.

Existing Conditions:

SE Gideon Street presently extends to SE 13th Place. Extending the street to SE 15th Place will improve circulation within the Area.

2. SE 15th Place

Construction of a new street to allow for north south traffic through the Area and to allow for left turns onto Powell Boulevard.

Existing Conditions:

This traffic connection does not presently exist in the Area. There is a lack of adequate traffic circulation, and this improvement will help address that problem.

3. Storm/Sewer line upgrades

The storm water and sewer lines that presently run in the SE 15th Place location would be moved either into the right of way or in an easement.

Existing Conditions:

The storm water and sewer lines presently run east-west thru the developable area. Relocating them to street right of way will allow for development of vacant and underutilized sites in the Area.

4. Access improvements Milwaukie Avenue/Powell Boulevard

The improvements of the Milwaukie Avenue and Powell Boulevard intersection would improve left turn movements and thru traffic movements.

Existing Conditions:

There is currently very poor circulation at this intersection. There is no left turn from SE Powell to SE Milwaukie, making traffic circulation difficult within the Area. (Describe more fully if possible)

REDEVELOPMENT

1. Clinton Station Area

The Clinton Station Area has potential for redevelopment of vacant and underutilized property. PDC may acquire property within the Area and seek development opportunities for this property. PDC may also participate in other development in the Area.

Existing Conditions:

This property is largely vacant and underutilized as shown in the existing conditions section of this Report. There is poor traffic circulation within the area requiring substantial infrastructure investment and utility upgrades, specifically storm water and sewer lines, are required.

2. ODOT Blocks

Participation in the redevelopment of the ODOT Blocks located at SE Water Avenue between SE Madison Street and SE Taylor Street into industrial office uses with ground floor industrial, retail uses along SE Water Avenue, and including structured parking.

Existing Conditions:

This property is currently vacant and used as parking lots. The ODOT blocks have been “surplused” by ODOT. PDC has responded to this notification.

3. OMSI

OMSI is pursuing completion of a 5 Year Strategic Plan to guide them in the redevelopment of their property. Their future development will include the need for infrastructures improvements including street and utility upgrades, parking including district parking, greenway and shoreline improvements.

Existing Conditions:

This property encompasses the OMSI museum proper as well as large underdeveloped properties currently used for parking.

OWNER PARTICIPATION

Property owners within the Urban Renewal Area proposing to improve their properties and receiving financial assistance from the Development Commission or tax increment funds through the Portland Housing Bureau shall do so in accordance with all applicable provisions of this Plan and with all applicable codes, ordinances, policies, plans and procedures of the City.

The Amendment brings an additional 6.6 million dollars from tax increment funds for affordable housing. The Clinton Triangle provides additional acreage where affordable housing could be constructed. The Clinton Triangle is a prime location for mixed uses due to its proximity to the Clinton Light Rail Station. Approximately half of the property being brought in the urban renewal area through the amendment is in public ownership, which provides an opportunity to have better control over the ultimate development of these properties.

Existing Conditions:

Affordable housing is an allowed activity in the Plan. This Amendment brings potential additional resources to help fund the affordable housing.

PLANNING AND ADMINISTRATION

PDC will undertake program development and project planning activities necessary to achieve the objectives described in Section I of this Plan. PDC will also undertake administration of all aspects of this Plan in a manner consistent with the Plan's objectives.

Existing Conditions:

Existing Conditions: PDC presently allocates funding for planning and administration. Specifying it in the project section simply makes it more clear that it is a project activity.

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

Table 8a below shows the estimated total cost of each project and the estimated sources of funds to address the costs for projects to be completed with new resources that will be made available under the Plan. All figures in the table are in year of expenditure dollars. See Section VI of the Plan, Urban Renewal Projects, for detailed descriptions of projects within expenditure categories. Estimated costs for other projects are in the Report accompanying the Original Plan.

This analysis is based on known projects at the time of preparation of the Plan and does not include projects that may be authorized by the Plan, but are unknown at this time. Specific projects and expenditures are determined solely in the annual budget process.

Table 8a - Estimated Project Expenditures

Requirements		Tax Increment Proceeds
Redevelopment		
Commercial		\$13,200,000
Strategic Sites	\$3,000,000	
Storefront/Development Opportunity Services	\$3,200,000	
Commercial Property Redevelopment Loan	\$7,000,000	
Housing Redevelopment - Affordable		\$9,158,899
Public Improvements		\$9,985,000
Transportation Improvements	\$6,000,000	
District Parking	\$3,000,000	
Parks/Open Space	\$985,000	
Project Staffing/Indirect		\$4,070,000
Total		\$36,413,899

Source: Portland Development Commission

Table 8b – Estimated Project Expenditures and Revenues

REDEVELOPMENT	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23
Commercial								
Strategic Sites	\$ 500,000	\$ 500,000	\$ 2,000,000					
Storefront / DOS	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000
Commercial Property Redevelopment Loan	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000
Housing								
Housing Investments	\$ 115,429	\$ 2,752,871	\$ 760,965	\$ 121,899	\$ 2,339,220	\$ 1,541,970	\$ 857,937	\$ 668,608
<i>David P. Hooper Detox. Center</i>								
PUBLIC IMPROVEMENTS								
Infrastructure								
Transportation Improvements		\$ 500,000	\$ 2,000,000	\$ 2,500,000	\$ 1,000,000			
District Parking	\$ 1,500,000	\$ 1,500,000						
Parks/Open Space								
Washington Monroe		\$ 985,000						
Project staffing/Indirect	\$ 600,000	\$ 620,000	\$ 650,000	\$ 600,000	\$ 550,000	\$ 400,000	\$ 350,000	\$ 300,000
TOTAL PROJECT EXPENDITURES	\$ 3,615,429	\$ 7,757,871	\$ 6,310,965	\$ 4,121,899	\$ 4,789,220	\$ 3,841,970	\$ 3,107,937	\$ 2,868,608

Source: Portland Development Commission

VIII. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

Projects to be completed with new resources made available under the Amended Plan are anticipated to be undertaken starting FY 2015-16 and completed by FY 2022/23, as shown in Table 8b above. Anticipated completion dates for other projects are in the Report accompanying the Original Plan.

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

Table 9 shows the yearly tax increment revenues and their allocation to loan repayments, reimbursements, debt service, and debt service reserve funds for the entire maximum indebtedness to be incurred under the Plan. It is anticipated that all debt will be retired by the end of FY 2024-25.

Table 9 – Tax Increment Revenues, Debt Service, and Debt Service Reserves

Fiscal Year Ending June 30	2015-16	2016-17	2017-18	2018-19	2019-20
Beginning Balance (incl. Debt Service Reserves)	\$ 3,229,489	\$ 3,901,761	\$ 4,880,592	\$ 2,405,862	\$ 2,405,862
Revenues					
Tax Increment to Raise (before Compression)	\$7,431,212	\$7,802,609	\$8,127,692	\$8,419,258	\$8,791,264
Less Compression	(\$668,809)	(\$702,235)	(\$731,492)	(\$757,733)	(\$791,214)
Tax Increment Imposed (after Compression)	6,762,403	7,100,374	7,396,200	7,661,525	8,000,050
Less Adjustments for Discounts & Delinquencies	(405,744)	(426,022)	(443,772)	(459,691)	(480,003)
NET TAX INCREMENT REVENUES	\$6,356,659	\$6,674,352	\$6,952,428	\$7,201,833	\$7,520,047
Bond Proceeds to Debt Service Reserve	0	0	0	0	0
Interest Earnings	28,066	32,023	37,439	25,533	26,129
TOTAL REVENUES	\$6,384,725	\$6,706,375	\$6,989,867	\$7,227,366	\$7,546,177
Expenditures					
Bond/Line of Credit Debt Service					
Bond 1 (Outstanding)	\$2,403,253	\$2,402,883	\$2,404,660	\$2,402,963	\$2,404,989
Line of Credit (Existing LOC Outstanding)	309,200	324,660	371,040	371,040	371,040
Total Bond/Line of Credit Debt Service	\$2,712,453	\$2,727,543	\$2,775,700	\$2,774,003	\$2,776,029
Short Term Debt Repayment	\$3,000,000	\$3,000,000	\$6,688,896	\$4,453,363	\$4,770,148
Subtotal Expenditures for Amended Plan	\$5,712,453	\$5,727,543	\$9,464,596	\$7,227,366	\$7,546,177
Bond Defeasance	\$0	\$0	\$0	\$0	\$0
TOTAL EXPENDITURES	\$5,712,453	\$5,727,543	\$9,464,596	\$7,227,366	\$7,546,177
Ending Balance	\$ 3,901,761	\$ 4,880,592	\$ 2,405,862	\$ 2,405,862	\$ 2,405,861

Source: City of Portland Office of Management and Finance

Table 9 – Tax Increment Revenues, Debt Service, and Debt Service Reserves, continued.

Fiscal Year Ending June 30	2020-21	2021-22	2022-23	2023-24	2024-25
Beginning Balance (incl. Debt Service Reserves)	\$ 2,405,861	\$ 2,405,862	\$ 2,405,862	\$ 3,711,209	\$ 10,972,000
Revenues					
Tax Increment to Raise (before Compression)	\$9,477,324	\$10,201,897	\$10,966,899	\$11,258,880	\$11,568,704
Less Compression	(\$852,959)	(\$918,171)	(\$987,021)	(\$1,013,299)	(\$1,041,183)
Tax Increment Imposed (after Compression)	8,624,365	9,283,726	9,979,878	10,245,581	10,527,521
Less Adjustments for Discounts & Delinquencies	(517,462)	(557,024)	(598,793)	(614,735)	(631,651)
NET TAX INCREMENT REVENUES	\$8,106,903	\$8,726,703	\$9,381,085	\$9,630,846	\$9,895,869
Bond Proceeds to Debt Service Reserve	0	0	0	0	0
Interest Earnings	27,230	28,392	29,619	35,714	70,660
TOTAL REVENUES	\$8,134,133	\$8,755,095	\$9,410,704	\$9,666,560	\$9,966,529
Expenditures					
Bond/Line of Credit Debt Service					
Bond 1 (Outstanding)	\$2,403,671	\$2,402,125	\$2,403,800	\$2,405,769	\$2,405,613
Line of Credit (Existing LOC Outstanding)	371,040	3,371,040	3,377,679	0	0
Total Bond/Line of Credit Debt Service	\$2,774,711	\$5,773,165	\$5,781,479	\$2,405,769	\$2,405,613
Short Term Debt Repayment	\$5,359,422	\$2,981,929	\$2,323,879	\$0	\$0
Subtotal Expenditures for Amended Plan	\$8,134,133	\$8,755,094	\$8,105,358	\$2,405,769	\$2,405,613
Bond Defeasance	\$0	\$0	\$0	\$0	\$14,421,213
TOTAL EXPENDITURES	\$8,134,133	\$8,755,094	\$8,105,358	\$2,405,769	\$16,826,825
Ending Balance	\$ 2,405,862	\$ 2,405,862	\$ 3,711,209	\$ 10,972,000	\$ 4,111,704

Source: City of Portland Office of Management and Finance

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

The estimated tax increment revenues shown in Table 9 are based on projections of the assessed value of development within the Area, which in turn are based on historical trends in the Area since its establishment. The growth in assessed value reflects development projects as identified in a report by Johnson Economics in 2014.

Table 9 shows the projected incremental assessed value, projected tax rates that would produce tax increment revenues, and the annual tax increment revenues (not adjusted for undercollection, penalties and interest). These, in turn, provide the basis for the projections in Table 10 showing sufficient tax increment revenues to support the maximum indebtedness under the Plan, as amended. As referenced in Table 9 the estimated tax increment revenues are sufficient to cover the estimated projects under the Amended Plan.

Table 10 – Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues

Fiscal Year Ending June 30	2015-16	2016-17	2017-18	2018-19	2019-20
Projected Assessed Value Growth					
<i>Existing Area</i>					
Frozen Base	\$224,626,739	\$224,626,739	\$224,626,739	\$224,626,739	\$224,626,739
Incremental Assessed Value	395,343,852	418,850,484	443,463,015	469,230,651	496,204,714
Total Assessed Value - Existing	\$619,970,591	\$643,477,223	\$668,089,754	\$693,857,390	\$720,831,453
<i>Amendment Area</i>					
Frozen Base	\$0	\$5,761,130	\$5,761,130	\$5,761,130	\$5,761,130
Incremental Assessed Value	-	252,407	509,467	689,579	875,095
Total Assessed Value - Expansion	\$0	\$6,013,537	\$6,270,597	\$6,450,709	\$6,636,225
<i>Total Area</i>					
Frozen Base	\$224,626,739	\$230,387,869	\$230,387,869	\$230,387,869	\$230,387,869
Incremental Assessed Value	395,343,852	419,102,891	443,972,482	469,920,231	497,079,809
Total Assessed Value	\$619,970,591	\$649,490,760	\$674,360,351	\$700,308,100	\$727,467,678
Total AV Growth		4.76%	3.83%	3.85%	3.88%
Incremental AV Growth		6.01%	5.93%	5.84%	5.78%
Consolidated Tax Rate	\$19.0780	\$19.1743	\$19.0801	\$18.8538	\$18.8215
Revenues Generated on Incremental Assessed Value					
Amount to Urban Renewal Area	\$7,431,212	\$7,802,609	\$8,127,692	\$8,419,258	\$8,791,264
Amount to Taxing Jurisdictions (Sharing)	111,170	234,969	343,330	440,519	564,521
Total Revenues	\$ 7,542,382	\$ 8,037,578	\$ 8,471,022	\$ 8,859,777	\$ 9,355,785
Tax Increment Revenues to Urban Renewal Area					
Tax Increment to Raise (before Compression)	\$7,431,212	\$7,802,609	\$8,127,692	\$8,419,258	\$8,791,264
Less Compression	(668,809)	(702,235)	(731,492)	(757,733)	(791,214)
Tax Increment Imposed (after Compression)	\$6,762,403	\$7,100,374	\$7,396,200	\$7,661,525	\$8,000,050

Source: City of Portland Office of Management and Finance

Table 10 – Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues, continued.

Fiscal Year Ending June 30	2020-21	2021-22	2022-23	2023-24	2024-25
Projected Assessed Value Growth					
<i>Existing Area</i>					
Frozen Base	\$224,626,739	\$224,626,739	\$224,626,739	\$224,626,739	\$224,626,739
Incremental Assessed Value	526,443,581	558,138,572	591,355,327	610,724,785	630,675,327
Total Assessed Value - Existing	\$751,070,320	\$782,765,311	\$815,982,066	\$835,351,524	\$855,302,066
<i>Amendment Area</i>					
Frozen Base	\$5,761,130	\$5,761,130	\$5,761,130	\$5,761,130	\$5,761,130
Incremental Assessed Value	19,270,125	38,945,165	59,967,740	61,931,601	63,954,377
Total Assessed Value - Expansion	\$25,031,255	\$44,706,295	\$65,728,870	\$67,692,731	\$69,715,507
<i>Total Area</i>					
Frozen Base	\$230,387,869	\$230,387,869	\$230,387,869	\$230,387,869	\$230,387,869
Incremental Assessed Value	545,713,707	597,083,737	651,323,067	672,656,386	694,629,704
Total Assessed Value	\$776,101,576	\$827,471,606	\$881,710,936	\$903,044,255	\$925,017,573
Total AV Growth	6.69%	6.62%	6.55%	2.42%	2.43%
Incremental AV Growth	9.78%	9.41%	9.08%	3.28%	3.27%
Consolidated Tax Rate	\$18.8204	\$18.8192	\$18.8181	\$18.8000	\$18.8000
Revenues Generated on Incremental Assessed Value					
Amount to Urban Renewal Area	\$9,477,324	\$10,201,897	\$10,966,899	\$11,258,880	\$11,568,704
Amount to Taxing Jurisdictions (Sharing)	793,207	1,034,732	1,289,733	1,387,060	1,490,334
Total Revenues	\$ 10,270,531	\$ 11,236,629	\$ 12,256,632	\$ 12,645,940	\$ 13,059,038
Tax Increment Revenues to Urban Renewal Area					
Tax Increment to Raise (before Compression)	\$9,477,324	\$10,201,897	\$10,966,899	\$11,258,880	\$11,568,704
Less Compression	(852,959)	(918,171)	(987,021)	(1,013,299)	(1,041,183)
Tax Increment Imposed (after Compression)	\$8,624,365	\$9,283,726	\$9,979,878	\$10,245,581	\$10,527,521

Source: City of Portland Office of Management and Finance

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

The Plan authorizes the extension of the last date for issuance of bonded indebtedness under the Plan until FY 2022/23. These changes to the Plan will impact overlapping taxing districts. The impacts from this Plan are a portion of the overall goal of the City of Portland to advance redevelopment and economic development objectives while reducing the impact of urban renewal on taxing jurisdictions implemented in 2014. This series of amendments impacted six urban renewal areas with a net positive benefit to taxing jurisdictions of a projected nominal value of \$129,850,763. These impacts include the under-levy in these districts in FY 14/15 and are projected through the expected life spans of the districts after the 2014 amendments.

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

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

Tables 11a and 11b show the property tax revenue foregone by overlapping taxing districts during the use of tax increment financing. Table 11a represents the impact of this amendment, including revenue sharing, the addition of properties to the Area and the extension of the Area to FY2024/25. ORS 457 requires revenue sharing with the taxing jurisdictions with the adoption of a substantial amendment to increase maximum indebtedness and when specific tax increment thresholds are met. These thresholds are met in this amendment. The specific revenue sharing amounts are indicated in Table 10. Table 11a indicates a positive benefit to taxing jurisdictions through FY 2021/22 as a result of revenue sharing and a negative impact on taxing jurisdictions beginning in FY 2022/23 as this is when the district was formerly projected to end. The lengthening of the time frame for the district, is, therefore, shown as a negative impact, and the number shown in FY 2022/23 in Tables 11a and 11b match: the impact is for the entire district. Table 11b shows the full impacts of tax increment financing for the Area as amended. It starts from the date that Measure 5 was implemented for urban renewal, in FY 1997-98.

Table 11a – Projected Impact on Taxing District Permanent Rate Levies During Use of Tax Increment Financing Through FY 2024-25 due to Amendment

Fiscal Year	Incremental AV Foregone	City \$4.5770	County \$4.3434	PPS \$4.7743	Library \$1.1800	PCC \$0.2828	Mult. ESD \$0.4576	Metro \$0.0966	EMSC \$0.1000	Port \$0.0701	TOTAL \$15.8818
2015-16	(\$5,827,125)	(\$26,671)	(\$25,310)	(\$27,820)	(\$6,876)	(\$1,648)	(\$2,666)	(\$563)	(\$583)	(\$408)	(\$92,545)
2016-17	(12,001,950)	(54,933)	(52,129)	(57,301)	(14,162)	(3,394)	(5,492)	(1,159)	(1,200)	(841)	(190,613)
2017-18	(17,484,717)	(80,028)	(75,943)	(83,477)	(20,632)	(4,945)	(8,001)	(1,689)	(1,748)	(1,226)	(277,689)
2018-19	(22,675,425)	(103,785)	(98,488)	(108,259)	(26,757)	(6,413)	(10,376)	(2,190)	(2,268)	(1,590)	(360,127)
2019-20	(29,118,322)	(133,275)	(126,473)	(139,020)	(34,360)	(8,235)	(13,325)	(2,813)	(2,912)	(2,041)	(462,451)
2020-21	(22,876,106)	(104,704)	(99,360)	(109,217)	(26,994)	(6,469)	(10,468)	(2,210)	(2,288)	(1,604)	(363,314)
2021-22	(16,037,655)	(73,404)	(69,658)	(76,569)	(18,924)	(4,535)	(7,339)	(1,549)	(1,604)	(1,124)	(254,707)
2022-23	582,786,080	2,667,412	2,531,273	2,782,396	687,688	164,812	266,683	56,297	58,279	40,853	9,255,692
2023-24	598,876,617	2,741,058	2,601,161	2,859,217	706,674	169,362	274,046	57,851	59,888	41,981	9,511,239
2024-25	615,356,606	2,816,487	2,672,740	2,937,897	726,121	174,023	281,587	59,443	61,536	43,136	9,772,971
TOTAL Nominal		7,648,158	7,257,813	7,977,846	1,971,778	472,558	764,649	161,418	167,100	117,137	26,538,456
TOTAL Present Value		\$4,862,335	\$4,614,172	\$5,071,935	\$1,253,562	\$300,430	\$486,127	\$102,622	\$106,234	\$74,470	\$16,871,887

Source: City of Portland Office of Management and Finance

PPS: Portland Public Schools

Mult. ESD: Multnomah County Education Service District

EMSC: East Multnomah Soil and Conservation

Port: Port of Portland

Table 11b – Projected Impact on Taxing District Permanent Rate Levies During Use of Tax Increment Financing Through FY 2024-25 for Area as Amended

Fiscal Year	Incremental AV Foregone	City \$4.5770	County \$4.3434	PPS \$4.7743	Library \$1.1800	PCC \$0.2828	Mult. ESD \$0.4576	Metro \$0.0966	EMSC \$0.1000	Port \$0.0701	TOTAL \$15.8818
1997-98	\$144,236,982	\$660,173	\$626,479	\$615,964	\$0	\$40,790	\$66,003	\$13,933	\$0	\$10,111	\$2,033,453
1998-99	189,332,152	866,573	822,345	808,543	-	53,543	86,638	18,289	-	13,272	2,669,205
1999-00	196,914,942	901,280	855,280	840,925	-	55,688	90,108	19,022	-	13,804	2,776,107
2000-01	177,127,421	810,712	769,335	756,423	-	50,092	81,054	17,111	-	12,417	2,497,142
2001-02	212,183,161	971,162	921,596	906,128	-	60,005	97,095	20,497	-	14,874	2,991,358
2002-03	208,600,216	954,763	906,034	890,827	-	58,992	95,455	20,151	-	14,623	2,940,846
2003-04	210,497,285	963,446	914,274	898,929	-	59,529	96,324	20,334	-	14,756	2,967,591
2004-05	215,708,847	987,299	936,910	1,029,859	-	61,002	98,708	20,837	-	15,121	3,149,737
2005-06	230,380,503	1,054,452	1,000,635	1,099,906	-	65,152	105,422	22,255	23,038	16,150	3,387,008
2006-07	243,532,862	1,114,650	1,057,761	1,162,699	-	68,871	111,441	23,525	24,353	17,072	3,580,371
2007-08	257,850,367	1,180,181	1,119,947	1,231,055	-	72,920	117,992	24,908	25,785	18,075	3,790,865
2008-09	279,998,617	1,281,554	1,216,146	1,336,797	-	79,184	128,127	27,048	28,000	19,628	4,116,484
2009-10	325,898,916	1,491,639	1,415,509	1,555,939	-	92,164	149,131	31,482	32,590	22,846	4,791,301
2010-11	314,667,331	1,440,232	1,366,726	1,502,316	-	88,988	143,992	30,397	31,467	22,058	4,626,176
2011-12	323,222,477	1,479,389	1,403,885	1,543,161	-	91,407	147,907	31,223	32,322	22,658	4,751,952
2012-13	330,134,282	1,511,025	1,433,905	1,576,160	-	93,362	151,069	31,891	33,013	23,142	4,853,568
2013-14	354,036,136	1,620,423	1,537,721	1,690,275	417,763	100,121	162,007	34,200	35,404	24,818	5,622,731
2014-15	372,895,947	1,706,745	1,619,636	1,780,317	440,017	105,455	170,637	36,022	37,290	26,140	5,922,259
2015-16	389,516,727	1,782,818	1,691,827	1,859,670	459,630	110,155	178,243	37,627	38,952	27,305	6,186,227
2016-17	406,929,914	1,862,518	1,767,459	1,942,805	480,177	115,080	186,211	39,309	40,693	28,526	6,462,780
2017-18	425,978,299	1,949,703	1,850,194	2,033,748	502,654	120,467	194,928	41,150	42,598	29,861	6,765,302
2018-19	446,555,227	2,043,883	1,939,568	2,131,989	526,935	126,286	204,344	43,137	44,656	31,304	7,092,101
2019-20	467,086,392	2,137,854	2,028,743	2,230,011	551,162	132,092	213,739	45,121	46,709	32,743	7,418,173
2020-21	503,567,476	2,304,828	2,187,195	2,404,182	594,210	142,409	230,432	48,645	50,357	35,300	7,997,558
2021-22	542,100,916	2,481,196	2,354,561	2,588,152	639,679	153,306	248,065	52,367	54,210	38,001	8,609,538
2022-23	582,786,080	2,667,412	2,531,273	2,782,396	687,688	164,812	266,683	56,297	58,279	40,853	9,255,692
2023-24	598,876,617	2,741,058	2,601,161	2,859,217	706,674	169,362	274,046	57,851	59,888	41,981	9,511,239
2024-25	615,356,606	2,816,487	2,672,740	2,937,897	726,121	174,023	281,587	59,443	61,536	43,136	9,772,971
TOTAL Nominal		43,783,457	41,548,846	44,996,290	6,732,710	2,705,257	4,377,389	924,073	801,137	670,575	146,539,733
TOTAL Present Value		47,999,950	45,550,139	48,739,702	5,316,292	2,965,782	4,798,946	1,013,064	749,715	735,153	157,868,744

Source: City of Portland Office of Management and Finance

Table 12 shows the expected recovery of permanent rate levies to the overlapping taxing jurisdictions after tax increment bonds are repaid beginning in FY 2025/26. The numbers represent the present value. The taxing jurisdictions recover taxes foregone from the time period of this amendment by FY 2043-44. The recovery of taxes foregone from the inception of the district is by FY 2051-52.

Table 12 – Additional Revenues Obtained After Termination of Tax Increment Financ

Fiscal Year	Incremental AV Returned	City \$4.5770	County \$4.3434	PPS \$4.7743	Library Distric \$1.1800	PCC \$0.2828	Mult. ESD \$0.4576	Metro \$0.0966	Mult. Soil/Co \$0.1000	Port \$0.0701	TOTAL \$15.8818
2025-26	790,509,965	3,618,164	3,433,501	3,774,132	932,802	223,556	361,737	76,363	79,051	55,415	12,554,721
2026-27	827,777,575	3,788,738	3,595,369	3,952,058	976,778	234,095	378,791	79,963	82,778	58,027	13,146,598
2027-28	866,633,561	3,966,582	3,764,136	4,137,569	1,022,628	245,084	396,572	83,717	86,663	60,751	13,763,701
2028-29	907,144,388	4,152,000	3,940,091	4,330,979	1,070,430	256,540	415,109	87,630	90,714	63,591	14,407,086
2029-30	949,379,267	4,345,309	4,123,534	4,532,621	1,120,268	268,484	434,436	91,710	94,938	66,551	15,077,852
2030-31	979,654,271	4,483,878	4,255,030	4,677,163	1,155,992	277,046	448,290	94,635	97,965	68,674	15,558,673
2031-32	1,010,837,526	4,626,603	4,390,472	4,826,042	1,192,788	285,865	462,559	97,647	101,084	70,860	16,053,919
2032-33	1,042,956,278	4,773,611	4,529,976	4,979,386	1,230,688	294,948	477,257	100,750	104,296	73,111	16,564,023
2033-34	1,076,038,593	4,925,029	4,673,666	5,137,331	1,269,726	304,304	492,395	103,945	107,604	75,430	17,089,430
2034-35	1,110,113,378	5,080,989	4,821,666	5,300,014	1,309,934	313,940	507,988	107,237	111,011	77,819	17,630,599
2035-36	1,146,977,162	5,249,714	4,981,781	5,476,013	1,353,433	324,365	524,857	110,798	114,698	80,403	18,216,062
2036-37	1,184,854,700	5,423,080	5,146,298	5,656,852	1,398,129	335,077	542,190	114,457	118,485	83,058	18,817,625
2037-38	1,223,773,871	5,601,213	5,315,339	5,842,664	1,444,053	346,083	559,999	118,217	122,377	85,787	19,435,732
2038-39	1,263,763,319	5,784,245	5,489,030	6,033,585	1,491,241	357,392	578,298	122,080	126,376	88,590	20,070,836
2039-40	1,304,852,477	5,972,310	5,667,496	6,229,757	1,539,726	369,012	597,100	126,049	130,485	91,470	20,723,406
2040-41	1,347,071,586	6,165,547	5,850,871	6,431,324	1,589,544	380,952	616,420	130,127	134,707	94,430	21,393,922
2041-42	1,390,451,721	6,364,098	6,039,288	6,638,434	1,640,733	393,220	636,271	134,318	139,045	97,471	22,082,876
2042-43	1,435,024,810	6,568,109	6,232,887	6,851,239	1,693,329	405,825	656,667	138,623	143,502	100,595	22,790,777
2043-44	1,480,823,658	6,777,730	6,431,809	7,069,896	1,747,372	418,777	677,625	143,048	148,082	103,806	23,518,145
2044-45	1,527,881,975	6,993,116	6,636,203	7,294,567	1,802,901	432,085	699,159	147,593	152,788	107,105	24,265,516
2045-46	1,576,234,396	7,214,425	6,846,216	7,525,416	1,859,957	445,759	721,285	152,264	157,623	110,494	25,033,439
2046-47	1,625,916,508	7,441,820	7,062,006	7,762,613	1,918,581	459,809	744,019	157,064	162,592	113,977	25,822,481
2047-48	1,676,964,879	7,675,468	7,283,729	8,006,333	1,978,819	474,246	767,379	161,995	167,696	117,555	26,633,221
2048-49	1,729,417,079	7,915,542	7,511,550	8,256,756	2,040,712	489,079	791,381	167,062	172,942	121,232	27,466,256
2049-50	1,783,311,715	8,162,218	7,745,636	8,514,065	2,104,308	504,321	816,043	172,268	178,331	125,010	28,322,200
2050-51	1,838,688,454	8,415,677	7,986,159	8,778,450	2,169,652	519,981	841,384	177,617	183,869	128,892	29,201,682
2051-52	1,895,588,053	8,676,107	8,233,297	9,050,106	2,236,794	536,072	867,421	183,114	189,559	132,881	30,105,350
TOTAL Nominal		160,161,319	151,987,038	167,065,367	41,291,317	9,895,919	16,012,633	3,380,289	3,499,264	2,452,984	555,746,129
TOTAL Present Value		48,485,733	46,011,128	50,575,800	12,500,145	2,995,798	4,847,514	1,023,317	1,059,334	742,593	168,241,363

Source: City of Portland Office of Management and Finance

XII. RELOCATION REPORT

At the time of the creation of the Plan and this Amendment it is not anticipated that relocation will be necessary for businesses or residents in the Area.

The relocation report requires 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. No existing housing units are planned to be destroyed or altered.

XIII. ACREAGE AND ASSESSED VALUE LIMITS FOR CITY

ORS 457.420(2)(A) and(B) limits the percentage of a municipality's total assessed value and land area that can be contained in an urban renewal area to 15% for municipalities with a population of 50,000 or greater. The addition of 16.2 acres to the Original Area will increase the Area's acreage from 692.3 acres to 708.5 acres. The total acreage is 14.27% of the city's acreage, within the 15% area limit contained in ORS 457.

The CES will include an additional frozen base value of approximately \$5,761,130. The total Frozen Base Assessed Value with the changes made by this amendment is 11.98% of the city's total assessed value, within the statutory 15% restriction. The frozen base may vary some as the Multnomah County Assessor will establish this number once the Amendment is adopted.

Table 13 – Compliance with AV and Acreage City-wide Limitations

Urban Renewal Area	Frozen Base Assessed Value	Acres
Airport Way	\$124,710,301	1,841.4
Central Eastside as proposed	\$235,076,864	708.5
Downtown Waterfront	\$55,674,313	233.1
South Park Blocks	\$305,692,884	98.0
Oregon Convention Center	\$214,100,689	410.0
North Macadam	192,609,397	401.9
River District	\$461,577,974	351.2
Education	\$622,437,726	144.0
Interstate	\$1,293,389,062	3,990.0
Gateway	\$307,174,681	658.5
Willamette Industrial	\$481,443,135	755.5
Lents	\$736,224,033	2,846.3
Neighborhood Districts (NPIs)	\$498,707,491	803.7
Total	\$5,528,818,550	13,242.1
Total Acreage, City of Portland		92,773
Total Assessed Value City of Portland Less Incremental AV in Urban Renewal Areas	\$46,142,052,109	
Percent of Portland AV in Urban Renewal Areas	11.98%	
Percent of Portland Area in Urban Renewal Area		14.27%

XIV. ACREAGE AND MAXIMUM INDEBTEDNESS COMPLIANCE FOR PLAN

ORS 457.220(3) limits the total amount of acreage that may be added to an urban renewal area to 20% of the original acreage. The following increases have been made to the CES over the lifetime of the Plan. The additional acreage is well within the statutory authority for adding acreage.

Table 14 – Compliance with AV and Acreage Plan Limitations

Plan Limitations Acreage	
CES original acreage	681.00
20% authority to add	136.20
Acreage added in 9 th Amendment	7.1
2014 amendment addition	16.2
remaining authority	112.90

ORS 457.460(6)(d) also limits the amount of increase of maximum indebtedness to 20% of the maximum indebtedness in effect for the plan immediately before the first substantial amendment to increase maximum indebtedness that was made on or after January 1, 2010. The increase in maximum indebtedness in this Amendment reaches that threshold.

Table 15 – Compliance with AV and Acreage Plan Limitations

Plan Limitations Maximum Indebtedness	
CES Maximum Indebtedness	
Prior to Amendment	\$104,979,000
20% authority to increase	\$21,000,000
New Maximum Indebtedness	\$125,974,800

RESOLUTION NO. 7092

RESOLUTION TITLE:

APPROVING THE ELEVENTH AMENDMENT TO THE CENTRAL EASTSIDE URBAN RENEWAL PLAN

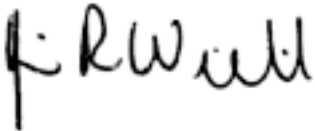
Adopted by the Portland Development Commission on January 21, 2015

PRESENT FOR VOTE	COMMISSIONERS	VOTE		
		Yea	Nay	Abstain
<input checked="" type="checkbox"/>	Chair Tom Kelly	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Commissioner Aneshka Dickson	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Commissioner Mark Edlen	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Commissioner John Mohlis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Commissioner Charles Wilhoite	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Consent Agenda <input checked="" type="checkbox"/> Regular Agenda				

CERTIFICATION

The undersigned hereby certifies that:

The attached resolution is a true and correct copy of the resolution as finally adopted at a Board Meeting of the Portland Development Commission and as duly recorded in the official minutes of the meeting.

	Date: January 22, 2015
Gina Wiedrick, Recording Secretary	