

COMMENT FORM



PLEASE PRINT CLEARLY

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to 3 MINUTES.
- Give to the Clerk in Chambers prior to the meeting.

Date of Meeting Sept. 25, 2017

Item Number From Agenda 3B

NAME: D. Janine Offutt

ADDRESS: Street: 924 4th St.

City, State, Zip: Oregon City, OR 97405

PHONE NUMBER: 503-722-1627

E-MAIL ADDRESS: j9hypoiz@yahoo.com

SIGNATURE: D. Janine Offutt

COMMENT FORM



PLEASE PRINT CLEARLY

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Date of Meeting

9/25/2017

Item Number From Agenda

36

NAME:

James S. Nicita

ADDRESS:

Street: 302 Bluff Street

City, State, Zip:

Oregon City OR 97045

PHONE NUMBER:

503-799-0720

E-MAIL ADDRESS:

jim-nicita@hotmail.com

SIGNATURE:

[Handwritten signature]

COMMENT FORM



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Date of Meeting

9-25-17

Item Number From Agenda

36 - MWA

NAME:

Cameron McCredie

ADDRESS:

Street:

204 Washington St

City, State, Zip:

Oregon City

PHONE NUMBER:

503-235-9203

E-MAIL ADDRESS:

Cmccredie@realtytrust.com

SIGNATURE:

[Signature]

COMMENT FORM



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Date of Meeting

9/25/17

Item Number From Agenda

36

NAME:

Bill Daniels

ADDRESS:

Street:

City, State, Zip:

OREGON CITY

PHONE NUMBER:

E-MAIL ADDRESS:

SIGNATURE:

Bill Daniels

COMMENT FORM



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- Give to the Clerk in Chambers prior to the meeting.

Date of Meeting

9/25/17

Item Number From Agenda

3B

NAME:

2640 Hill

ADDRESS:

Street: 1750 BLANKENSHIP RD #400

City, State, Zip: WEST LINN OR 97068

PHONE NUMBER:

503-305-0033

E-MAIL ADDRESS:

LLOYD.HILL@HILLARCHITECTS.COM

SIGNATURE:

[Handwritten Signature]

COMMENT FORM



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- Give to the Clerk in Chambers prior to the meeting.

Date of Meeting _____

Item Number From Agenda 3b Hotel

NAME: _____ PAUL EDGAR

ADDRESS: Street: _____

City, State, Zip: OREGON CITY

PHONE NUMBER: _____

E-MAIL ADDRESS: _____

SIGNATURE: _____

COMMENT FORM



✓
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- Give to the Clerk in Chambers prior to the meeting.

Date of Meeting

9/25/2017

Item Number From Agenda

2 / 36

NAME:

JAY PEARCE

ADDRESS:

Street:

1214 WASHINGTON ST

City, State, Zip:

OREGON CITY OR 97145

PHONE NUMBER:

503 804 0469

E-MAIL ADDRESS:

multi.jay@teleport.com

SIGNATURE:

[Signature]

COMMENT FORM



PLEASE PRINT CLEARLY

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- Give to the Clerk in Chambers prior to the meeting.

Date of Meeting

9/25/2017

Item Number From Agenda

3b

NAME:

Jonathan Stone

ADDRESS:

Street: _____

City, State, Zip: _____

PHONE NUMBER: _____

E-MAIL ADDRESS: _____

SIGNATURE:

[Signature]

COMMENT FORM



✓
PLEASE PRINT CLEARLY

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- Give to the Clerk in Chambers prior to the meeting.

Date of Meeting 9-25-17

Item Number From Agenda 36

NAME:

BOB LA SALLE

ADDRESS:

Street: _____

City, State, Zip: _____

PHONE NUMBER: _____

E-MAIL ADDRESS: _____

SIGNATURE:

Bob La Salle

COMMENT FORM



PLEASE PRINT CLEARLY

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- Give to the Clerk in Chambers prior to the meeting.

Date of Meeting

23 SEPT 17

Item Number From Agenda

HOTEL ISSUE

NAME:

Jerry Harman

ADDRESS:

Street:

Two Rivers HOA NA

City, State, Zip:

PHONE NUMBER:

E-MAIL ADDRESS:

SIGNATURE:

[Signature]

COMMENT FORM



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- Give to the Clerk in Chambers prior to the meeting.

Date of Meeting 9.25.17

Item Number From Agenda 3b

NAME: MICHAEL C. ROBINSON (REPRESENTING APPLICANT)

ADDRESS: Street: 1120 NW CUCH ST, TENTH FLOOR

City, State, Zip: PORTLAND, OR 97209-4128

PHONE NUMBER: 503.727.2264

E-MAIL ADDRESS: MROBINSON@PERKINSOIE.COM

SIGNATURE: M.C. Palmt

COMMENT FORM



PLEASE PRINT CLEARLY

- SPEAK INTO THE MICROPHONE AND STATE YOUR NAME AND RESIDING CITY
- Limit Comments to 3 MINUTES.
- Give to the Clerk in Chambers prior to the meeting.

Date of Meeting

9-25-17

Item Number From Agenda

36

NAME:

Dan Fowler

ADDRESS:

Street: 1300 John Adams St.

City, State, Zip: Oregon City, OR 97045

PHONE NUMBER:

503-351-4500

E-MAIL ADDRESS:

danfo@abernethycenter.com

SIGNATURE:

Dan Fowler

From: [James Nicita](#)
To: [Pete Walter](#)
Subject: Planning Commission hearing on CP 17-02, DP 17-03, and NR 17- 04: OCMC 12.04.199 - Pedestrian and bicycle accessways.
Date: Sunday, September 24, 2017 6:39:37 PM
Attachments: [1743 Washington.pdf](#)
[Pedestrian Circulation 2.3.pdf](#)
[Staff Report and Recommendation p 47.pdf](#)

Pete,

I write to follow up on my email comments of this past Friday, September 22, 2017.

The City of Oregon City Assumption Agreement with Historic Properties, LLC of 2012 required the latter to provide easement access for bicycle and pedestrian traffic between the train depot and 17th Street. The land use application in the above-referenced proceeding is deficient in this regard.

In particular, the application does not demonstrate compliance with **OCMC 12.04.199 - Pedestrian and bicycle accessways**. The applicant's pedestrian circulation plan, drawing 2.3 attached, does not include bicycle traffic and access. The staff report at p. 47 (also attached) confirms that the proposal only includes walking paths and bicycle parking, but not bicycle accessways.

OCMC 12.04.199(B)(1) states, "Accessways shall have a fifteen-foot-wide right-of-way with a seven-foot wide paved surface between a five-foot planter strip and a three-foot planter strip." The drawing 2.3 does not show compliance.

OCMC 12.04.199(C) states, "Accessways shall be direct with at least one end point of the accessway always visible from any point along the accessway." The pedestrian path shown on drawing 2.3 does not satisfy this requirement. To satisfy this criterion the path could run along the railroad right-of-way from the train depot to 17th Street.

The site plan for the master plan would have to be redesigned in order to comply with the foregoing provisions.

Regarding OCMC 12.04.199(K), the Planning Commission should require a public dedication of a pedestrian and bicycle accessway from the train depot to 17th Street, particularly because

Historic Properties LLC purchased 1743 Washington Street for \$175,000.00, and the net market value of the property, according to the applicants submittal (attached) is now \$651,037.00.

Please place these comments into the record of the above land use proceeding.

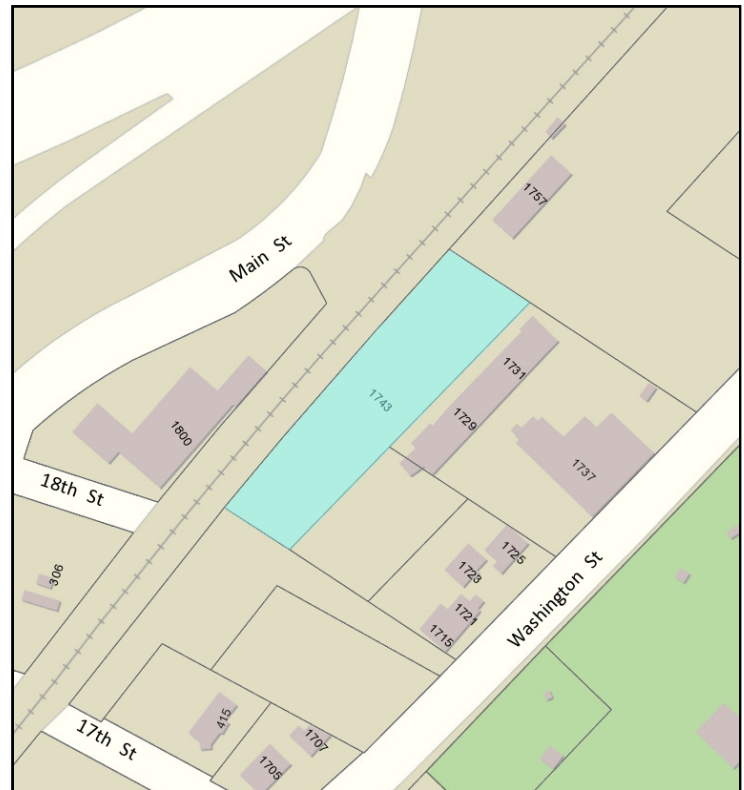
Thanks,

James Nicita

Oregon City

Taxlot Information

Parcel Number (APN) 2-2E-29CA-00601
Primary Situs Address 1743 WASHINGTON ST
 OREGON CITY, OR 97045
County CLACKAMAS
Section T2S R2E S29
Latitude 45.365352
Longitude -122.596678
Approx. Elevation (ft) 39
R Number (Alt ID) 01544779
Approx. Size (acres) 0.81
USGS Quad Name Oregon City
Within Oregon City Limits? Y
Urban Growth Boundary (UGB) Inside

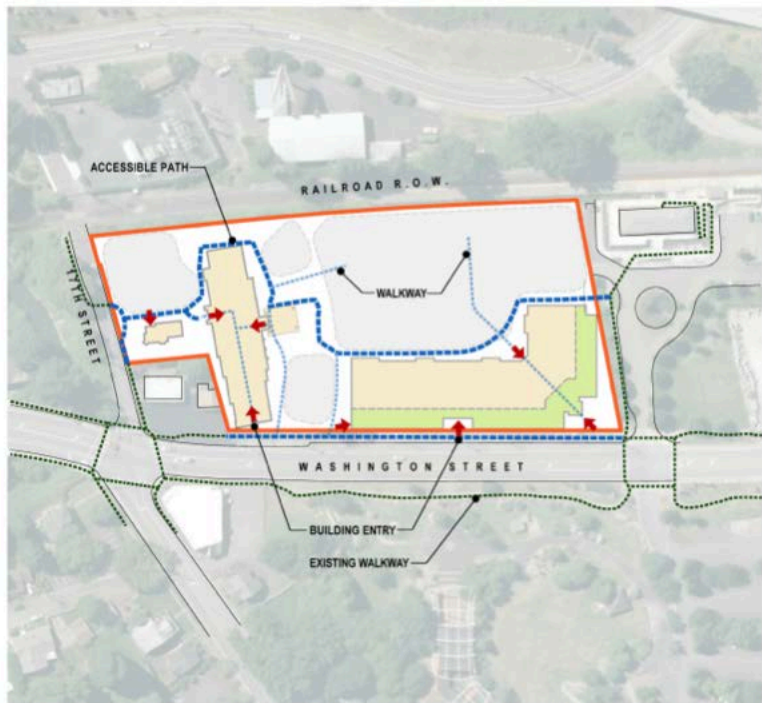
**Political Boundaries**

Jurisdiction Oregon City
Voting Precinct 2
US Congressional District 5
Oregon House District 40
Oregon Senate District 20
Metro Council District 2
Metro Councilor Carlotta Collette
Metro Councilor Email carlotta.collette@oregonmetro.gov

Assessment & Value Information

Taxmap 2S2E29CA
Market Values as of 1/5/2016
Land Value (Mkt) \$505,727
Building Value (Mkt) \$145,310
Exempt Amount \$0
Net Value (Mkt) \$651,037
Assessed Value \$260,524
Year Built (if known)
Sale Date 201202
Sale Price \$175,000
Document Date 2012-02-14 00:00
Document Number 2012-009184
State General Prop. Code 201
County Tax Code 062057





ABERNETHY PLACE GDP

OREGON CITY, OREGON

HILL ARCHITECTS

PEDESTRIAN CIRCULATION **2.3**

APRIL 14, 2017



Policy 12.6.3 Ensure the adequacy of travel mode options and travel routes (parallel systems) in areas of congestion.

Policy 12.6.4 Identify and prioritize improved connectivity throughout the city street system.

Finding: Complies with conditions. Transportation Goals are addressed by providing features that meet or exceed the standards of this code; items such as bicycle parking, walking paths, improved sidewalks, safety, multi-modal transportation, and more, have design features or amenities proposed that are provided to enhance transportation to, from, and through the site, while also providing a connective fabric to the surrounding community.

The applicant submitted a 335-page Traffic Impact Study, prepared by Daniel Stumpf, EI and Michael Ard, PE of Lancaster Engineering, dated April 18, 2017. The study contains information regarding the study area, traffic counts, trip generation and distribution, traffic growth, traffic volume analysis (level-of-service as well as volume-to-capacity ratios), crash information, turn lanes at site entrances, pedestrian and bicycle facilities, site plan and access, intersection spacing, sight distance, consistency with the Transportation System Plan (TSP), and conclusions and recommendations of the applicant's traffic engineer.

The City's transportation consultant, Replinger and Associates, reviewed the study and determined that it provided a basis upon which the development can be evaluated for the specific purposes of determining the transportation impacts of the proposed development.

Replinger and Associates concluded that the TIS provides an adequate basis upon which to assess the impacts of the proposed development. The engineer uses appropriate data and methods to analyze the operations and developed appropriate mitigation measures to address safety and operation issues.

With regard to the proposed development, Replinger and Associates recommend the following conditions of approval relative to the off-site transportation impacts:

- The applicant construct Washington Street along the site frontage including a center turn lane to provide for left turns into the site.
- The applicant participate in the funding of improvements for the I-205/OR-99E ramp terminal projects (TSP Projects D75 and D76) in proportion to traffic volumes as a percentage of total year 2035 intersection volumes from the TSP. Based on this methodology, the applicant would be responsible for 0.42% of the \$3 million cost for Project D75 and for 0.49% of the project cost for Project D76. This would result in a contribution from the applicant of \$12,600 + \$14,700.
- The applicant participate in the funding of improvements for the Main Street/14th Street improvements (TSP Projects D7 and D8) in proportion to traffic volumes as a percentage of the predicted 2035 traffic volume at the intersection calculated in the TSP. Based on the applicant's predicted site traffic, the applicant's responsibility would be 1.66% of the project's cost. The higher cost option in the TSP is listed at \$670,000. That would result in a contribution from the applicant of \$11,122.
- Based on the existing high crash rate at the intersection of Main Street and 14th Street and continuing development in the city that will result in increased traffic volumes, the selection of a preferred option for TSP project D7 and a review of the implementation schedule for this project may be appropriate.

The applicant did not provide a clear schedule for the timing of transportation improvements. Based on the submitted civil engineering plans for the detailed development plan it appears that the improvements to the abutting site frontage will be made along the entire frontage of the project area for both phases of the General Development Plan, pursuant to (2), while deferring installation of the left turn lane on Washington Street until Phase II, according to the applicants submitted Traffic Impact Study.

Prior to issuance of a building permit, the applicant shall provide a phasing plan clarifying the timing of the proposed transportation improvements and a table linking the required transportation improvements to vehicle

Two Rivers HOA

Re: Development of Abernethy Place, Washington Street

On January 25, 2017 at 7 pm the Two Rivers HOA met at the Verdict to hold a specially scheduled meeting. In attendance: Bryon Boyce - Chairman

Mark Foley - Hackett House Hospitality group

Lloyd Hill - Lloyd Hill Architects

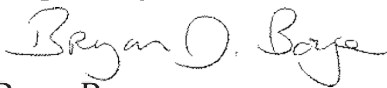
The topic of our meeting was to receive a presentation by Lloyd Hill on the proposed development on Washington Street north of 17th Street. This development consists of a 100-unit Hampton Inn Hotel, and a 130-unit mixed use commercial/apartment complex.

Items of discussion:

- layout
- size and height
- flood plain issues
- how the Hackett House relates to the project

Since this meeting, I have discussed the project with other committee members. We appreciate the information that was presented, and feel that the development is appropriate for the neighborhood.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Bryon D. Boyce". The signature is fluid and cursive, with the first name "Bryon" being more prominent.

Bryon Boyce

Two Rivers HOA Chair

From: [Cameron McCredie](#)
To: [Pete Walter](#)
Cc: [Kattie Riggs](#)
Subject: ATTACHMENTS included - Abernethy Place Hotel and Mixed Use Development - Planning Files CP-17-0002, DP-17-0003, and NR-17-0004.
Date: Thursday, September 21, 2017 9:58:37 PM
Attachments: [MNA - Abernethy Place.pdf](#)
[PRR-MNA.pdf](#)
[Two Rivers Neighborhood Association Meeting Letter 01.25.pdf](#)

... this one has the attachments.

Cameron McCredie
Residential Broker
Realty Trust Group, Inc.
cmccredie@realtytrust.com
www.CameronMcCredie.com
503-488-1018

From: Cameron McCredie
Sent: Thursday, September 21, 2017 9:52 PM
To: pwalter@orccity.org
Cc: Kattie Riggs
Subject: Abernethy Place Hotel and Mixed Use Development - Planning Files CP-17-0002, DP-17-0003, and NR-17-0004.

Pete Walter,

Attached, please find the McLoughlin Neighborhood Association comments and a Public Records Request in relation to the proposed Abernethy Place Hotel development and Oregon City Municipal Codes.

As a non-profit volunteer organization we find ourselves only now able to submit this request for records and appreciate your understanding and help.

Please let me know if you have any questions or need additional information.

Thank you!

Best regards,

Cameron McCredie
Co Vice Chair, McLoughlin Neighborhood Association

204 Washington St, 97045
cmccredie@realtytrust.com
503-235-9203

M C L O U G H L I N



N E I G H B O R H O O D
A S S O C I A T I O N

Post Office Box 1027, Oregon City, Oregon 97045 • www.mnaoc.org

September 19, 2017

Via electronic mail

Planning Commission
City of Oregon City
625 Center Street
Oregon City, Oregon 97045

RE: Abernethy Place Hotel land-use application, file CP 17-02, DP 17-03, and NR 17-04.

Dear Planning Commission:

The McLoughlin Neighborhood Association (MNA) writes to comment on the proposed Abernethy Place Hotel land-use application, file CP 17-02, DP 17-03, and NR 17-04. We had the privilege of hearing a presentation by the applicant at our Steering Committee meeting of February 2, 2017. We have submitted the approved minutes of this meeting into the record of this land-use proceeding through our Secretary.

Our interest in this land-use application is several-fold. As a well-established historic conservation district, we are interested in the historic aspects of the area in which the hotel is proposed: the historic Abernethy Green, the End of the Oregon Trail. Many of the pioneers who ended their journey in Abernethy Green went on to erect their homes in the McLoughlin Neighborhood. We are also interested in the integrity of Oregon City's planning and citizen involvement programs, as they have a direct effect on the quality and livability of our neighborhood and community.

The comments that follow address three principal issues: 1) the design compatibility of the proposed hotel with the immediately-surrounding Abernethy Green area; 2) the question of whether design guidelines are discretionary or binding; and 3) the integrity of the citizen involvement process in this proceeding, as it pertains to the Two Rivers Neighborhood Association and the Citizen Involvement Committee. We address each issue in turn.

1) Design Compatibility.

The submitted plan set shows a five-story hotel, the façade of which is dominated by two materials, a "wood texture fiber cement panel system" and "synthetic plaster" pre-fabricated panels. The hotel adopts no particular architectural style, unless it might be considered "modernist." It further appears to represent a mildly-altered standardized Hampton Inn franchise design.

It is an issue as to whether the foregoing are consistent with both the letter and the intent of the applicable Oregon City Municipal Codes (OCMC). In particular, OCMC 17.62.050(A)(3)(a) requires that "new construction...when abutting a designated Historic Landmark shall utilize materials and a design that incorporates the architecture of the subject building as well as the surrounding district or abutting Historic Landmark." In this case, the proposed hotel abuts the site of the Hackett House, a designated historic landmark. Thus the hotel must incorporate the architecture, design, and materials of the Hackett House. At a minimum, the façade materials should include more authentic building materials evoking the time period of the Hackett House, such as natural stone veneer or wood, or appropriate materials listed in the "preferred list" of OCMC 17.62.050(A)(21)(a), the intent of which is to "reflect the city's desired traditional character." Furthermore, according to OCMC 17.62.055(D), a standard prototype or franchise design must yield to the requirements of the code.

Also, the applicant is requesting an adjustment to the 45-foot height limitation in OCMC 17.34.060 for property within 500 feet of the End of the Trail Interpretive Center. It is an issue as to whether such a tall building will become a visual distraction from the iconic "hoops" which are supposed to be the dominant feature of the area. Furthermore, as is seen in the architectural renderings, a five-story building completely overwhelms the abutting historic landmark, the Hackett House.

2) Enforceability of Design Guidelines.

A second matter of concern to the MNA is the enforceability of design guidelines. The Oregon City Downtown Community Plan incorporates by reference a set of design guidelines entitled "End of the Trail District Design Guidelines, 1991." The MNA requests strict application of these applicable design guidelines. The stakes for the MNA are very high in the City's treatment of design guidelines as mandatory rather than discretionary: a precedent in the hotel land-use application not to treat design guidelines as mandatory has implications as to whether the McLoughlin District design guidelines will be considered mandatory for such significant pending land-use reviews as that of the proposed Public Works Operations Center in our neighborhood.

It is a significant issue that staff claims that the "End of the Trail District Design Guidelines, 1991" cannot be located. The MNA suggests that staff therefore has an obligation to request a copy of the guidelines from Clackamas Heritage Partners, the successor to the Oregon Trail Foundation, which developed the guidelines through a Metro Enhancement Grant.

Towards the same end, the MNA hereby submits an Oregon Public Records Act request to review the entire files of the Oregon City Metro Enhancement Committee for the years 1990 to 1994, including but not limited to applications for Metro Enhancement grants, awards of Metro Enhancement grants, reports by grant recipients to the City and/or Metro Enhancement Committee with completed projects, and reports by the Metro Enhancement Committee to Metro regarding completed projects and including finished work product. We request that this material be provided during regular business hours on Monday, September 25, in

order that, should the "End of the Trail District Design Guidelines, 1991" be found in these files, the MNA can provide them to the Planning Commission that evening during its continued hearing on this land-use proceeding. Because this land-use proceeding and the discovery of these guidelines is of utmost public interest and importance, the MNA respectfully requests a full fee waiver for this request. A completed City of Oregon City Public Records Act request form is attached.

3) Integrity of Citizen Involvement Process.


The point of departure for this section's comments is the single document in the record of this case that purports to satisfy the neighborhood meeting requirement of OCMC 17.50.055. It is attached. It consists of an email from the applicant's representative to planner Pete Walter regarding a meeting with the Two Rivers Neighborhood Association, and apparently included an attachment. However, the attachment appears not to have made it into the record of this case.

The MNA believes that OCMC 17.50.055 has not been met in the following ways:

- There is no evidence that a certified letter was sent to the Chair of the Citizen Involvement Committee (CIC). (OCMC 17.50.055(A)(2).)
- The record does not include a sign-in sheet of the Two Rivers Neighborhood Association meeting, or a summary of issues discussed, or a letter from either the Two Rivers Neighborhood Association or the CIC indicating that either group held a meeting (OCMC 17.50.055(A)(5).) The email from Bryon Boyce has no text or attachment.
- Because of the foregoing, there is a real question as to whether the Two Rivers Neighborhood Association is either active or actually exists. (OCMC 17.50.055(A)(4).) Therefore, the applicant should make a presentation to the CIC. This should not be an inconvenience because the next regularly scheduled CIC meeting is on October 2, 2017; only one week after the continued Planning Commission hearing on this case is scheduled for September 25. Importantly, however, the record should be kept open so that anyone who attends the CIC meeting or watches it on television can comment on the land-use application afterwards.

Thank you very much for your kind consideration of these comments.

Sincerely

 9/21/17

Bill Daniels, Co-Vice Chair

 9/21/17

Cameron McCredie, Co-Vice Chair

Attachment

cc: McLoughlin Neighborhood Association Steering Committee

Public Records Request

City of Oregon City
625 Center St.
Oregon City, OR 97045
503-657-0891



Submit request to: City Recorder, Fax: 503-657-7026 or E-mail: recorder@orcity.org

Name: McLoughlin Neighborhood Association

Phone: 503-358-5864

Address: P.O. Box 1027

E-mail: billandcathiedaniels@gmail.com

City/State/Zip Oregon City, Oregon 97045

Provide detailed description of documents requested: *(Attach additional sheet if needed)*

entire files of the Oregon City Metro Enhancement Committee for the years 1990 to 1994,
including but not limited to applications for Metro Enhancement grants, awards of Metro Enhancement grants,
reports by grant recipients to the City and/or Metro Enhancement Committee with completed projects,
and reports by the Metro Enhancement Committee to Metro regarding completed projects
and including finished work product.

REQUESTOR TO READ AND SIGN UPON SUBMITTING REQUEST

I understand that every person has a right to inspect any public record of a public body in this state, except as otherwise provided by ORS 192.496 to 192.505. I understand that the documents or records requested may not be immediately available for my review and that I may need to make an appointment to review the documents or records. I acknowledge that there may be a cost for the research time to retrieve the requested records and costs for duplication of requested documents. If research time is required, I understand I will be notified of the estimated cost prior to retrieving the documents or records. I also understand that prepayment for research time and copies may be required. I acknowledge that any documents or records made available to review must not be disassembled and must be left intact, and that I cannot make copies myself.

Bill Daniels

Signature of Requestor

Date

9/21/17

Business Name (if applicable):

McLoughlin Neighborhood Assoc.

FOR INTERNAL USE ONLY

Department: ☐ Planning ☐ Building ☐ Public Works ☐ Code Enf. ☐ Finance ☐ City Recorder ☐ Other _____

(See fee schedule for costs)

Copies: \$.50 ea. (first 20 pgs.)
\$.25 ea. (21-50 copies)
\$.15 ea. (50+ copies)

Copies made: _____ \$ _____

Research fee (first ½ hour no charge):

Length of time: _____ \$ _____

Other media or materials:

\$ _____

\$ _____

\$ _____

\$ _____

Receipt # _____

Total amount received \$ _____

Request Filled By: _____

RETURN THIS FORM TO CITY RECORDER

INSTRUCTIONS FOR REQUESTING PUBLIC RECORDS *

1. Requests must be in writing using the form provided. (Please note, the City will not create a new document in response to a records request.)
2. Submit request to the City Recorder, 625 Center Street, Oregon City, OR 97045, or by fax at 503-657-7026, or by e-mail at recorder@ci.oregon-city.or.us. Police records requests are processed through the Police Records Division. Contact the police records manager at 503-657-4964 for proper form.
3. The City shall respond to all requests as soon as practical and without unreasonable delay within five (5) business days or, within five (5) business days will explain why more time is needed for a full response.
4. If inspection of documents is preferred over copies, such inspection shall occur during normal business hours. An acceptable inspection time and place will be arranged between the requestor and the staff person. Space is provided for one person to inspect records per request.
5. The City will submit a cost estimate to the requestor to provide the requested documents, including copying charges, research time (if required), and separating exempt from non-exempt materials. There is no research cost for the first ½ hour of staff time. Requestor must confirm to the City to proceed with the request following receipt of the cost estimate.
6. If the estimated cost is \$25.00 or more, the City shall require a deposit in the full amount of the estimate before fulfilling the request. If the actual cost exceeds the estimate, the City will not release the documents until the fee is received in full.
7. If the estimated cost is less than \$25.00, the City will fulfill the request and present the requestor with an invoice to be paid before release of the documents.
8. If the record requested is in storage offsite at the City's document storage facility, a fee is charged for its retrieval.

COSTS FOR MISCELLANEOUS CITY SERVICES

Photocopying	
Black & White and Color Copies:	
1-20 pages (per page)	\$0.50
21-50 pages (per page)	\$0.25
50+ pages (per page)	\$0.15
Cassette Tape or CD Duplication (per event/meeting)	\$25.00
Annual Budget (per copy)	\$25.00
Oregon City Municipal Code Supplements – per printing	Varies
Returned Checks (all departments)	\$25.00
List of Oregon City Businesses and Vendor List (hard copy or electronic)	\$25.00
Carton Retrieval from Document Storage (Recall)(1 box; \$7.00 each additional box)	\$35.00 (1 box)
Research Cost: Staff hourly wage, plus benefits (first ½ hr. free)	Varies

* See Oregon City Resolution No. 08-30 for detailed instructions.

From: [Lloyd Hill](#)
To: [Pete Walter](#)
Cc: [Dan Fowler \(danf@abernethycenter.com\)](#); [Robin Chard](#); [Anders Otterlei](#); [13647 Abernethy Place](#); [15708 Oregon City Hampton Inn & Suites](#)
Subject: Two Rivers Neighborhood Association - Letter regarding Neighborhood Meeting January 25, 2017
Date: Monday, July 31, 2017 11:52:25 AM
Attachments: [20170424151541-signed.pdf](#)

Pete,

Per your request, here is a letter from Bryon Boyce, the chair of the Two Rivers Neighborhood Association.

Best Regards,

Lloyd W. Hill AIA

From: Dan Fowler [mailto:DanF@abernethycenter.com]
Sent: Tuesday, July 11, 2017 2:17 PM
To: Lloyd Hill; Robin Chard
Cc: Alkesh Patel; 'Michael C. Robinson (mrobinson@perkinscoie.com)'
Subject: FW: Hotel Approval

Attached is the letter of support from the neighborhood association we are located.

Dan

From: Bryon Boyce [<mailto:bryony@birdlink.net>]
Sent: Friday, May 19, 2017 4:17 PM
To: Mark Foley <Markf@fandfstructures.com>
Subject: Re: Hotel Approval

Bryon Boyce
503-655-4457

September 22, 2017

Pete Walter OC Planning & Development

RE: Abernethy Place Hotel land-use application, file: CP 17-02, DP 17-03, and NR 17-04

I request that this letter be included in the record.

The End of the Oregon Trail Interpretive Center tells the story of Oregon City as the Historic Center for America's migration and settlement of the west. I am writing to support the fact that this history needs to be celebrated and protected for our future generations.

The proposed 'Abernethy Place Hotel' Development across Washington Street from the Abernethy Green, End of the Oregon Trail site can be a welcome addition to the community, but it must support the strong history of Oregon City.

Oregon City Municipal Code (OCMC) 17.62 Site Plan and Design Review: provides the Oregon City Planning and Development Division the opportunity to encourage the Abernethy Place Hotel Developer (Application File: CP17-02, DP17-03, and NR-04) to (OCMC 17.62.010 - Purpose) "...ensure that structures and other improvements are properly related to their sites and to surrounding sites and structure....".

OCMC 17.62.055 (A)- "...Commercial Building Standards" - "... promote creative functional, and cohesive development that is compatible with surrounding areas." Requires the applicant to show sensitivity to their neighbors, in this case, the Abernethy Green, End of the Oregon Trail Site and the Hackett House.

In the February 2nd presentation to the MNA the Development Architect, Lloyd Hill, described a glass stairway as the hotel's "...signature element.... A 'Glowing Lantern". This feature suggested a lack of compliance to OCMC 17.62.050 (A) (3)(a), "...incorporate the architecture of the ... surrounding district or abutting historic landmark...". The applicant needs to illustrate how this element can relate to the End of the Oregon Trail Interpretive Center, maybe with art graphics or etchings.

After reviewing the 'Abernethy Place Hotel' submittal, please consider these additional comments:

1. Landscape plan does not appear to show street trees along Washington Street.
2. It is suggested the curbed landscape areas in the parking lot should be pulled back three feet from the stall depth for easier vehicle parking and circulation.
3. The site plan, page A101 and other drawings do not show curb cuts and sidewalks that might relate respectively to the Abernethy Place Hotel site design.

4. A pedestrian concourse (not a simple crosswalk) across Washington Street to the End of the Oregon Trail site will enhance the foot traffic connection.

The Historic Review Boards Guidelines for new construction (2006) is a tool that can be used for the Community Development Director to develop findings to show compliance with OCMC Section 17.62.050 (A)(3)(a). This is a comprehensive and effective approach at preserving Oregon City Historic Districts when the Historic Review Board (HRB) and the city staff use these guidelines responsibly as a base for design review. The recent Public Works Redevelopment Project revealed how ineffective the HRB Guidelines can be when the current HRB (board) acts incompetently by approving the 'Findings and Conditions' that they neglected to read and comprehend. The Findings and Conditions, written by the City Planner, demonstrated a conflict of interest by consistently exempting Public Works from the intent of the "Guidelines" (reference the video record of the June 27, 2017 HRB hearing vote).

Presented with the design review tools available to the Oregon City staff and with a dedication to the area's historic values, the Abernethy Place Hotel and adjacent retail/apartment complex can be a supportive addition to the community.

Trent Premore
Architect Emeritus
Property Owner
South First and Center St.

premorejt@gmail.com

503-637-6156/503-319-7904

cc: Cameron McCredie, MNA - Co-Vice Chair

Bill Daniels, MNA - Co-Vice Chair

Jim Nicita, MNA - Secretary

Lloyd Hill

From: Lloyd Hill
Sent: Monday, September 25, 2017 5:45 PM
To: '+Peter Walter (pwalter@orcify.org)'
Cc: Carrie Richter (crichter@batemanseidel.com); 13647 Abernethy Place; 15708 Oregon City Hampton Inn & Suites; Robin Chard; Chron
Subject: Abernethy Place - Bicycle access and connectivity
Attachments: 13674 Abernethy Place - Letter to Planning Commission - Pedestrian and Bicycle Access 9-25-2017.pdf; 2.5 Bicycle Circulation 2017-09-25.pdf

Contacts: +Peter Walter

Pete,

I am attaching a letter to the Planning commission addressing the issues raised by Mr. Nicita related to bicycle access and connectivity. I am also attaching a drawing 2.5 showing bicycle circulation for the Abernethy Place Master Plan site.

Please enter the letter and drawing into the record for the project.

Best Regards,

Lloyd W. Hill AIA



HILL ARCHITECTS

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WEST LINN, OREGON 97068

LLOYD W HILL AIA

President

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cel 503-781-5197

www.hillarchitects.com

lloyd.hill@hillarchitects.com



September 25, 2017

VIA EMAIL

Ms. Denyse McGriff, Chair
City of Oregon City Planning Commission
221 Molalla Avenue, Suite 200
Oregon City, Oregon 97045

RE: City of Oregon City Planning Files CP-17-0002, DP-17-0003, NR-17-0004
Pedestrian and Bicycle Access Easement

Dear Chair McGriff and Members of the Oregon City Planning Commission:

Hill Architects is the Architect for the Abernethy Place Masterplan project which is being developed by Hackett Hospitality, LLC ("Hackett" or "the Applicant").

Mr. James Nicita has submitted an e-mail and other documents regarding the requirement for an easement to provide bicycle and pedestrian access from the Train Depot located at 1757 Washington Street to 17th Street. Mr. Nicita's e-mail states:

The City of Oregon City Assumption Agreement with Historic Properties, LLC of 2012 required the latter to provide easement access for bicycle and pedestrian traffic between the train depot and 17th Street. The land use application in the above-referenced proceeding is deficient in this regard.

*In particular, the application does not demonstrate compliance with **OCMC 12.04.199 - Pedestrian and bicycle accessways**. The applicant's pedestrian circulation plan, drawing 2.3 attached, does not include bicycle traffic and access. The staff report at p. 47 (also attached) confirms that the proposal only includes walking paths and bicycle parking, but not bicycle accessways.*

OCMC 12.04.199(B)(1) states, "Accessways shall have a fifteen-foot-wide right-of-way with a seven-foot wide paved surface between a five-foot planter strip and a three-foot planter strip." The drawing 2.3 does not show compliance.

OCMC 12.04.199(C) states, "Accessways shall be direct with at least one end point of the accessway always visible from any point along the accessway." The pedestrian path shown on drawing 2.3 does not satisfy this requirement. To satisfy this criterion the path could run along the railroad right-of-way from the train depot to 17th Street.

The site plan for the master plan would have to be redesigned in order to comply with the foregoing provisions.

Mr. Nicita is correct that when Historic Properties purchased Tax Lot 601 which is a portion of the Abernethy Place master plan property an agreement, "**Declaration of Restrictive Covenants Affecting Real Property**" was entered into, and this agreement does in fact require easements to be placed on the Abernethy Place property to:

"provide for vehicular, bicycle and pedestrian connectivity between the Sale Property and Additional Affected Property and abutting streets and rights-of way... the paved areas subject to such conditions of approval shall include but are not

HILL ARCHITECTS

1750 BEANKINSHIP ROAD • SUITE 400 • WEST LINN OR 97068 • TEL 503 305 8033 • FAX 503 305 8034

limited to any and all parking areas, driveways, roadways and walkways, all regardless of whether open or covered (such as through underground or other under-building parking areas, and through parking structures).".

The applicant is aware of the requirement of The **Declaration of Restrictive Covenants Affecting Real Property** agreement and we have designed the master plan to allow for the vehicular, Pedestrian and Bicycle connectivity. Nothing in the agreement requires a separate dedicated bicycle path or multi-modal bicycle and pedestrian path. Rather, as outlined below, titled **1. Agreement to Future Conditions of Approval**, anticipates that the parking areas, driveways, roadways and walkways shall be used to provide the vehicular, pedestrian and bicycle circulation and connectivity:

"...The easements shall be over and upon all the paved areas of the Sale Property and the Additional Affected Property as those paved areas may change from time to time. The paved areas subject to such conditions of approval shall include but are not limited to any and all parking areas, driveways, roadways and walkways, all regardless of whether open or covered (such as through underground or other under-building parking areas and through parking structures)."

Article 1 goes on to say:

The City may require that the Access Easements granted in favor of and for the use and benefit of the public be recorded prior to commencement of any development activity on any portion of the Sale Property or the additional Affected Property. The parties agree that Historic may also submit its proposed form of Access Easements in favor of and for the use and benefit of the public at any time following the recording of this Agreement and prior to commencement of any such development activity and that, once the parties reach agreement art to such form, said Access Easements may be promptly executed and recorded.

It has always been the applicant's intention to comply with the requirements of the Declaration of Restrictive Covenants Affecting Real Property and record appropriate easements on the property once the land use approval has been granted.

Mr. Nicita, other statements are incorrect. The Declaration of Restrictive Covenants Affecting Real Property does not require the development of a dedicated bicycle or joint pedestrian and bicycle "accessway", only provision of access easements and design to provide access and connectivity. Consequently, the provisions of **OCMC 12.04.199 - Pedestrian and Bicycle Accessways** do not apply to the project.

The application CP-17-0002 includes vehicular and pedestrian circulation diagrams addressing a portion of these requirements. We are attaching Drawing 2.5 Bicycle Circulation dated September 25, 2017 to clarify the proposed bicycle circulation and connectivity.

Condition of approval #45 relates is intended to address the requirement for public cross-access easements between the parcels. To ensure that the intent of the Declaration of Restrictive Covenants Affecting Real Property agreement is satisfied, we recommend revising Condition of approval #45 to require:

*The Applicant shall provide a public cross-access easement between the parcels to ensure pedestrian, **bicycle** and vehicle access is maintained. The easement shall provide mutual access between all of the properties onsite as well as with the adjacent train station **and 17th Street.**(P)*

Mr. Nicita, other statements are incorrect. As stated in the staff report, the provisions of **OCMC 12.04.199 - Pedestrian and Bicycle Accessways** do not apply to the project.

First paragraph of this statute reads:



"...Pedestrian and bicycle accessways are required through private property or as right-of-way connecting development to the right of way at intervals not exceeding three hundred feet of frontage; or where the lack of street continuity creates inconvenient or out of direction travel patterns for local or bicycle trips."

In the case of the Abernethy Place Master Plan, in the north south direction, distance from 17th street on the South to the railroad depot on the North exceeds 350 feet. However, the site is bounded on the east by Washington Street and on the west by the railroad Right of way. The Railroad ROW creates a barrier between the Abernethy Place property and other property located further west on the opposite side of the railroad. As a result, there are no potential future projects which could require access across the Abernethy Place Masterplan property to the railroad ROW, and the maximum block length requirement does not apply to the project.

The Abernethy Place property is less than 300 feet wide in the east west direction, and as a result the masterplan is in compliance with the maximum block length requirement related to north south streets. Furthermore, pedestrian and bicycle circulation is available from the railroad station out to the bicycle path on Washington street, providing access to the 17th street to the south without creating *"inconvenient or out of direction travel patterns for local or bicycle trips."*

Finally as outlined above the project has been designed to provide vehicular, bicycle and pedestrian connectivity, and condition of approval #45 will ensure that appropriate easements are provided to ensure public access.

Under these circumstances it is not necessary to provide dedicated ROW across the development site for pedestrian and bicycle "accessways" to provide access to through the development to other developments, or to avoid creating inconvenient or out of direction travel patterns for local or bicycle trips.

The Declaration of Restrictive Covenants Affecting Real Property does not require the development of a dedicated bicycle or joint pedestrian and bicycle "accessway", only provision of access easements and design to provide access and connectivity.

For the reasons contained in this letter, the Planning Commission can find that the design of the Abernethy Place Master plan and the hotel is in compliance with applicable approval criteria. The applicant requests that the Planning Commission approve the application with reasonable conditions of approval.

Sincerely,

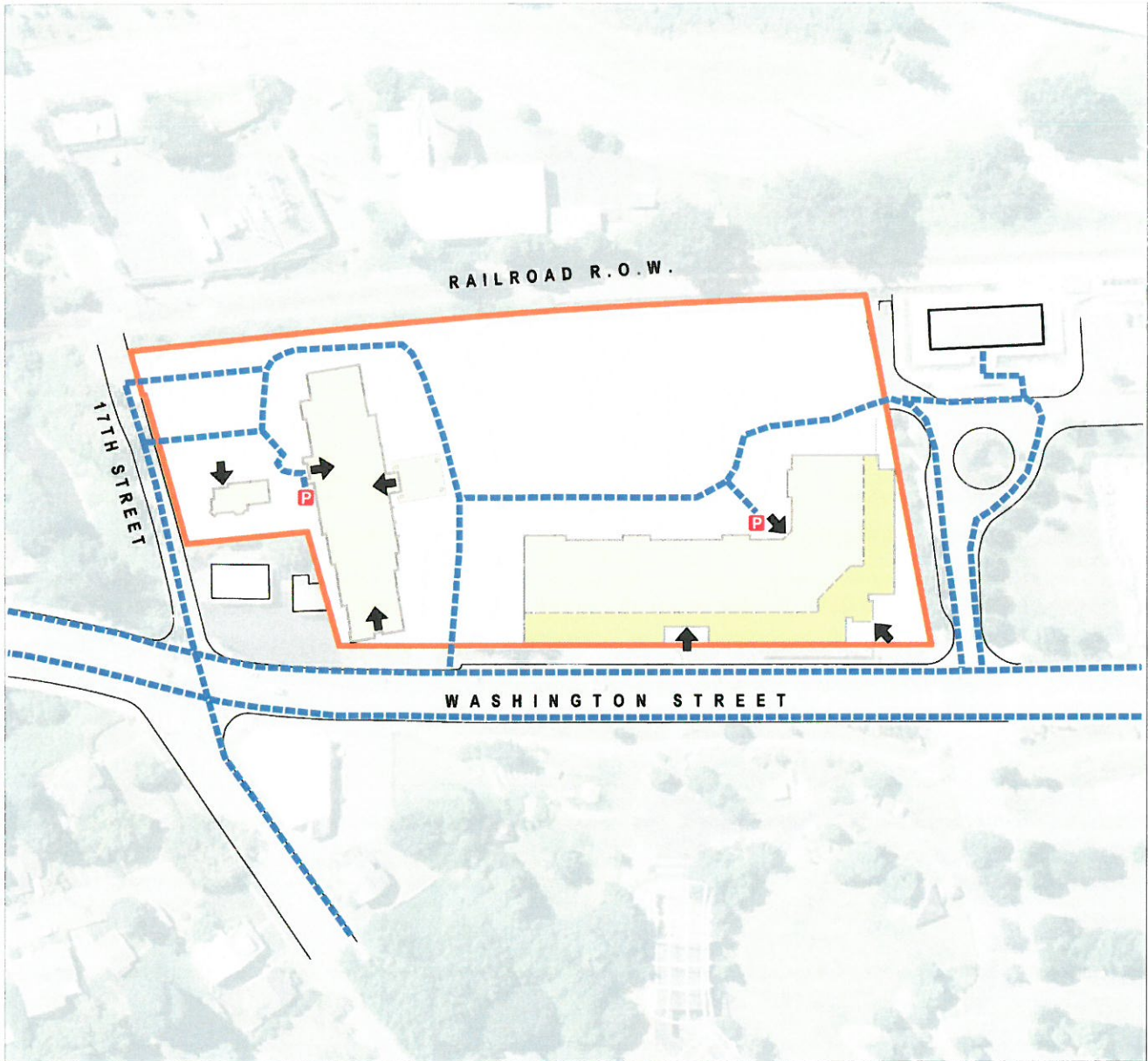
Hill Architects

Lloyd W. Hill AIA

Enclosures

Cc:

Mr. Alkesh Patel
Mr. Dan Fowler
Mr. Michael Robinson
13647/15708 /CF

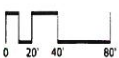


ABERNETHY PLACE GDP

OREGON CITY, OREGON

HILL ARCHITECTS

BICYCLE CIRCULATION **2.5**
SEPTEMBER 25, 2017



From: Pete Walter
To: ["lloyd@hillarchitects.com"](mailto:lloyd@hillarchitects.com); [Dan Fowler](mailto:Dan.Fowler@fandfstructures.com); ["markf@fandfstructures.com"](mailto:markf@fandfstructures.com); ["robin.chard@hillarchitects.com"](mailto:robin.chard@hillarchitects.com)
Cc: [Trevor Martin](#); [Wendy Marshall](#); [Sang Pau](#); [Mike Roberts](#)
Subject: FW: Development Review in Oregon City -- PA 17-02
Date: Tuesday, February 28, 2017 11:36:00 AM
Attachments: [Oregon City Projects PA 16-61, PA 16-62, PA 16-63, PA 16-64, PA 17-01, PA 17-02.doc](#)

Good morning,

I am forwarding comments from the Confederated Tribes of the Grand Ronde pursuant to OCMC [17.62.040 - Plans required](#) Subsection (H).

This pertains to the Hackett Hospitality Master Plan pre-app PA 17-02.

Thanks,

Pete Walter

From: Dilia Vassileva
Sent: Tuesday, February 28, 2017 11:08 AM
To: Pete Walter <pwalter@orcity.org>; Trevor Martin <tmartin@orcity.org>
Cc: Laura Terway <lterway@orcity.org>; Wendy Marshall <wmarshall@orcity.org>
Subject: FW: Development Review in Oregon City -- Multiple Properties

Good morning,

Please see attached response and email below from the Confederated Tribes of the Grand Ronde regarding some recent pre-apps. They are recommending that subsurface archaeological investigations are conducted prior to ground disturbance. The pre-apps affected and the planners that worked on them are listed below.

PA 16-61: 428 Hilda 6 multi-family units (Diliana)
PA 16-62: Parker Knoll 11 Lot Subdivision (Trevor)
PA 16-63: Hunter Ave./Cleveland St. 6 Lot subdivision (Pete)
PA 16-64: Warner Parrott 2-Lot Partition (Diliana)
PA 17-01: 719 Molalla Parking Lot (Diliana)
PA 17-02: Hackett Hospitality Master Plan (Pete)

I have added the letter to all of the project files on the network, but I have not forwarded it to the applicants of the pre-apps I didn't work on since I don't know who the best contact for those pre-apps is. Planners – please forward it to the appropriate person for the pre-apps that you worked on.

Thanks,
Diliana

F



Diliana Vassileva
Assistant Planner
Planning Division
City of Oregon City
PO Box 3040
221 Molalla Avenue, Suite 200
Oregon City, Oregon 97045
Direct - 503.974.5501
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PUBLIC RECORDS LAW DISCLOSURE: This e-mail is subject to the State Retention Schedule and may be made available to the public.

From: Chris Bailey [<mailto:Chris.Bailey@grandronde.org>]
Sent: Monday, February 27, 2017 4:30 PM
To: Diliana Vassileva <dvassileva@orccity.org>
Subject: RE: Development Review in Oregon City -- Multiple Properties

Greetings Diliana,

I hope this finds you well. I have attached my response to Oregon City Projects PA 16-61, PA 16-62, PA 16-63, PA 16-64, PA 17-01, and PA 17-02. If you have any questions, feel free to contact me.

Thank you,
Chris

Christopher Bailey
Cultural Protection Specialist
Cultural Protection
Historic Preservation
Confederated Tribes of the Grand Ronde Community of Oregon

chris.bailey@grandronde.org

503-879-1675

From: Diliana Vassileva [<mailto:dvassileva@orccity.org>]
Sent: Tuesday, January 24, 2017 2:13 PM
To: THPO@ctwsbnr.org; THPO <THPO@grandronde.org>; TearaFarrow@ctuir.org;
rkentta@ctsi.nsn.us; johnson@yakama.com

Subject: Development Review in Oregon City -- Multiple Properties

Good afternoon,

Oregon City's municipal code requires notice be sent to selected Tribes and SHPO before development involving ground disturbance may occur. Oregon City will not be reviewing projects on archeological criteria, but we want to make sure that the applicant is aware of any potential archeological issues as early in the process as possible.

Please review the attached document and return any comments regarding potential archeological issues to me **within 45 days** and your comments will be forwarded to the applicant.

Thank you and please feel free to contact me with any additional questions or concerns.



Diliana Vassileva
Assistant Planner
Planning Division

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PO Box 3040
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Oregon City, Oregon 97045
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PUBLIC RECORDS LAW DISCLOSURE: This e-mail is subject to the State Retention Schedule and may be made available to the public.

Revised #17:

The applicant shall construct Washington Street along the site frontage including a center turn lane to provide for left turn lanes into the site. Applicant shall provide additional traffic engineering analysis relating to the location that shows the location of proposed access will not ~~interfere~~ have a significant adverse impact with queuing or traffic operations at adjacent traffic signals ~~through the TSP planning horizon.~~

~~deletion~~
addition

CP

17-C2

DT

17-C3

NR

17-C4

Urban Renewal Plan

Downtown / North End

THROUGH PROPOSED 10TH PLAN AMENDMENT

CITY OF OREGON CITY, OREGON
OREGON CITY URBAN RENEWAL AGENCY

September 2007

With Participation from:

City of Oregon City Staff

Larry Patterson, City Manager
Nancy Kraushaar, P.E., Public Works Director
Beth Reddy, Assistant to the City Manager
Dan Drentlaw, Community Development Director
David Wimmer, Finance Director



Consultant Team:

GEL Oregon, Inc
220 NW Oregon Avenue, Suite 202
Bend, Oregon 97701



Leland Consulting Group
610 SW Alder Street, Suite 1008
Portland, Oregon 97205



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Urban Renewal Plan and Amendments

This Plan incorporates all text plan amendments through the July 31, 2007 and proposed amendments with the 10th Plan Amendment (August 2007).

Sequence and Purpose of Amendments

1st Resolution 91-01, Sept. 25, 1992
Inserts latest date for bonded indebtedness

2nd Ordinance 95-1017, Sept. 20, 1995
Authorizes acquisition of Stimson property

3rd Resolution 96-02, Dec. 4, 1996
Adds Tumwater Sewer as a project activity

4th Ordinance 98-1014, June 17, 1998
Inserts maximum indebtedness per BM50

5th Ordinance 00-1012, May 3, 2000
Changes to goals, extensive revisions to working of project activities, acquisition and amendment procedures

6th Ordinance 00-1029, December 6, 2000
Authorizes 10th & Main Street property acquisition and Stimson parcel as two Lots

7th Ordinance 01-1016, May 16, 2001
Authorizes acquisition of Art's Café

8th Ordinance 02-1003
Authorizes property acquisition at 7th and Railroad, TL 22E31AB06500

9th Ordinance 07-1001
Authorizes potential acquisition of comprehensive list of properties (as per Oregon City Futures, economic development plan, etc.)

10th Ordinance 07-1014
Substantial plan amendment to increase maximum indebtedness to \$130,100,000.

Note: Not all Plan Amendments Required Changes to the Report.

100. Introduction

This Urban Renewal Plan, originally adopted December 19, 1990, is the Urban Renewal Plan for the Downtown area in Oregon City, Oregon. This Plan is the only urban renewal plan for the Downtown area. The Plan is being updated to reflect changes in the scope of projects in the project area (See Exhibits 1 and 3) in response to the Oregon City Futures Report prepared by Leland Consulting Group and StastnyBrun Architects, Inc., dated October 2004, and to increase the maximum amount of indebtedness to complete the Plan.

The Oregon City Futures Report (the "Futures Report") is a strategy for economic development for Oregon City. As a result of an extensive public involvement process initiated by the City in March 2004, The Futures Report gives considerable attention to the designation by Metro of Oregon City as a Regional Center in Metro's Region 2040 Growth Concept (one of seven such designations within the Portland Metro area). The Report provides a series of recommendations on policy issues and development strategies to realize economic development success citywide and achieve the objectives of the Urban Renewal Plan for the Plan Area.

This Plan has been prepared pursuant to Oregon Revised Statute (ORS) Chapter 457, and all applicable laws and ordinances of the State of Oregon and City of Oregon City respectively. All such applicable laws and ordinances are made a part of this Plan, whether expressly referred to in the text or not.

In 1990, the Oregon City Commission amended the Oregon City Downtown Renewal Plan of 1983 to remove the downtown area from the Plan, to add project activities, and to rename the 1983 plan the Hilltop Urban Renewal Plan. The Urban Renewal Advisory Committee and City Commission directed staff to prepare a new Urban Renewal Plan for downtown Oregon City, and to include additional areas adjacent to the downtown that suffer from blighting conditions. This plan, named the Downtown Oregon City/North End Urban Renewal Plan was the second Urban Renewal Plan adopted by the City. The Hilltop Urban Renewal District to which this plan referred was closed in 2005, and saw a 1,100% increase in assessed value, and the Downtown Oregon City Urban Renewal District is the only Urban Renewal District designated in Oregon City as of 2007.

200. Definitions

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

"Agency, Renewal Agency, or Urban Renewal Agency" means the City Commission of Oregon City which, in accordance with ORS 457, is the Urban Renewal Agency of the City of Oregon City, Clackamas County, Oregon.

"Blighted Areas" means areas which, by reason of deterioration, faulty planning, inadequate or improper facilities, deleterious land use or the existence of unsafe structures, or any combination of these factors, are detrimental to the safety, health or welfare of the community; and are characterized by the existence of conditions as described in ORS 457.010.

"City" means the City of Oregon City, Oregon.

"City Commission" means the elected governing commission of the City of Oregon City, Oregon.

"Comprehensive Plan" means the City's Comprehensive Land Use Plan and its implementation Ordinances, policies and development standards.

"County" means the County of Clackamas, State of Oregon.

"Displaced" person or business means any person or business who is required to relocate as a result of action by the Urban Renewal Agency to vacate a property for public use or purpose. The methods to be used for the temporary or permanent relocation of such persons living in, and businesses situated in the Urban Renewal Area shall be in accordance with State Law as specifically set forth in ORS 281.045 to 281.105.

"Exhibit" means an attachment, either narrative or map, to the Urban Renewal Plan

"Objective" means any goal, general or specific, or objective described in Section 400 of this Plan.

"ORS" means Oregon Revised Statutes (State Law) and specifically Chapter 457 thereof.

"Plan, Renewal Plan, Urban Renewal Plan" means the Urban Renewal Plan for Downtown Oregon City, the boundaries of which are indicated in Exhibits 1 and 3

"Planning Commission" means the Planning Commission of the City of Oregon City, Oregon.

"Project, Activity or Project Activity" means any undertaking or activity within the plan Area, such as a public improvement, street project or other activity, which is authorized and for which implementing provisions are set forth in the Urban Renewal Plan.

"Regional Center" indicates a designation in Metro's 2040 Growth Concept Plan, describing a concentration of activity and investment that serves an area of multiple cities and towns.

"Report" refers to the report accompanying the urban renewal plan as provided in ORS 457.085 (3).

"State" means the State of Oregon.

"Tax Increment Financing" refers to a method of financing urban renewal project activities through a division of ad valorem taxes, as provided in ORS 457.420 through 457.450.

"Taxing Bodies" refers to governmental bodies levying taxes within the Urban Renewal Area.

"Text" means the Urban Renewal Plan for the Downtown Oregon City Urban Renewal Plan, Part One: Text and Exhibits.

300. Boundary and Legal Description

The boundary of the Urban Renewal Area comprises approximately 855 acres including the Downtown area, Clackamette Cove, the Landfill redevelopment site, the Washington/7th Corridor, and the Heritage Center area. The boundary of this Urban Renewal Plan is shown as Exhibit 1 of Part Two of this Urban Renewal Plan. Sub-districts within the boundary are shown as Exhibit 2 of Part Two of this Urban Renewal Plan. A legal description of the Urban Renewal Area is contained in Exhibit 3 of Part Two of this Plan.

400. Relationship to Local Objectives

A. Purpose

The purpose of this Plan is to eliminate blighting influences found in the Renewal Area and to implement goals and objectives of Oregon City's Comprehensive Plan, and the "Oregon City Futures" report on Economic Development created in 2004. The Urban Renewal Plan furthers the following goals and objectives:

B. City of Oregon City Comprehensive Plan

ORS 457.085 requires that an Urban Renewal Plan relate to definite local objectives. The City's Comprehensive Plan considers a wide range of goals and policies relating to land uses, traffic, transportation, public utilities, recreation and community facilities, and other public improvements. Specific goals, objectives and policies, which relate to this Plan are found in the City of Oregon City's Comprehensive Plan, and are listed as an appendix to the Report. This Plan is consistent with the goals, objectives and policies found in the Comprehensive Plan.

As amendments to the Comprehensive Plan are made from time to time in order to reflect the goals of the community, this Urban Renewal Plan will be amended as needed in order to remain consistent to the Comprehensive Plan.

C. Overall Renewal Area Goals stated in "Oregon City Comprehensive Plan" and "Oregon City Futures:"

1. To improve traffic capacity and safety, pedestrian facilities, park and recreation facilities, and other public facilities within the Area in order to serve existing and future residents, businesses, workers and visitors.
2. To improve the Renewal Area as a commercial and employment center, and stimulate private development within the Area, which is consistent with the Comprehensive Plan.
3. To fulfill Metro Region 2040 Growth Concepts, that are consistent with the City's Comprehensive Plan.

D. Renewal Area Objectives

1. To eliminate blighting conditions in the Renewal Area, including inadequate streets and traffic congestion, inadequate pedestrian and bicycle facilities, inadequate park and recreation facilities, inadequate public service facilities, substandard and obsolete

buildings, inadequate sewer, water and drainage facilities, and underutilized and unproductive land.

2. To make public improvements necessary to encourage new private investment in the Renewal Area including streets, sewer, water and drainage facilities, parking facilities and other public improvements.
3. To increase taxable values in the Renewal Area.
4. To improve the economic viability of Oregon City's downtown as a retail, office, and services center and mixed-use area for Oregon City.
5. To encourage the rehabilitation of downtown's older buildings, particularly those of architectural and/or historic significance.
6. To enhance historic, cultural, and natural resources in the project area.
7. To support the redevelopment of Clackamette Cove and waterfront areas in the project area.
8. To support the revitalization of the urban renewal area through building rehabilitation assistance.
9. To provide traffic capacity, pedestrian accessibility, parking, and safety transportation improvements in the urban renewal area.
10. To plan for and support development and redevelopment in the renewal area, which is consistent with the Comprehensive Plan and the Downtown Community Plan.
11. To further the objectives of this Renewal Plan by assisting as necessary in the acquisition of land for development purposes, and for the assembly of development sites.
12. To assist in the improvement of the overall economic health of Oregon City and its businesses.

E. Renewal Area Strategies

The Renewal Plan implements the development strategy approved by the Urban Renewal Advisory Committee in the preparation of the Renewal Plan update in 2001 and the "Futures Report" approved by the City Commission in 2004. Key elements of these strategies include:

- Establish a Plan that has many projects, with a supportive government and stakeholders that are committed to providing ongoing leadership and review for those Projects, including establishing good organization, development standards, communications and marketing strategies.
- Direct short-term public investments into areas with the greatest development and redevelopment potential.
- Establish on-going short-term business assistance programs in the Downtown.
- Direct mid-term and long-term public investments in the Urban Renewal area to support

existing commercial and residential uses in the renewal area, and to stimulate new private investment.

500. Proposed Land Uses

A. Land Use Plan

The Land Use Plan consists of the Land Use (Comprehensive Plan) Plan Map (Exhibit 4), the Zoning Map (Exhibit 5) and the descriptive material and regulatory provisions contained in this Section (both those directly stated and those herein included by reference).

This Plan shall be in accordance with the approved Comprehensive Plan of the City of Oregon City and with its implementing ordinances and policies. The use and development of land in the Renewal Area (including maximum density and building requirements) shall be in accordance with the regulations prescribed in the City's Comprehensive Plan, Zoning Ordinance, City Charter, or any other applicable local, state or federal laws regulating the use of property in the Renewal Area. The Zoning classifications correspond to the Comprehensive Plan designations.

Land uses proposed for sites within the Urban Renewal Area are indicated in the project list in the Report regarding this text.

B. Plan and Design Review

The Urban Renewal Agency shall be notified of any building permit, conditional use or other development permits requested within the Area. Redevelopers, as defined in this Plan, shall comply with all applicable ordinances and Redevelopers' Obligations, Section 800 of this Plan.

600. Outline of Development

The Urban Renewal Project consists of activities, which treat the causes of blight and deterioration in the Urban Renewal Area. This Urban Renewal Area is characterized by underdevelopment, and unproductive conditions of land. Conditions that impair development include inadequate streets, traffic circulation problems, and inadequate public facilities and utilities. Project activities to treat these conditions include, but are not limited to:

- Street and related improvements, to improve access to land in the project area, and improve traffic safety and circulation.
- Parking improvements, to improve the supply of public parking spaces and parking management in support of commercial and recreational uses.
- Streetscape and pedestrian improvements, to improve the safety and aesthetic character of Area streets in order to enhance these streets for commercial activities.
- Park and recreation improvements, to meet the recreation needs of Oregon City residents and visitors, and to take advantage of the recreation potential offered by the Willamette and Clackamas Rivers.
- Storm drainage, water and sewer improvements, to permit more productive use of land in the area.
- Development assistance programs, to assist property owners and tenants to renovate

- existing structures, and to develop areas consistent with the Comprehensive Plan.
- Public facility and services improvements, to improve the services needed for the Area, and to assist in improving historic buildings, and adding to the character and utility of and in Oregon City.
- Acquisition, and disposition of land. Land will be acquired for public improvements and for assembly of development sites (See Section 700). This activity is intended to improve utilities and rights-of-way, remove incompatible land uses, and further the development objectives of this Plan.
- Additional planning, administration and co-ordination of development in the Project Area.

700. Description of Project Activities

In order to achieve the goals and objectives of this Plan, the following project activities will be undertaken on behalf of the City by the Urban Renewal Agency (hereinafter referred to as "Agency") in accordance with applicable federal, state, county and city laws, policies, and procedures. Exhibit 6 shows the general location of project activities. Exhibit 7 shows the location of properties to be acquired in order to carry out the objectives of this Plan.

A. Transportation Improvements

Traffic and pedestrian circulation and safety, parking and other transportation deficiencies have been identified as issues contributing to the depressed conditions in the urban renewal area, and constraints to future development called for in the Oregon City Comprehensive Plan. The Oregon City Transportation System Plan (TSP) has identified needed transportation improvement projects. The draft was developed with public involvement and the final TSP will likely include the same projects. In order to correct these deficiencies, the Urban Renewal Agency will participate in the planning, design, funding and construction of transportation and related public improvements throughout the area.

Transportation improvements may include the construction, reconstruction, repair or replacement of streets, traffic control devices, bikeways, pedestrian ways, and multi-use paths. Other street and sidewalk improvements including tables, benches and other street furniture, signage, kiosks, phone booths, drinking fountains, decorative fountains, street lights, and acquisition of property and right of way for Transportation Improvement purposes. Transportation Improvements are planned for; but not limited to:

- The McLoughlin Boulevard Corridor through the renewal area.
- The Washington Street Corridor between Route 213 and 7th Street.
- The 7th Street Corridor through the renewal area.
- The Main Street Corridor from Route 99E to Clackamette Cove.
- The Clackamette Cove area.
- Transit or linkages to facilitate public transportation including but not limited to:
 - Transit oriented development in the Oregon City Shopping Center and throughout the Plan areas
 - High capacity transit along I-205 and/or McLoughlin Boulevard corridors
- I-205 Interchange improvements and other improvements to serve Rossman Landfill site.
- Street improvements Oregon City Shopping Center area.

- Street improvements to Railroad Avenue.
- Streetscape modernization throughout the Project Area.
- Amtrak Station improvements.
- On street and off street parking throughout the Project Areas including but not limited to:
 - o Antique Mall
 - o Civic Complex
 - o McLean Clinic
 - o Oregon City Plumbing block
 - o Willamette Falls viewing area
 - o Court House renovation
 - o Railroad Avenue
 - o 12th Street Lot
 - o End of Oregon Trail Interpretative Center
 - o County Shops property
 - o Amtrak Station
 - o Clackamette Cove
 - o Rossman Land Fill

B. Parks, Open Space and Recreation Improvements

The Urban Renewal area is located on both the Clackamas and Willamette Rivers, signifying opportunity to provide diverse recreational opportunities for Oregon City and the region. To promote this opportunity while contributing to economic value to the district and Oregon City, the Urban Renewal Plan includes participation in the planning, design, and construction of parks, open spaces, and recreational facilities and related public improvements, including but not limited to:

- Clackamette Cove
- River Access and Frontage Improvements
- Willamette Riverfront Promenade
- Downtown Core Area
- End of the Oregon Trail Area bounded by railroad tracks to the west, Highway 213 to the north and Abernethy Creek to the east and south
- Abernethy Creek Corridor
- McLoughlin Bluff/Promenade

C. Development and Redevelopment Assistance

The poor condition of many buildings throughout the Area, the lack of façade improvements and the generally poor maintenance of many downtown buildings contribute to the obsolescence and deterioration of the area. In addition, lot patterns, varied ownerships, physical constraints and existing incompatible uses act as deterrents to redevelopment consistent with the Oregon City Comprehensive Plan and the Downtown Community Plan. In order to address these problems, the Urban Renewal Agency may participate, through loans, grants, or both, in assisting development of new public and private buildings in the project area, and in maintaining and improving exterior and interior conditions of existing buildings in the renewal area. The Agency may make this assistance available, as it deems necessary to achieve the objectives of this Plan.

1 Redevelopment Through New Construction

Redevelopment through new construction may be achieved by public or private property owners, with or without financial assistance by the Renewal Agency. To encourage redevelopment through new construction, the Renewal Agency is authorized to set financial guidelines, establish loan programs and provide below-market interest rate and market rate loans, and provide such other forms of financial assistance to property owners and those desiring to acquire and redevelop property as it may deem appropriate in order to achieve the objectives of this Plan.

2 Preservation, Rehabilitation, and Conservation

The purpose of this activity is to conserve and rehabilitate existing buildings where they may be adapted for uses that further Plan goals. Rehabilitation and conservation may be achieved by owner and/or tenant activity, with or without financial assistance by the Renewal Agency. To encourage rehabilitation and conservation, the Agency is authorized to create guidelines, establish loan and grant programs and provide below-market interest rate and market rate loans to the owners of buildings (or those intending to acquire buildings), which are in need of rehabilitation and for which rehabilitation and reuse is economically feasible.

D. Public Facility and Services Improvements

The Oregon City Capital Facilities Improvement Plan has identified needed improvements to several public facilities located in the Urban Renewal Area. The Urban Renewal Agency is authorized to acquire property for, and make improvements for public facilities, which support the residential and business development of the project area, including but not limited to:

- Meeting, conference, educational, or cultural facilities.
- Facilities which supporting the identity of the Area, such as plazas, gateways, and public art.
- Other Public building facilities.

The extent of the Agency's participation in funding public building facilities will be based upon an Agency finding on the benefit of that project to the renewal area and the importance of the project in carrying out Plan objectives.

E. Public Infrastructure

These projects include construction reconstruction, repair, and upgrading; water, wastewater and stormwater facilities, relocation of overhead lines, acquisition of land, right of ways, easements and other land rights needed to carry out the above purposes. Public Infrastructure Improvements are planned for; but not limited to:

- Water
- Wastewater
- Storm water
- Utility Relocation

F. Planning and Administration

Project resources may be utilized to prepare the Urban Renewal Plan, design plans and master plans for the renewal area, transportation plans, miscellaneous land use and public facility studies as needed during the course of the urban renewal plan. Activities related to marketing program for the Area that may utilize project funds. Project funds may also be utilized to pay for personnel, overhead and other administrative costs incurred in the management of the urban renewal plan.

G. Property Acquisition

Acquisition of real property is determined necessary to carry out the objectives of this Plan. Accordingly, this Plan authorizes the following property acquisitions within the Urban Renewal Area, including but limited to:

- Where detrimental land uses or conditions such as incompatible uses, flood plain, or adverse influences from noise, smoke or fumes exist, or where there exists overcrowding, excessive dwelling unit density or conversions to incompatible types of uses, and it is determined by the Agency that acquisition of such properties and the rehabilitation or demolition of the improvements are necessary to remove blighting influences.
- Where it is determined by the Agency that the property is needed for the following purposes.

1 Property to be Acquired for Public Improvements and Facilities

It is anticipated that acquisition of real property will be necessary to carry out public use objectives of this plan. These objectives include right-of-way acquisition for streets, alleys, bicycle and pedestrian ways, and other public improvements, uses and facilities described in Section 700 of this Plan. Prior to acquisition, this Plan shall be amended to identify the specific property or interest to be acquired. The type of amendment required to acquire property for Public Improvements and Facilities is:

- a) Right-of-way acquisition for streets, alleys, bicycle and pedestrian ways that do not require the use of eminent domain will require a minor amendment to this Plan, as described in Section 1000 A1 of this Plan. City Commission approval will not be required for these acquisitions.
- b) Acquisition for other public improvements, uses, and facilities will require a minor amendment to this Plan, as described in Section 1000 A1 of this Plan, and also will require City Commission approval of the minor amendment, per Section 1000 B. 2 of this Plan.
- c) Any acquisition of property for Public Improvements and Facilities that requires the use of eminent domain will require a minor amendment to this Plan, as described in Section 1000 A1 of this Plan, and also will require City Commission approval of the Minor amendment, per Section 1000 B. 2 of this Plan. Such amendments will be Accompanied by findings to the Agency describing the property to be acquired, the Anticipated disposition of such property, and an estimated time schedule for such

acquisition and disposition. The property to be acquired will be incorporated into Table 1 of this Plan.

2 Property to be acquired for Redevelopment Property

Property to be acquired for redevelopment property may be acquired by the Renewal Agency and disposed of to a public or private developer in accordance with this Plan. Prior to acquisition, this Plan shall be amended to identify the specific property or interest to be acquired. The type of amendment required to acquire property for Redevelopment is:

Acquisition for Redevelopment will require a minor amendment to this Plan as described in Section 1000 A1 of this Plan, and also will require City Commission approval of the minor amendment per Section 1000 B 2 of this Plan. Such amendments will be accompanied by findings to the Agency describing the property to be acquired, the anticipated disposition of such property, and an estimated time schedule for such acquisition and disposition. The property to be acquired will be incorporated into Table 1 of this Plan.

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Table 1: Properties to be Acquired (with status as of June 30, 2007)

Tax Map	Tax Lot	Property Description	Acquisition Status
2-2E-20	502	Clackamette Cove - 8.28 acres	Portion, Completed
2-2E-29	400	Lot between Metro South Station & I-205 - 4.78 acres	Completed
2-2E-29	900	Landfill - 91.12 acres	To be acquired
2-2E-29	902	Parker NW on Abernethy - 2.09 acres	To be acquired
2-2E-29	1200	Landfill - 2.91 acres	To be acquired
2-2E-29	1400	Lot between Metro South Station & I-205 - 4.79 acres	Completed
2-2E-29	1402	Clackamas Landscape Supply on Washington - 8.1 acres	Completed
2-2E-29	1403	Amtrak Station - 1.01 acres	Completed
2-2E-29	1500	Glacier, N. lot - 5.57 acres	To be acquired
2-2E-29	1503	Clackamette Cove - 63.34 acres	Portion, Completed
2-2E-29	1505	Main St. Extension parcel - 1.4 acres	Completed
2-2E-29	1508	Main St. Extension parcel - 1.72 acres	Completed
2-2E-29	1600	Glacier, easement - 1.81 acres	To be acquired
2-2E-29	1700	Gladstone Water Intake - in Gladstone city limits	To be acquired
2-2E-29	1900	Glacier, center lot - 5.6 acres	To be acquired
2-2E-29CA	300	1810 Washington - .54 acres	Completed
2-2E-29CA	400	1780 Washington, Stein - 3.47 acres	To be acquired
2-2E-29CA	1600	Auction House, Abernethy Rd., Johnson - .3 acres	To be acquired
2-2E-29CA	1700	Abernethy Rd., Johnson - .13 acres	To be acquired
2-2E-29CA	1800	Abernethy Rd., Beyl - .08 acres	To be acquired
2-2E-29CA	1900	Abernethy Rd., Schreiber - .11 acres	To be acquired
2-2E-29CA	1901	Abernethy Rd., Shaw - .11 acres	To be acquired
2-2E-29CA	2000	Abernethy Rd., Carlson - .14 acres	To be acquired
2-2E-29CA	2300	Abernethy Rd., Reynolds - .11 acres	To be acquired
2-2E-29CA	2400	Clackamas County on N. side Abernethy - .15 acres	To be acquired
2-2E-29CA	2500	Clackamas County on N. side Abernethy - .57 acres	To be acquired
2-2E-29CA	2700	Clackamas County on N. side Abernethy - 1.22 acres	To be acquired
2-2E-29CB	100	Glacier, S. lot - 1.74 acres	To be acquired
2-2E-29CC	1400	Clackamas County on S. side Abernethy - .28 acres	To be acquired
2-2E-29CC	1500	Clackamas County on S. side Abernethy - .19 acres	To be acquired
2-2E-29CC	1600	Clackamas County on S. side Abernethy - .24 acres	To be acquired
2-2E-29CC	1700	Clackamas County on S. side Abernethy - .4 acres	To be acquired
2-2E-29CC	2600	Between Washington and Abernethy Creek - .43 acres	Completed
2-2E-29CC	2800	1601 Washington, Alleman - .12 acres	To be acquired
2-2E-29CC	2900	Washington St., Alleman - .12 acres	To be acquired
2-2E-29CC	3000	Krueger Lumber, main building - .58 acres	To be acquired
2-2E-29CC	3100	Krueger Lumber, rear lot, .25 acres	To be acquired
2-2E-29CC	3200	Krueger Lumber, rear lot - .16 acres	To be acquired
2-2E-29CC	3300	Krueger Lumber, rear lot off of 16th - .49 acres	To be acquired

2-2E-29CA-20601-
1743 Washington St.

Tax Map	Tax Lot	Property Description	Acquisition Status
2-2E-29CA	600	Retired tax lot which became 22E29 01402 (see above)	Portion, Completed
2-2E-29CD	100	Clackamas County, S. side Abernethy - 16.48 acres	To be acquired
2-2E-31AA	13200	OC Plumbing Block, northerly half of block - .53 acres	To be acquired
2-2E-31AA	13300	Battery Exchange - .31 acres	To be acquired
2-2E-31AA	13400	OC Plumbing Block, 611 7th - .07 acres	To be acquired
2-2E-31AA	13500	OC Plumbing Block, 617 7th & 701 J. Adams - .23 acres	To be acquired
2-2E-31AA	13700	OC Plumbing Block, house - .1 acres	To be acquired
2-2E-31AB	100	Poe Bldg - .08 acres	To be acquired
2-2E-31AB	200	High St. Prop. - .19 acres	To be acquired
2-2E-31AB	300	Riverview Prof. Ctr. - .21 acres	To be acquired
2-2E-31AB	3200	Downtown parking lot @ 10th & Main	Completed
2-2E-31AB	4300	Clackamas County Courthouse parking lot	To be acquired
2-2E-31AB	4400	Clackamas County Courthouse	To be acquired
2-2E-31AB	4700	Parking Lot N. of Bridge	To be acquired
2-2E-31AB	4800	108 8th Street - Attorney's Building	To be acquired
2-2E-31AB	5100	Urb's Parking Lot on Main St.	To be acquired
2-2E-31AB	6500	"Coin Shop" base of elevator	To be acquired
2-2E-31CA	3801	Highland Stillhouse (former Art's Café)	To be acquired
2-2E-31CA	5200	313 S. 2nd St. - .07 acres.	Completed
2-2E-31CA	5500	214 Tumwater Dr. - .07 acres	Completed

Table 1 Notes: It is anticipated that the remaining properties to be acquired will be acquired during the period 2007 to 2028, and that disposition will be completed by the year 2028.

H. Property Disposition

The Renewal Agency will dispose of property acquired within the Amended Renewal Area for redevelopment for uses and purposes specified in this Plan. Properties shall be subject to disposition for the following purposes:

1. Road, street, and utility improvements.
2. Construction of pedestrian, bikeway, or other public facilities specified in this plan.
3. Redevelopment by private redevelopers for purposes consistent with the uses and objectives of this plan.

Such disposition will be in accordance with the terms of a Disposition and Development Agreement between the Developer and the Renewal Agency. The Renewal Agency may enter into agreements to acquire land, to hold land for future development, to dispose of any land it has acquired at fair reuse value, and to define the fair reuse value of any land.

800. Redeveloper's Obligations

Redevelopers within the Urban Renewal Area will be subject to controls and obligations imposed by the provisions of this Plan. Redevelopers also will be obligated by the following requirements:

- The Redeveloper shall develop or redevelop property in accordance with the land-use provisions and other requirements specified in this Plan.
- The Redeveloper shall submit all plans and specifications for construction of improvements on the land to the Renewal Agency or its designated agent, for review prior to distribution to reviewing bodies as required by the City.
- The Redeveloper shall commence and complete the development of such property for the use provided in this Plan within a reasonable period of time as determined by the Agency.
- The Redeveloper shall accept all conditions and agreements as may be required by the Renewal Agency. The Renewal Agency may require the redeveloper to execute a Development agreement acceptable to the Renewal Agency as a condition of the Agency's assistance.
- The Redeveloper shall not effect any instrument whereby the sale, lease, or occupancy of the real property, or any part thereof, is restricted upon the basis of age, race, color, religion, sex, marital status, or national origin.

900. Relocation

This Plan anticipates no business or residential relocation. Should conditions arise, which would cause the acquisition of developed and occupied property by the Urban Renewal Agency, the Agency will provide assistance to persons or businesses displaced in finding replacement facilities.

All persons or businesses, which maybe displaced, will be contacted to determine such relocation needs. They will be provided information on available space and will be given assistance in moving. All relocation activities will be undertaken and payments made, in accordance with the requirements of ORS 281.045-281.105 and any other applicable laws or regulations. Relocation payments will be made as provided in ORS 281.060. Payments made to persons displaced from dwellings will assure that they will have available to them decent, safe, and sanitary dwellings at costs or rents within their financial reach. Payment for moving expense will be made to residences and businesses displaced.

1000. Future Amendments

It is anticipated that this plan will be reviewed periodically during the execution of the Project. The plan may be changed, modified, or amended as future conditions warrant.

A. Minor Amendments

Minor changes to the Plan shall be made by a duly approved resolution of the Agency that describes the details of the minor change. Minor changes shall include:

1. Identification of property to be acquired for any purpose set forth in Section 700 G.1(a) of this Plan.
2. Changes to the Plan which are not specifically identified as requiring a Substantial Amendment, or a City Commission-Approved Amendment.

B. City Commission-Approved Amendments

City Commission approved amendments to the Plan shall require approval by the Agency by Resolution and approval by the City Commission by Ordinance. City Commission Approved amendments are:

1. Adding a project, activity, or program that differs substantially from a project, program, or activity in the Plan, and is estimated to cost in excess of the equivalent of \$500,000 in first quarter year 2000 dollars over the duration of the Plan. The \$500,000 threshold shall be adjusted annually at a rate equal to the Construction Cost Index (CCI), also referred to as the ENR Index for Construction published by the Engineering News Record.
2. Identification of land for acquisition which requires City Commission approval per Sections 700G.1(b), G.1(c), or 700 G. 2(a) of this Plan.

C. Substantial Amendments

Substantial amendments shall require the notice, hearing, and approval procedures required by ORS 457.095, and special notice as provided in ORS 457.120. Substantial amendments are:

1. 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.
2. Increasing the amount of maximum indebtedness that can be issued or incurred under the plan.

1100. Latest Date for Bonded Indebtedness

(Section inserted via 1st Amendment, Sept. 25, 1991)

Note: The requirement for a latest date provision was removed from urban renewal law after passage of BM50. BM50 requires that plans contain a maximum debt provision.

1101. Financing Methods

A. General

The Urban Renewal Agency may borrow money and accept advances, loans, grants and other forms of financial assistance from the federal government, the state, city, county or other public body, or from any sources, public or private for the purposes of undertaking and carrying out this plan. In addition, the Agency may borrow money from, or lend money to a public agency in conjunction with a joint undertaking of a project authorized by this plan. If such funds are

loaned, the Agency may promulgate rules and procedures for the methods and conditions of payment of such loans.

The funds obtained by the Agency shall be used to pay or repay any costs, expenses, advances and indebtedness incurred in planning or undertaking project activities or in otherwise exercising any of the powers granted by ORS Chapter 457.

B. Tax Increment Financing

The costs of carrying out this Plan will be financed in whole or in part by tax increment financing, as authorized in ORS 457.420 through ORS 457.450.

1200 – Establishment of Maximum Indebtedness

The maximum amount of indebtedness that may be issued or incurred under this Urban Renewal Plan is \$130,100,000. This maximum amount of indebtedness does not include any indebtedness incurred to complete Plan projects prior to and any indebtedness outstanding on the date of adoption of this amendment. Please see Exhibit 8 for Schedule of Anticipated Projects, Estimated Costs, and Estimated Timelines.

The maximum amount of indebtedness noted above is the amount necessary to complete the projects in the Plan as measured in August 2007 dollars. To complete all projects anticipated in this Plan it is anticipated that the maximum amount of indebtedness will need to be increased to reflect increased costs due to inflation. Current costs were not adjusted for inflation due to the significant uncertainty and variation in timing of projects due to the need for private sector participation, inflation and changes in building requirements during the anticipated Plan period.

Exhibits to Text

Urban Renewal Plan
Downtown Oregon City/North End

- Exhibit 1 - Boundary Map of Project Area
- Exhibit 2 - Sub-Districts in Project Area
- Exhibit 3 - Legal Description of Project Area
- Exhibit 4 - Land Use Map of Project Area
- Exhibit 5 - Zoning Map of Project Area
- Exhibit 6 - Map of Proposed Project Activities
- Exhibit 7 - Map of Properties to be Acquired
- Exhibit 8 - Anticipated Schedule of Projects, Estimated Costs and Estimated Timeline

Exhibit 1

Boundaries

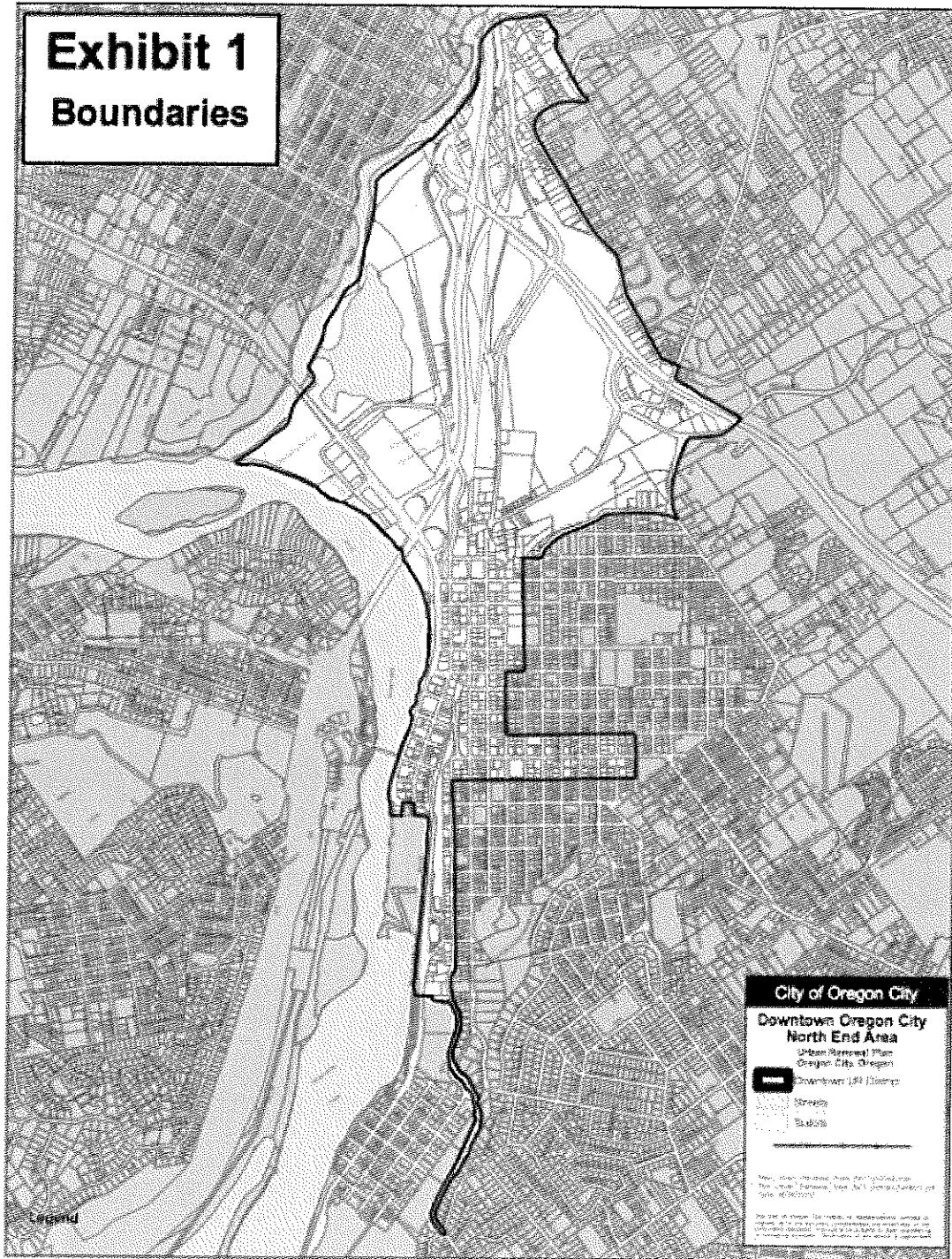
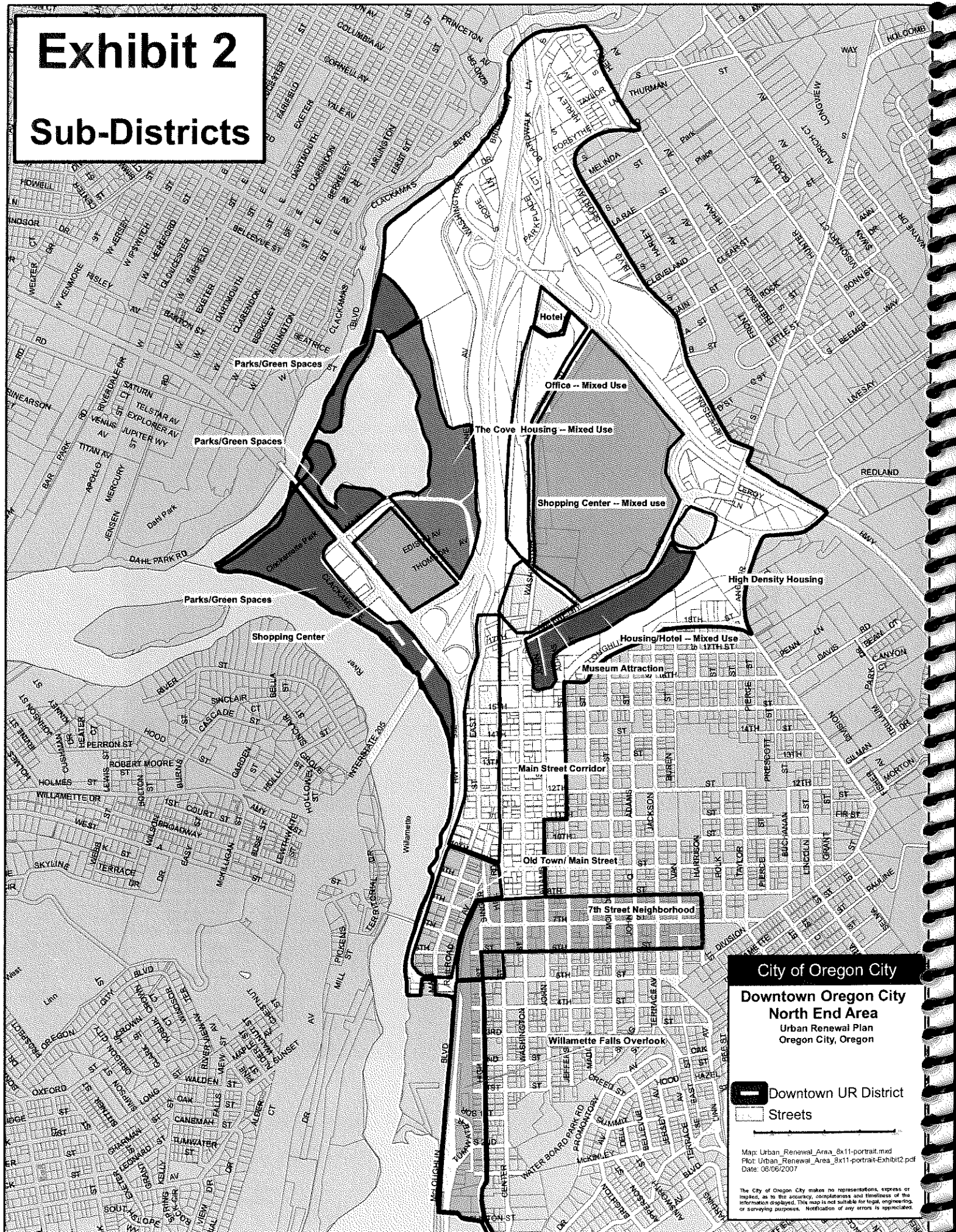


Exhibit 2

Sub-Districts



CORRECTED

LEGAL DESCRIPTION OF DOWNTOWN/NORTH END

URBAN RENEWAL DISTRICT BOUNDARY

This legal description is being re-recorded to correct an erroneous legal description on Oregon City Ordinance No. 90-1062, An Ordinance Adopting the Downtown/North End Urban Renewal Plan and Making Certain Findings and Determinations, recorded on December 21, 1990, Clackamas County Deed Records, Fee No. 90-62748.

The legal description attached to Ordinance No. 90-1062, recorded December 21, 1990, failed to include the following two exceptions:

EXCEPT THEREFROM that portion lying within the City Limits of the City of Gladstone.

EXCEPT THEREFROM that portion lying outside the existing corporate City Limits of the City of Oregon City.

The entire legal description of the Downtown/North End Urban Renewal District Boundary is attached hereto to be re-recorded with the corrected legal description. This document relates back to Ordinance No. 90-1062, recorded on December 21, 1990, Clackamas County Deed Records, Fee No. 90-62748.

This correction duly adopted on motion by the City Commission this 17th day of April, 1991.

CITY OF OREGON CITY


DANIEL W. FOWLER, Mayor

ATTESTED this 17th day of April, 1991.


JEAN K. ELLIOTT, City Recorder



more or less, to the intersection with the Southeasterly extension of the Northeast line of Apperson Boulevard (County Road No. 1744, a 40 foot right-of-way at this point); THENCE Northwest along said Southeasterly extension and Northeast line of Apperson Boulevard a distance of 4400 feet, more or less, to the intersection with the South line of Forsythe Road (County Road No. 374, a 50 foot right-of-way); THENCE Easterly along the South line of said Forsythe Road a distance of 950 feet, more or less, to the intersection with the West line of Front Street (County Road No. 2370, a 50 foot right-of-way); THENCE North crossing said Forsythe Road a distance of 100 feet, more or less, to an angle point on the North line thereof; THENCE North and Northeast along the West line and North line of said Forsythe Road a distance of 445 feet, more or less, to a point on the East line of the Hiram Straight D.L.C. No. 42; THENCE North along the East line of said Straight D.L.C. No. 42 a distance of 200 feet, more or less, to the Southwest corner of the James Winston D.L.C. No. 69; THENCE North along the West line of said Winston D.L.C. No. 69 a distance of 310 feet, more or less, to the most Westerly Northwest corner thereof; THENCE East along the North line thereof a distance of 150 feet, more or less, to the Southwest corner of that certain tract of land conveyed to Clackamas County, State of Oregon, as recorded in Book 281, Page 467, Clackamas County Deed Records; THENCE North along the West line of said Clackamas County tract and its Northerly extension a distance of 450 feet, more or less, to a point on the Southerly bank of the Clackamas River; THENCE West and Southwest along the Southerly bank of said Clackamas River a distance of 6500 feet, more or less, to the intersection with the Easterly bank of the Willamette River; THENCE South and Southwest along the East bank of said Willamette River a distance of 7000 feet, more or less, to the intersection with the Northwesterly projection of the the centerline of a 10 foot alley between Lots 6 and 7 of Block 3 of the duly recorded plat of Oregon City (County Plat No. 123); THENCE Southeast along Northwesterly projection a distance of 35 feet, more or less, to a point on the Northwest line of Water Street (a 60 foot right-of-way, Vacated) THENCE Northeast along the Northwest line thereof a distance of 75 feet, more or less, to the intersection with the Northwesterly projection of the Southwest line of Lot 8 of said Block 3; THENCE Southeast along said Northwesterly projection and the Southwest line of said Lot 8 a distance of 165.00 feet to the most Southerly corner thereof; THENCE Northeast along the Southeast line of said Lot 8 a distance of 69.70 feet to the Southwesterly line of 5th Street (U.S. Hwy No. 99E); THENCE Southeast along the Southwesterly line of said 5th Street a distance of 105.00 feet to the intersection with the Northwest line of Main Street; THENCE Southwest along the Northwest line of said Main Street a distance of 149.70 feet to the intersection with the Northwesterly extension of the Northeasterly line of Lots 3 and 6 of Block 27 of said plat of Oregon City; THENCE Southeast along said Northwesterly extension and Northeast lines of Lots 3 and 6, a distance of 270.00 feet to the most Easterly corner of said Lot 3; THENCE continuing Southeast along the Southeasterly extension of the Northeast line of said Lot 3 a distance of 75 feet, more or less, to the Southeast line of McLoughlin Boulevard (U.S. Hwy. No. 99E); THENCE Southwest along the Southeast line of said McLoughlin Boulevard a distance of 2700 feet, more or less, to the most Northerly corner of that certain tract of land conveyed to Portland General Electric Company (PGE), as recorded in Book 209, Page 001 and Recorder Fee No. 83-5806, Clackamas County Deed Records; THENCE Southeast along the Northeast line of said PGE tract a distance of 120 feet, more or less, to an angle point; THENCE Southwest along the Southeast line of said PGE tract a distance of 75 feet, more or less, to an angle point; THENCE Southeast

**Legal Description
of
Downtown/North End
Urban Renewal District Boundary**

1

A tract of land situated in Sections 20, 21, 29, 30, 31, and 32 in Township 2 South, Range 2 East; Section 36 in Township 2 South, Range 1 East; Section 1 in Township 3 South, Range 1 East; and Section 6 in Township 3 South, Range 2 East; of the Willamette Meridian, Clackamas County, Oregon, and being more particularly described as follows:

BEGINNING at the intersection of the Southeast line of High Street (a 60 foot right-of-way) and the Southwest line of 6th Street (a 60 foot right-of-way); THENCE Southeast along the Southwest line of said 6th Street, a distance of 2700 feet, more or less, to the intersection with the Southeast line of Harrison Street (a 60 foot right-of-way); THENCE Northeast along the Southeast line of said Harrison Road a distance of 730 feet, more or less, to the intersection with the Northeast line of 8th Street (a 60 foot right-of-way); THENCE Northwest along the Northeast line of said 8th Street a distance of 1900 feet, more or less, to Southeast line of John Adams Street (a 60 foot right-of-way); THENCE Northeast along the Southeast line of said John Adams Street a distance of 1560 feet, more or less, to the a point in the centerline of vacated 13th Street (74-34043, a 60 foot right-of-way); THENCE Southeast along said centerline of 13th Street a distance of 240.00 feet to a point in the centerline of vacated Jefferson Street (74-34043, a 60 foot right-of-way); THENCE Northeast along said centerline of Jefferson Street a distance of 304.00 feet to the Southwest line of 14th Street (a 60 foot right-of-way); THENCE Southeast along the Southwest line of said 14th Street a distance of 30.00 feet to the intersection with the Southeast line of said Jefferson Street; THENCE Northeast along the Southeast line of Jefferson Street (not vacated) a distance of 660 feet, more or less, to the intersection with the Southwest line of 16th Street (a 60 foot right-of-way); THENCE Southeast along the Southwest line of said 16th Street a distance of 270.00 feet to the intersection with the Southeast line of Madison Street (a 60 foot right-of-way); THENCE Northeast along the Southeast line of said Madison Street a distance of 120 feet, more or less, to the intersection with the South line of McLoughlin Avenue (a 60 foot right-of-way); THENCE Easterly along the South line of said McLoughlin Avenue a distance of 940 feet, more or less, to the intersection with the Southwest line of 18th Street (a 60 foot right-of-way); THENCE Southeasterly along the Southwest line of said 18th Street a distance of 1080 feet, more or less, to the intersection with the Southwesterly extension of the Southeast line of South Anchor Way (a 60 foot right-of-way); THENCE Northeasterly along said Southwesterly extension and said Southeast line of South Anchor Way a distance of 1200 feet, more or less, to the intersection with the Southerly line of Redland Road (a 60 foot right-of-way); THENCE Easterly along the Southerly line of said Redland Road a distance of 960 feet, more or less, to the intersection with the Northeast line of Trail's End Highway (Oregon State Hwy. No. 213, Oregon City Bypass, a variable width right-of-way); THENCE Northwest along the Northeast line of said Trail's End Highway a distance of 1200 feet, more or less, to the intersection with the Southeast line of Holcomb Road (County Road No. 354, a 60 foot right-of-way); THENCE Northeast along the Southeast line of said Holcomb Road a distance of 210 feet,

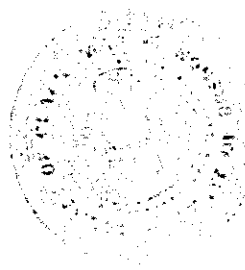
along the Northeast line of said PGE tract a distance of 260 feet, more or less, to a point on the Northwest line of South End Road (County Road No. 945, a 60 foot right-of-way); THENCE Southwesterly along the Northwest and West lines of said South End Road a distance of 4100 feet, more or less, to the intersection of the West line of said South End Road with the Southwesterly extension of the Southeast line of Barker Avenue (a 50 foot right-of-way), said line being also the Northwest line of the duly recorded plat of Lawton Heights (County Plat No. 289); THENCE N. 52° 55' E. along said Southwesterly extension a distance of 75 feet, more or less, to the East line of said South End Road; THENCE North and Northeast along the East and Southeast lines of said South End Road a distance of 4400 feet, more or less, to the intersection with the South line of said High Street; THENCE Southeast along the South line of said High Street a distance of 35 feet, more or less, to the intersection with the Southeast line thereof; THENCE Northeast along the Southeast line of said High Street a distance of 2750 feet, more or less, to the **POINT OF BEGINNING**.

EXCEPT THEREFROM that portion lying within the City Limits of the City of Gladstone.

EXCEPT THEREFROM that portion lying outside the existing corporate City Limits of the City of Oregon City.

STATE OF OREGON
County of Clatsop
I, John F. Kauffman, County Clerk, do hereby certify that the instrument of writing was received for recording in the records of said County at

91 APR 25 11:12:09



Witness my hand and seal at said
John F. Kauffman
County Clerk

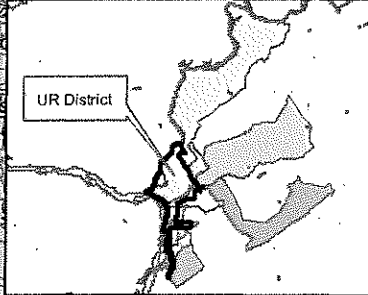
Recording Certificate
Sub No. 12, 889

91 18607

[RECEIVED FOR RECORDING]

Exhibit 4

Land Use



Comp Plan	Imp. Value	Avg. Imp. Value
C	\$2,431,000	\$486,200
HR	\$725,390	\$90,674
I	\$9,592,560	\$342,591
LR	\$20,962,781	\$101,269
MR	\$42,509,780	\$250,058
MUC	\$19,426,180	\$154,176
MUD	\$70,190,600	\$257,108
P	\$12,383,180	\$515,966
QP	\$50,540,610	\$3,887,739
Total	\$228,762,081	\$267,871

Comp Plan	Developed Acres	Vacant Acres	Total Acres	% of Dev. in UR	% of Vacant in UR
C	6.7	2.6	9.3	72.0%	28.0%
HR	2.3	3.0	5.3	43.7%	56.3%
I	55.2	10.3	65.6	84.3%	15.7%
LR	71.2	25.4	96.6	73.7%	26.3%
MR	40.4	0.6	41.0	98.5%	1.5%
MUC	36.2	0.3	36.5	99.2%	0.8%
MUD	288.2	119.6	407.7	70.7%	29.3%
P	58.5	0.6	59.1	99.1%	0.9%
QP	99.0	35.3	134.3	73.7%	26.3%
Grand Total	657.8	197.6	855.5	76.9%	23.1%

Land Use

comprehensive

- LR - Low Density Residential
- MR - Medium Density Residential
- HR - High Density Residential
- Mixed Use-Corridor
- Mixed Use-Downtown
- C - Commercial
- Mixed Use-Employment
- I - Industrial
- QP - Public/Quasi Public
- P - Parks
- Future Urban

City of Oregon City

Downtown Oregon City
North End Area
 Urban Renewal Plan
 Oregon City, Oregon

 **Downtown UR District**

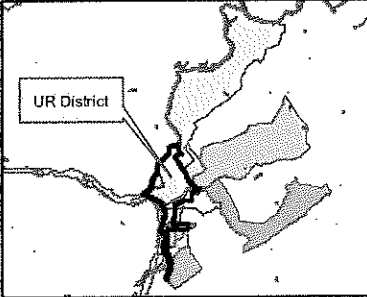
0 200 400 800 1,200 1,600 Feet

Map: Urban_Renewal_Area_8x11-portrait.mxd
 Plot: Urban_Renewal_Area_Box11-
 portrait-Exhibit-4-with-tables.pdf
 Date: 08/14/2007

The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness, and timeliness of the information displayed. This map is not a substitute for legal engineering or surveying purposes. Notification of any errors is appreciated.

Exhibit 5 Zoning

Zone	Imp. Value	Avg. Imp. Value
C	\$94,206,844	\$1,290,505
CI	\$5,613,060	\$193,554
County	\$144,019,570	\$160,022
GI	\$93,373,020	\$1,609,880
HC	\$4,295,920	\$110,152
I	\$303,748,000	\$3,197,347
MUC1	\$74,109,661	\$197,626
MUC2	\$9,448,790	\$349,955
MUD	\$70,190,600	\$254,314
MUE	\$236,713,500	\$1,727,836
R10	\$584,002,146	\$185,870
R2	\$94,650,410	\$339,249
R3.5	\$170,913,080	\$178,406
R6	\$356,323,721	\$145,974
R8	\$570,863,243	\$201,292
Total	\$2,812,471,565	\$241,103



Zoning

- R-10 - Single Family Dwelling
- R-8 - Single Family Dwelling
- R-6 - Single Family Dwelling
- RD4-MDP - Manufactured Dwelling Park
- R-3.5 - Medium Density Residential
- R-2 - Multi-Family Dwelling
- MUC-1 - Mixed Use Corridor 1
- MUC-2 - Mixed Use Corridor 2
- MUD - Mixed Use Downtown
- MUE - Mixed Use Employment
- C - General Commercial
- HC - Historic Commercial
- GI - General Industrial
- CI - Campus Industrial
- I - Institutional
- FU-10 - County Zoning
- County

ZONE	Acres of Zone in UR		Total Acres	% of Zone in UR	
	Developed	Vacant		Developed	Vacant
C	6.6	1.1	7.8	85.6%	14.4%
GI	80.4	57.3	137.7	58.4%	41.6%
I	60.2	3.5	63.7	94.5%	5.5%
MUC-1	39.3	0.3	39.6	99.2%	0.8%
MUD	341.9	140.7	482.6	70.8%	29.2%
R-10	33.1	17.7	50.9	65.1%	34.9%
R-2	2.3	3.0	5.3	43.6%	56.4%
R-3.5	40.3	0.8	41.1	98.0%	2.0%
R-6	13.9	9.2	23.1	60.2%	39.8%
R-8	17.0	1.7	18.8	90.8%	9.2%
None		0.2	0.2	0.0%	100.0%
Total	635.2	235.7	870.9		

City of Oregon City

**Downtown Oregon City
North End Area**

Urban Renewal Plan
Oregon City, Oregon

Downtown
UR District

0 200 400 600 800 1,000 Feet

Map: Urban_Renewal_Area_8x11-portrait.mxd
Plot: Urban_Renewal_Area_8x11-portrait-Exhibit-5-with-tables.pdf
Date: 08/14/2007

The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness, and timeliness of the information displayed. This map is not a substitute for legal, engineering, or surveying purposes. Notification of any errors is appreciated.



Exhibit 6 Potential Projects

Potential Projects

- | ID | NAME |
|----|-------------------------------|
| 1 | Rossman Landfill |
| 2 | Clackamette Cove |
| 3 | Metro Transfer Station |
| 4 | Amtrak Station |
| 5 | County Shops Property |
| 6 | City Owned Property |
| 7 | Stimson Property |
| 8 | Oregon City Shopping Center |
| 9 | Krueger Lumber Building |
| 10 | End / Oregon Trail Interp Ctr |
| 11 | 12 Street Lot |
| 12 | Railroad Ave. Improvements |
| 13 | Court House Renovation |
| 14 | Streetscape Renovation |
| 15 | McLoughlin Blvd Improvements |
| 16 | Willamette Falls Access |
| 17 | Plumbing Block |
| 18 | Bluff from 7th St to Elevator |
| 19 | Antique Mall Block |
| 20 | McLean Clinic |
| 21 | Civic Complex (location TBA) |

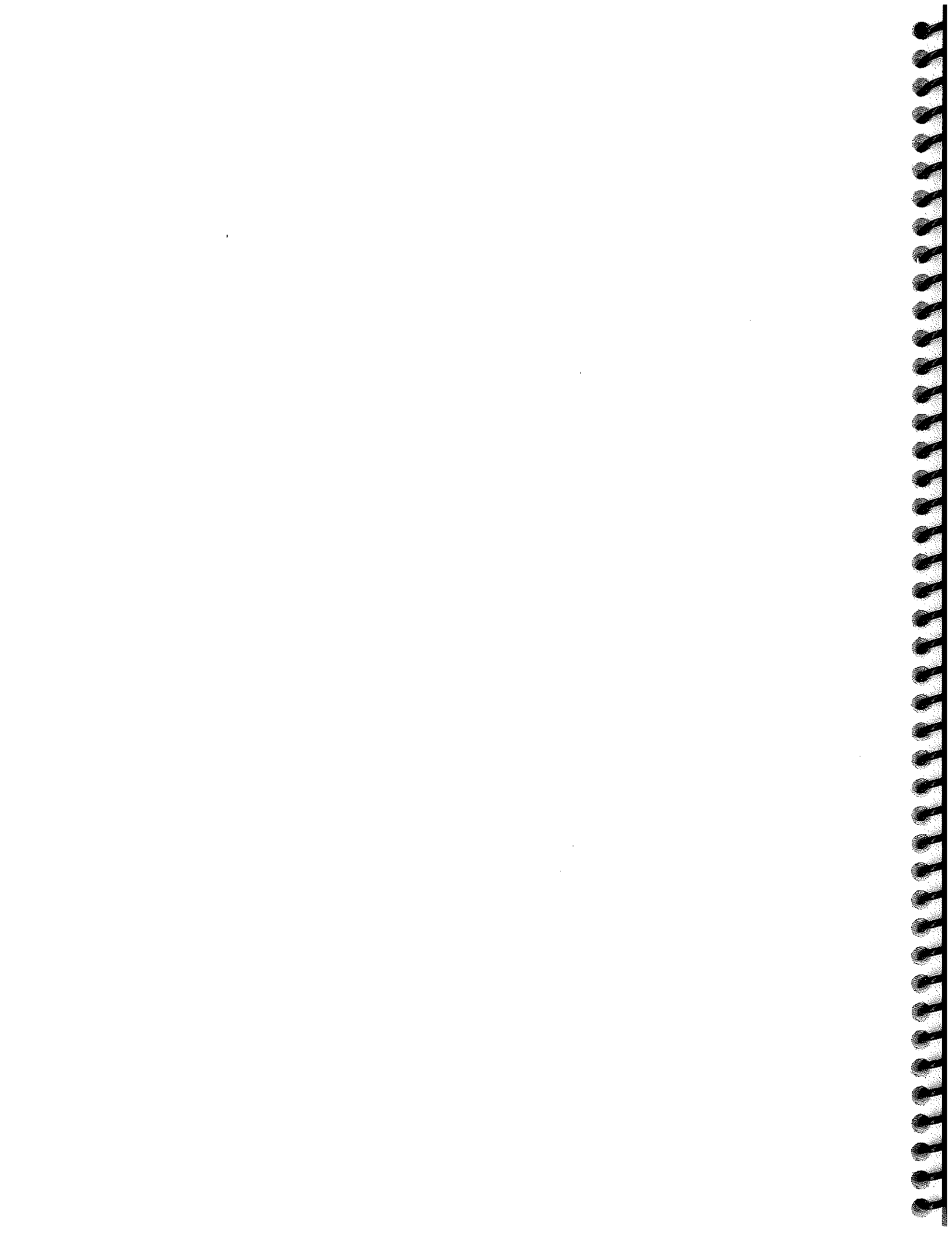
City of Oregon City

Downtown Oregon City
North End Area
Urban Renewal Plan
Oregon City, Oregon

 Downtown UR District
 Streets

Map: Urban_Renewal_Area_8x11-portrait.mxd
Plot: Urban_Renewal_Area_8x11-portrait-Exhibit6.pdf
Date: 06/06/2007

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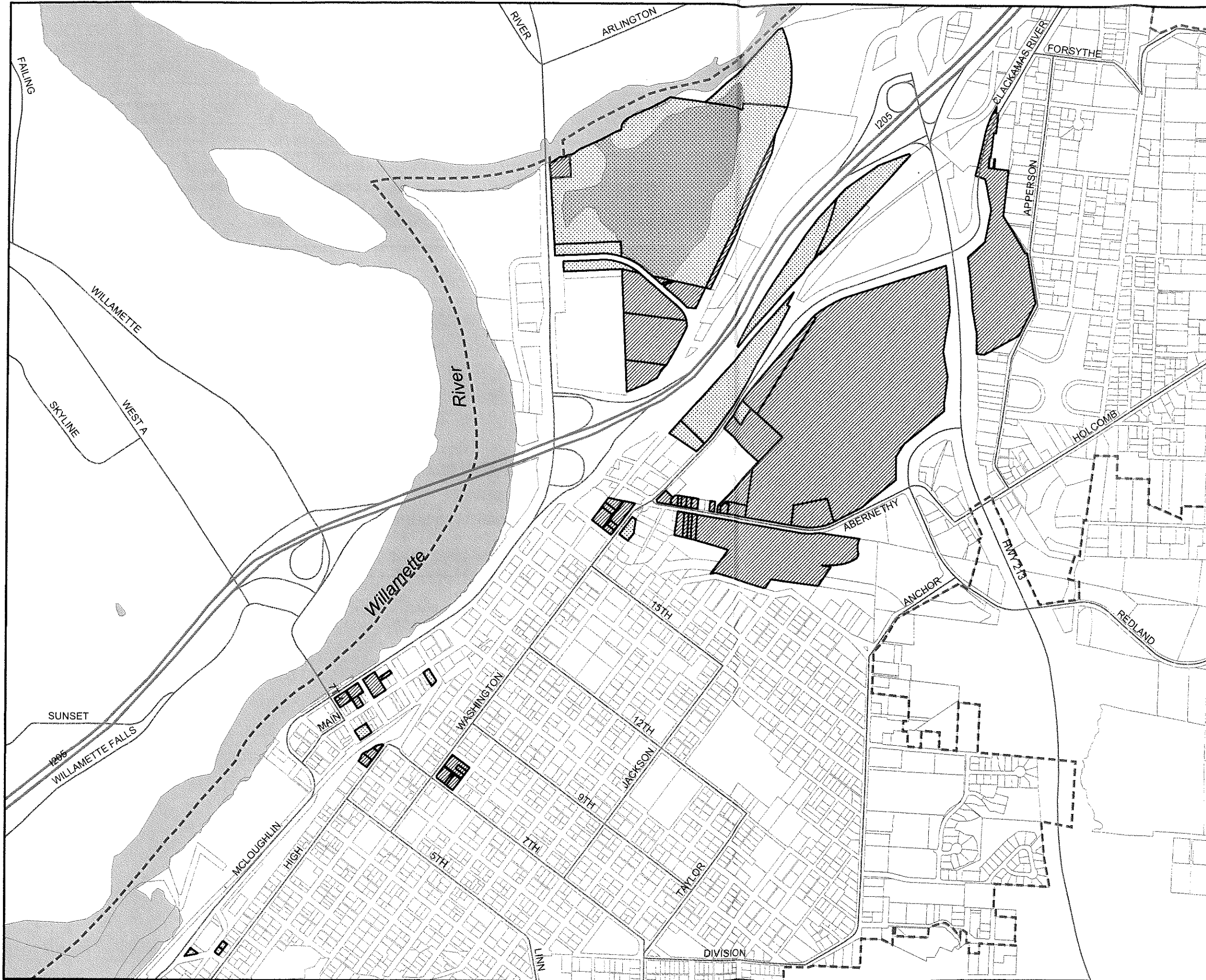
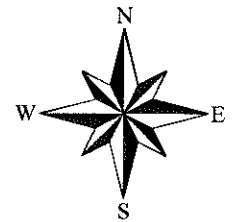


Exhibit 7

- Freeways
- Major Streets
- City Limits
- Taxlots Already Acquired
- Taxlots To Be Acquired



0 500 1,000 2,000 Feet

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City of Oregon City
PO Box 3040
320 Warner Milne Rd
Oregon City, OR 97045
(503) 657-0891
www.orcity.org





Exhibit 8
City of Oregon City, Oregon
Urban Renewal Plan Amendment
Projects, Costs and Projected Timelines
August 2007

(amounts in millions)

Project	Fiscal year 2008	2009	2010	2011	2012	Beyond 2012	Total Urban Renewal	Total Private Investment
1. Rossman Landfill				30.0			30.0	
<i>Lifestyle Center/Retail/Office/Housing</i>			60.0	108.0	48.0	24.0		240.0
2. Clackamette Cove	2.0	3.0	3.0				8.0	
<i>Mixed Use Housing and Commercial</i>			40.0	60.0	40.0	20.0		160.0
3. Metro Transfer Station							-	
<i>Lodging/commercial</i>								
4. Amtrak Station	0.5	0.5					1.0	
<i>Government infrastructure improvement</i>								
5. County Shops			2.6	2.5			5.1	
<i>Housing</i>					20.0	20.0		40.0
6. City Property McLoughlin			2.0				2.0	
<i>Commercial</i>				5.0	10.0			15.0
7. Stimson Property Redevelopment						10.0	10.0	
<i>Commercial/retail</i>						60.0		60.0
8. Oregon City Shopping Center				2.0			2.0	
<i>Commercial redevelopment</i>					10.0			10.0
9. Krueger Lumber				1.0			1.0	
<i>Commercial/retail</i>					5.0			5.0
10. End of Oregon Trail			1.0				1.0	
<i>Museum other public improvements</i>								
11. Historic Downtown	5.0	2.5	5.0			25.0	37.5	
<i>Mixed Use Commercial/Retail</i>					5.0	10.0		140.0
12. Falls Access & Viewing			1.5	1.5			3.0	
<i>Public improvements</i>					15.0			15.0
13. 7th Street Projects			2.5	2.5		0.5	5.5	
<i>Mixed Use Commercial/residential/public</i>				12.5	12.5	2.5		27.5
14. Civic Complex		2.5	5.0	2.5			10.0	
<i>Public improvements</i>								
Project Administration and related costs	0.5	0.5	0.5	0.5	0.5	9.0	11.4	
Debt issuance costs (2%)	0.2	0.2	0.5	0.8	0.0	0.9	2.6	
Totals - Urban Renewal	8.2	9.2	23.6	43.3	0.5	45.4	130.1	
Totals - Private Sector Projects	-	100.0	173.0	150.5	101.5	187.5		712.5
Percentage Urban Renewal/Private Investment	-	9%	14%	29%	0%	24%	18%	

Note: Urban renewal activity
Developer activity

CP 17-02

DP 17-03

NR 17-04

Urban Renewal Plan Report

Downtown / North End

THROUGH PROPOSED 10TH PLAN AMENDMENT

CITY OF OREGON CITY, OREGON
OREGON CITY URBAN RENEWAL AGENCY

September 2007

With Participation from:

City of Oregon City Staff

Larry Patterson, City Manager
Nancy Kraushaar, P.E., Public Works Director
Beth Reddy, Assistant to the City Manager
Dan Drentlaw, Community Development Director
David Wimmer, Finance Director



Consultant Team:

GEL Oregon, Inc.
220 NW Oregon Avenue, Suite 202
Bend, Oregon 97701



Leland Consulting Group
610 SW Alder Street, Suite 1008
Portland, Oregon 97205



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Urban Renewal Plan Report

ORS 457.085(3) stipulates that a report detailing the conditions of the Urban Renewal Area ("Area") and the City's proposals for use thereof, accompany any Urban Renewal Plan. The Plan and this supporting Report were both reviewed by the City Attorney.

100 – Description of Conditions of the Area

A. Physical Conditions

1 Land Area

ORS 457.420 provides that the total land area of an urban renewal district, when added to the land area of existing renewal areas may not exceed 25% of the City's land area. The land area of Oregon City is approximately 6,015 acres. The Downtown Urban Renewal Area contains approximately 658 acres, or 10% of the City's total land area. There are no other urban renewal areas in the city as of 2007.

2 Existing Land Use and Development

452 acres or 53% of the Area is designated for commercial and mixed use including the Clackamas County Courthouse and other County office uses. The majority of the remaining land area is designated for parks, public, residential or industrial uses.

An acre-by-acre land use inventory of the renewal project area is maintained by the City of Oregon City. Table 1 summarizes existing land uses in the project area and their Comprehensive Plan designations as of 2007.

Table 1: Comprehensive Plan Acres and Use

Comp Plan	Developed Acres	Vacant Acres	Total Acres
Commercial	6.678	2.599	9.277
High Density Residential	2.312	2.983	5.295
Industrial	55.245	10.316	65.561
Low Density Residential	71.227	25.413	96.64
Medium Density Residential	40.416	0.62	41.036
Mixed Use- Corridor	36.228	0.288	36.516
Mixed Use- Downtown	288.166	119.567	407.733
Parks	58.531	0.552	59.083
Public/Quasi Public	99.042	35.283	134.325
Grand Total	657.845	197.621	855.466

The boundary of the urban renewal area is shown in Exhibit 1 of the Urban Renewal Plan. Land Use is shown in Exhibit 4 of the Urban Renewal Plan.

The Area includes approximately 198 acres of unproductive vacant land, undevelopable land, right-of-way and water. The remaining land is used for industrial, commercial and residential purposes. Unproductive space comprises over 23% of the Urban Renewal Area. The vast majority of unproductive land is used for street, railroad, freeway right-of-way, and a landfill.

The Landfill Redevelopment Site contains the landfill, I-205 and Oregon City by-pass freeway right-of-way, the Clackamas County complex along Abernethy Road, and the vacant Stimson Lumber Mill site located along Washington Street. Metro's transfer station and solid waste trucking fleet parking area are located near the I-205/By-pass interchange.

The Clackamette Cove (the "Cove") is located along both the Willamette and Clackamas Rivers. The Willamette River frontage is a narrow band of land between the river and McLoughlin Boulevard. Clackamette Park is located at the confluence of the two rivers, with a motor hotel and marina located to the south. A site once occupied by the old Oregon City sewage treatment plant and a fire district training facility is currently being cleared for development. This area suffers from poor access from McLoughlin Boulevard and from other sub-districts in the Urban Renewal Project Area. In spite of its riverfront location, existing developments do not take full advantage of the location's amenity, though Oregon City has taken some steps toward doing so with the creation of a trail running along the Cove.

The area has good visibility from arterials and the freeway, with access via two interchanges off of Interstate 205 and McLoughlin Boulevard (Highway 99E). The Cove area offers the potential for high quality office, commercial, recreation, and housing development that could eventually tie into the redevelopment of the Oregon City Shopping Center (a community center that has already undergone some remodeling), and, in a greater sense, the process by which Oregon City will take up the mantle of Regional Center.

The existing industrial uses located on the Cove and adjacent to the shopping center were rezoned in 2004 to Mixed Use Downtown and are now considered to be utilized for non-conforming uses. Relatively small parcels in multiple ownerships are also a deterrent to redevelopment. Transportation improvements are needed to serve this area, and link the area to the freeway system. Soils and floodplain problems also present constraints to development. The Urban Renewal Plan supports the redevelopment of the Clackamette Cove area for mixed use at a relatively high density that could eventually support increased mass transit including an expansion of the Tri-Met Light Rail System.

The downtown core area south of 11th Street includes much of the original plat for Oregon City, and has served as a commercial and cultural center since the 1840's. Economic changes during the 1960's through the 1990's resulted in a district that has lost businesses and investment, and suffered from deteriorating structures and infrastructure, becoming a concentration of poverty. Recent investments have increased in areas such as around 9th and Main Street. These characteristics are discussed in detail in section 400.B of this document.

The north end section of downtown between 11th Street and the Main Street Extension is dominated by highway commercial uses, primarily auto sales, service and repair. These uses require large areas for vehicle storage and parking. The use of this area by

pedestrians is discouraged by the existing auto uses because street-level activities are not continuous, and are oriented to drivers rather than pedestrians. This north end area lies between the downtown core and the planned Landfill redevelopment site, and is zoned primarily mixed use downtown, as is much of the Downtown Urban Renewal District. If the downtown is to take advantage of the Landfill Redevelopment and Regional Center, attractive pedestrian linkages through the north end will be needed as will availability of transportation modes such as trolley or light rail.

Downtown Oregon City is adjacent to the Willamette River. There has already been significant recent investment in Jon Storm Park and a floating dock funded by the State Marine Board. Further improvements are needed to provide for public walkway and viewing areas, public assembly spaces, and a dock capable of accommodating large tourist boats.

The End of the Oregon Trail area is made up of a mix of commercial, industrial and older residential uses located between Abernethy Creek, I-205, and Highway 213. The area is dominated by the Rossman Landfill (a brownfield), and Clackamas County facilities (including unused office buildings and road maintenance operations). There is considerable vacant land in this sub-district. The I-205/Highway 213 interchange will provide prime regional access to the Landfill Redevelopment Site.

Visibility of the area is good, but the generally poor quality of the residential and industrial areas creates a deteriorating visual impact on the area. There has been little private investment in the area, and the roadway capacity and transportation network are deficient and in poor condition.

The Urban Renewal Plan provides for a development and redevelopment assistance program for this area to encourage land uses that take advantage of proximity to I-205 and Oregon City's historic and geographic context. Such developments within this area will act as an attractive gateway to the rest of Oregon City's regional center.

The Washington/7th Street Corridor sub-district lies east of the downtown, and connects the lower downtown area to the Hilltop area further to the east. The Washington Street corridor is primarily commercial and residential, including historic homes, redeveloped businesses such as the Abernethy Center, several churches, and the Willamette Falls Hospital Education Center. The 7th Street corridor has a mix of neighborhood commercial, office and public uses along 7th Street, with single-family residential uses along 8th and 6th Streets.

The City is now considering the 10th amendment to the Urban Renewal Plan. This amendment is necessary to implement the economic development strategy developed as a result of the renewed efforts toward revitalizing Oregon City. This strategy is necessary to allow the City to take advantage of new opportunities and new development interests that have resulted from the City's strategic emphasis on economic development.

The City considers this in the light of the changes in opportunity and strategy over the past few years. When the City Commission adopted the Oregon City Futures Plan in the fall of 2004, the strategy focused on implementing Oregon City's Regional Center designation, as defined in Metro's 2040 Growth Concept Plan issued in 1992. As one of seven regional centers named by Metro in 1992, Oregon City had not previously elevated

the designation to a level of importance. However, the inherent benefits of doing so soon became clear in terms of positioning the City for economic success.

The Oregon City Regional Center refers to a designation in Metro's 2040 Growth Plan that describes a concentration of activity and investment that serves an area of multiple cities and towns. Oregon City is defined as the central hub for surrounding satellite communities. The City provides goods and services not readily available in individual smaller communities and ultimately serves more than 150,000 people. The districts and sub-districts defined in the larger Regional Center are the districts of the Seventh Street Corridor, Hilltop District, Willamette Falls Hospital district, Red Soils Governmental and Industrial campus, and Clackamas Community College. These districts that compose the Regional Center recognize that the geography, history, character and conditions within the Center are not consistent. The districts and sub-districts connect to form a whole.

The sub-areas of the larger downtown district include the Blue Heron site at the southernmost end, Historic Old Town, the Rossman Landfill area, Clackamette Cove, the Oregon City Shopping Center, the Waterfronts, and the Seventh Street Corridor connecting the Regional Center area to Hilltop and the rest of Oregon City up on the bluff and beyond.

The strategy for the Oregon City Regional Center was carefully crafted in October 2004. Leland Consulting Group (LCG), Urban Strategists, was retained by Oregon City to define that strategy and the necessary steps to achieve implementation. LCG, working with City staff and StastnyBrun Architects, reviewed many previous plans and studies prepared for the city, met with the City Commission and the City's regional and state governmental partners, and prepared a strategy to guide future development in the area defined as the Regional Center. The City Commission adopted the resulting document titled: "Oregon City Futures: A Strategy for Economic Development: Phase I: Summary and Recommendations."

The Oregon City Futures Report is available for review at City Hall.

Oregon City's Urban Renewal Plan intends to take full advantage of the City's role as a designated 2040 Regional Center status as laid out in "OC Futures" in 2004 and make fully attain said status along with the associated implications the number one development priority for the City. The projects in Section 400 of this report feature a number of elements that will be located on the landfill, along 7th Street, at the Clackamette Cove, and in the established downtown area of Oregon City.

Oregon City will, by these means, prepare for logical staged development planning. At each stage of action, the City is positioned to take advantage of all the resources available, building on previous work. The end goal is a revitalized Oregon City that fulfills its mission and vision: To build a sustainable community that promotes public health and safety, economic growth, diversification, parks and recreation, library services, efficient utilities, appropriate and fair land use administration, and protects the livability, environment and uniqueness in this historic place.

The list of major recent additional accomplishments associated with the City's urban renewal efforts consists of the following:

- Development of a comprehensive economic development strategy. The Urban Renewal Commission engaged Leland Consulting Group and StasnyBrun Architects to bring over twenty plans into a comprehensive economic development strategy. That strategy is the Oregon City Futures Report (2004).
- Many transportation and infrastructure improvements. The major projects are the Amtrak Platform, which help bring Amtrak service to Oregon City, Beavercreek Road improvements, Washington Street improvements from 12th to 16th, the Highway 213/Beavercreek intersection, and the 7th Street enhancement. The District is now engaged in the McLoughlin Blvd. Enhancement project.
- Development of several community amenities such as the Clackamas River Trail, Carnegie Center remodeling and historic restoration, assistance to the construction of Liberty Plaza, improvements to the City's elevator, and the ongoing restoration of the bluff promenade.
- Assistance to several businesses through loans and grants for business startup and facade improvements.
- Environmental improvements, which include bank stabilization on the Clackamas River at the Cove, along with two hazard waste cleanup actions in the district.
- Leveraging Urban Renewal dollars to gain federal and state matching funds totaling over \$9.3 million.
- Creating an environment that has allowed considerable jobs creation.

3 Comprehensive Plan and Zoning Designations

The Oregon City Comprehensive Plan designates the Renewal Project Area for a mix of land uses. Exhibits 4 and 5 in the Urban Renewal Plan show the existing Comprehensive Plan and Zoning designations for the Area. In 2004, the City approved citywide Comp Plan update and rezone. The majority of the area designations (primarily industrial, tourist, and commercial uses) were converted to mixed use/downtown uses.

The primary designation in the downtown district is, as of 2007, mixed use/downtown with an overlay design district. A mix of high-density residential, office and retail uses are encouraged in this district, with retail and service uses on the ground floor and office and residential uses on the upper floors. The emphasis is on those uses that encourage pedestrian and transit use. This district includes a downtown design district overlay for the historic downtown area. Retail and service uses on the ground floor and office and residential uses on the upper floors are encouraged in this district. The design standards for this sub-district require a continuous storefront façade featuring streetscape amenities to enhance the active and attractive pedestrian environment. The north end of the Main Street Corridor area is zoned for medium density residential uses. This residential district allows single-family attached and detached residential units and two-family dwellings.

In general, comprehensive plan and zoning designations reflect the existing land uses throughout the Urban Renewal Area. New development and redevelopment will be consistent with these designations. There is a need to develop more specific design and development plans within the sub-districts to establish specific guidelines for public improvements and private developments. Preparation of these design plans are authorized by the Urban Renewal Plan.

4 Building Use and Condition.

A 1990 survey was compared with an analysis of building conditions prepared for the Report on the Oregon City Downtown Renewal Plan, 1983, and with 2007 data as well. Table 2 updates this information with data available as of 2007.

Table 2: 2007 Existing Building Inventory

Comp Plan	Developed Acres	Vacant Acres	Total Acres	% Developed in UR	% of Vacant in UR
Commercial	6.678	2.599	9.277	71.98%	28.02%
High Density Residential	2.312	2.983	5.295	43.66%	56.34%
Industrial	55.245	10.316	65.561	84.27%	15.74%
Low Density Residential	71.227	25.413	96.64	73.70%	26.30%
Medium Density Residential	40.416	0.62	41.036	98.49%	1.51%
Mixed Use- Corridor	36.228	0.288	36.516	99.21%	0.79%
Mixed Use- Downtown	288.166	119.567	407.733	70.68%	29.32%
Parks	58.531	0.552	59.083	99.07%	0.93%
Public/Quasi Public	99.042	35.283	134.325	73.73%	26.27%
Grand Total	657.845	197.621	855.466	76.90%	23.10%

Building conditions were evaluated in 1990 by identifying structures suffering from deferred maintenance or substandard/dilapidated. The survey evaluation was compared to an analysis of fire/life safety code concerns for the downtown area prepared in 1983. A total of 59 structures were found to suffer from deferred maintenance, or were substandard and dilapidated in 1990. Twelve commercial buildings in the downtown and 7 commercial buildings along 7th Street were in poor condition. Of the 33 residential structures found to be in poor condition, 7 were in the End of the Oregon Trail area, 16 within the Washington/ 7th Street Corridor, and 10 in the Heritage Center district (area around the Museum of the Oregon Territory), including an apartment complex located on 99E. Approximately 17 of the structures found vacant during the assessment were located in the downtown.

In 2007, there is a relatively lower incidence of vacancy, but underuse and blight are still indicated by the data available, presented in Table 2. A significant amount of residential and mixed use/downtown space remains vacant.

5 Transportation and Parking

a) Transportation

A Transportation Master Plan prepared in 1989 evaluated the transportation problems throughout the City when the urban renewal district in downtown was established. A new Transportation System Plan (TSP), adopted In 2001, updated transportation improvements required to correct existing deficiencies, and improvements, which will be needed in the future as the City of Oregon City continues to grow. In addition, the 7th Street Corridor Plan was created in 1996 and was intended to guide improvements along this important corridor at the heart of the McLoughlin District.

The 2001 TSP analyzed traffic volumes and intersection levels of service for the major streets and intersections in the downtown Urban Renewal Area. Deficiencies were found and improvements identified for the Washington Street, and McLoughlin Boulevard corridors; Highway 213 between I-205 and Redland Road; and a new connection to downtown from McLoughlin Boulevard at 12th Street.

The improvements identified in the TSP address intersection level of service and operations, congestion, safety, multi-modal needs (lack of adequate pedestrian and bicycle facilities), and boulevard/river access goals.

Many transportation improvement projects have been completed in the downtown Urban Renewal Area, including:

- Portions of the Washington Street Corridor
- The 7th Street Corridor
- Two phases of the Promenade/Bluff restoration
- Planning and design work for the McLoughlin Boulevard corridor

Remaining transportation needs include:

- Construction of the Phase 1 McLoughlin Boulevard improvements
- Design and construction of the McLoughlin Boulevard improvements, Phases 2 and 3
- Washington Street improvements between Abernethy Road and Highway 213
- Capacity and operational needs on Highway 213 between I-205 and Redland Road
- Main Street streetscape improvements
- Safety and restoration needs along the Promenade (Bluff)

These transportation improvements are included as project activities in the Urban Renewal Plan. These improvements are needed in the Urban Renewal Area in order to adequately serve existing development and to provide access and traffic capacity to serve future development and redevelopment.

b) Parking

Both on and off-street parking is available throughout the Renewal Area, with the largest concentration of parking located in the downtown. Public parking is managed by the Oregon City Public Works Code Enforcement group. The parking program includes one public parking lot, meters, monthly permit zones, and time-limited zones, and business validations.

There is a need to expand the public parking program in the downtown Urban Renewal Area. Such expansion may include acquiring additional parking lots for off-street parking in the Main Street, Railroad, Washington, and 7th Street corridors; developing a shuttle system to connect outlying public parking areas; develop a standard sign system for public parking. The Urban Renewal Plan activities include participation in expanded parking lot opportunities.

c) Other Modes

Five public transit lines serve Oregon City and the Renewal Area. Buses stop at the

Oregon City Transit Center between Main Street and McLoughlin before heading out to the rest of the city.

Southern Pacific Railroad operates freight rail services on a main line track which bisects the Renewal Area. Spur lines also serve the newsprint mill south of McLoughlin Boulevard. Five grade separations and one at-grade crossing are located in the Renewal Area.

Amtrak passenger rail (Cascades service) stops in Oregon City on its route between Eugene and Seattle.

There are three public marina/boat ramp facilities in the Area, one at the end of Clackamette Park Drive under the I-205 bridge (Sportcraft Marina), a boat ramp in Clackamette Park, and a transient tie up dock at Jon Storm Park.

Future extension of high-capacity transit along McLoughlin Boulevard and I-205 to Oregon City is expected. Alignments have not been determined but likely will follow existing rights-of-way. Right-of-way should consider transit requirements.

Improvements to the "streetscape" in commercial districts is an important element in commercial area revitalization. An attractive environment will help attract retail customers and office workers. Streetscape improvements in the Urban Renewal Area are needed to improve the local environment for pedestrians.

6 Parks and Open Space

Two existing regional parks are located in the Renewal Area. Both parks are considered regional parks in the City's Park Master Plan because they serve the specific needs of an entire region. Clackamette Park is a 21.8 acre riverfront park located at the confluence of the Willamette and Clackamas Rivers. This park includes a boat launch, picnic areas and large open spaces, a skate park, RV park, and many other popular amenities. The second park is the End of the Oregon Trail Interpretive Center site, totaling 8.4 acres located near the intersection of Abernethy Road and Washington Street. This site was formerly home to the Kelly Field ballpark.

The other parks and open spaces located in the Renewal Area include Carnegie Library Park, a 1.3 acre neighborhood park located on 7th Street; the 0.8 acre McLoughlin House (historic); the 5.1 acre McLoughlin Promenade (scenic walkway corridor); the recently completed 1-mile Clackamas River Trail totaling 3 developed acres; the 2 acre Sportcraft Landing Park and boat ramp site; and the 1.5 acre Jon Storm Park and Transient Boat Dock located on the Willamette River just north of the I-205 Abernethy Bridge (development of the Jon Storm Park site is in progress and expected to be completed in summer 2008).

The Oregon City Parks and Recreation Master Plan Update is currently being revised, with adoption expected in late 2007/early 2008. The "standards," "inventory" and "projected needs" elements of the plan are in the process of being finalized. This Parks and Recreation Master Plan is intended to help the City in meeting the needs of current and future residents by positioning Oregon City to build on the community's unique parks and recreation assets and identify new opportunities. The citizen driven plan

establishes a clear direction to guide City staff, advisory committees, and the City Commission in their efforts to enhance the community's parks, recreation and open space opportunities. There are currently 252.4 acres of parks and open space in Oregon City. The recommended standards in the updated Parks and Recreation Master Plan will address parks and open space needs to serve the current and future needs of the growing community. These recommendations have yet to be completed as of this writing, and may be referred to upon adoption of the Parks and Recreation Master Plan Update. There are likely to be several specific recommendations tied to this Urban Renewal plan area, and these should be considered as part of future improvements. These will include the proposed parks and recreation open spaces addressed in the Clackamette Cove development, among others within the Urban Renewal plan area.

7 Public Facilities and Services

a) Economic Conditions

There had been little or no improvement in general economic conditions in the project area after Oregon City's first attempt at urban renewal efforts in 1983, though between 1990 and 2000, and certainly between 2000 and 2007, some positive changes have been perceptible. Oregon City's population and building value growth during the 1980's was concentrated almost entirely in the newer residential and commercial areas in the southern and Hilltop areas of Oregon City. The project area, comprising the historic downtown, Willamette and Clackamas River frontages, and the area surrounding the I-205/Highway 213 interchange, was bypassed by this economic growth. As a result, many of the economic conditions cited in the report on the 1983 renewal plan did not change and in fact worsened. For example, as evidence of economic deterioration in downtown Oregon City, the 1983 report cited business closures and move outs, demolition of buildings for parking uses, loss of residential uses, and a growing number of building vacancies, especially on upper floors of commercial properties. These findings were excerpted from a 1978 study of downtown Oregon City by Lord and Associates, an economic consulting firm. In 1989, Lord and Associates produced another study on economic conditions in Oregon City, "Redevelopment Outlook and Strategies: City of Oregon City Central Area." In discussing general market conditions in the Oregon City Central Area, the 1989 study found that,

Its role as a retail and office center has diminished in the past 11 years, however. Jereds Outdoor Store has closed, ...Considerably more storefront spaces on Main are vacant or underutilized, and vacancies on second floor office space have increased.

The bulk of the project area is located within Census Tract 224. General economic conditions in that Census tract ranked it among the poorest in the urbanized areas of Clackamas County, and the Portland metropolitan region. With an unemployment rate of 8.6% (compared with Clackamas County's 3.4%), the area is still struggling. In general, the tract is characterized as low household incomes and a large percentage of elderly population.

"The Regional Factbook", published by the Metropolitan Service District in June 1988, and current information from the US Decennial Census illustrate the area's economic condition:

Table 3: Clackamas County and Oregon City Income and Poverty

Clackamas County and OC Census Tracts Median Income and Poverty						
	1985		1990		2000	
	Median Household income	Median Household income in 2007 dollars	Median Household income	Median Household income in 2007 dollars	Median Household income	Median Household income in 2007 dollars
Clackamas County	\$28,505	\$54,444	\$35,419	\$55,607	\$52,080	\$61,975
Oregon City Census Tract 224	\$19,535	\$37,311	\$25,567	\$40,140	\$38,090	\$45,327
Oregon City Census Tract 225	X	X	\$29,340	\$46,063	\$43,876	\$52,212

Information from the Regional Factbook and the US Census. Data for 1985 not available for Census Tract 225.

Table 4: Oregon City Census Tract 224 Income vs Clackamas County Income

Census tract 224 vs Clackamas County						
	1960	1970	1980	1985	1990	2000
Median income of tract relative to county	96%	82%	70%	68%	72%	73%
Tract 224 population	4,152	4,121	3,838	3,767	3,898	4,124

Information from the Regional Factbook and the US Census.

The data shows that Census Tract 224 experienced further population loss and income slippage in the period 1980-1985. While it seems that the situation has taken a turn for the better since, in a move that correlates to the timing of Urban Renewal investment in the area, the difference between the median income in Tract 224 and that of Clackamas County as a whole has remained relatively constant since 1990, and no great changes have been made. As demonstrated on Table 3, median household income in Tract 224 and Tract 225 have increased in a real way, but, as Tables 3 and 4 demonstrate, this increase only keeps pace with the County and does not describe significant change within the timeframe for which data is available. Among the factors influencing economic conditions in the project area and those areas surrounding it are the age characteristics of the population. Census tract 224 contains a high percentage of persons over 65 comprising 22% of the tract's population in 1985, as against only 10.5% of Clackamas County population.

The Regional Factbook shows that there were only 21 housing starts in Census Tract 224 in the period 1980-1986. By contrast, Oregon City's other principal Census Tract, 225, had 182 starts in the same period. While the 65-and-over population of Census Tract 224 comprised 15% of the total population in 1990 (as compared to the 11% reported by the county), in 2000 the elderly population of the Tract was down to 12.6%, showing a marked decline. The county, on the other hand, is demonstrating a slight (.1%) increase in the percentage of elderly population paired with an approximate 20% increase in population. The Project Area contains approximately \$218 million in true cash values (assessed) as of 2007.

Total assessed value per acre in the project area is well below the average value per acre for the City as of 1991. Assessed value in the project area was slightly less than \$70,000 per acre then, while the City average was well over \$100,000.

Assessed building value is at more than \$312,000 per acre in 2007. Total true cash values for Oregon City for the 1990-91 tax year were estimated to be \$475 million, and have reached more than \$2.5 billion in 2007. True cash values in Oregon City's renewal area is well within ORS 457's limit which dictates that values within a city's Urban Renewal areas can total no more than 25% of its total assessed value.

While economic conditions in the area currently are poor but improving, recent market studies have indicated that Oregon City can expect to benefit from long-term growth in Clackamas County, and that City efforts to assist development in the project area can produce results as Oregon City negotiates with the demands put upon it not only by its own growth and possibility as a Regional Center but also by the unavoidable demands of the surrounding areas. Excerpts from three of those studies are contained in Appendix C of this report.

200 - Fiscal, Service, and Population Impacts

The projects made possible by the 10th Amendment to the Urban Renewal Plan may cause significant changes in Oregon City.

A. Oregon City Needs

Metro Title 1 Functional Plan target for the City of Oregon City is to add 8,185 new jobs within the city limits between 1996 and 2017 to the roughly 16,690 jobs that existed in 1996. In addition, Clackamas County has assigned 2,987 new jobs in the area between the 1996 city limits and the Urban Growth Boundary, and is asking the City to accept that number. The combined targets equal 11,172 new jobs. The Oregon City Economic Development and Technical Report found that the City did not have the capacity to meet more than 75% of the Metro Target.

It is projected, based on area growth, Oregon City's population will grow dramatically in the coming years. The large proportion of condos and smaller units proposed and the staging of current development plans indicate urban services provided by Oregon City will not be overburdened; rather, with this Urban Renewal plan, growth will happen at a pace consistent with the City's ability to support it.

B. Projected Impact

a) Impact on Municipal Services

The fiscal impact of tax increment financing on taxing districts that levy taxes within the Area is described in section 500 of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

Increases in commercial and residential occupancies within the Urban Renewal Project Area will generally result in higher demand for fire, life safety and public safety services. However, older buildings not currently meeting building and fire codes will be brought into code compliance, reducing the service demand from those buildings. Similarly, street improvements identified in the Plan will make downtown safer and more accessible to fire and other emergency service vehicles, as well as act as a detriment to dangerous/ illegal activities.

New landscaping features and public space improvements within the Urban Renewal Project Area will increase the need for maintenance. However, sidewalk improvements will reduce the need for repairs of existing sidewalks. Population growth resulting from new residential development within the Urban Renewal Project Area will increase the demand for municipal and social services; however, as illustrated in section 500.E.2 of this report, the income taxes and revenue from other fees and charges that the City and other agencies will gain from additional residents will assist in paying for these services.

b) Projected Impact on Employment

The two largest planned development efforts have provided data about the timelines associated with their construction as well as the jobs that both construction and final open stages will necessitate. With the US Department of Labor Statistics' detailed information on industry average wages, some information about the financial impact on Oregon City can be projected.

Evaluation of employment creation and staging information and utilization of 2003 IMPLAN employment multiplier information for these industries in Oregon and Clackamas County, provided by Oregon State economists, results in information illustrating not only the direct employment that these projects may provide over the coming years, but also those indirect jobs in associated fields such as shipping and janitorial that will be necessitated at each stage. IMPLAN multipliers also predict the impact of the economic change inherent in job creation such that induced labor (in retail, food service, and so forth) where the employed spend money can be projected.

In 2009, the Landfill Project (The Rivers Development) will begin construction. 305.2 full time construction professionals will be employed there, and more than 20 of those jobs will be new. After the development opens, an estimated 2,500 new jobs will be created. The repercussions of this employment will be felt countywide and statewide.

Table 5: Landfill Development employment in Oregon City, Clackamas County, and Oregon State

Landfill Development employment in Oregon City, Clackamas County, and Oregon								
	Total Jobs	Relocated Jobs	New Jobs	ave. annual salary	total salary created	total salary of new jobs	County indirect and induced jobs	State indirect and induced jobs
Construction	305.2	283.836	21.364	\$62,400	\$19,044,480	\$1,333,114	213.64	244.16
Operation	2,500		2,500	\$29,707	\$74,267,500	\$74,267,500	825	875

Table 5 Notes:

The Landfill Development (Rivers 950,000 SF of retail development, 100,000 SF of office, and 250 residential dwelling units. Doors to open in 2009 with 75% capacity at that point, 95% in 2010, and 100% by the end of 2011. Rivers average computed: 9/10 Bureau of Employment Department of Labor and Statistics annual income for sales professionals (27,590) and 1/10 business and financial professionals (48,760). Rivers construction average computed based on low number of \$30 per hour.

While an increment on the property taxes within the Urban Renewal Area will be utilized to pay for the City's costs in development (as per Tax Increment Financing), income tax generated by new employment will go to state and other governmental bodies.

While up to 50 jobs may be lost in the process of Urban Renewal, half of that number will be made up in new hires at greater salaries in the first year, and more new jobs will be created thereafter (see Table 8).

300 - Reasons for Selection of the Area

The urban renewal area was selected based on Comprehensive Plan policies, Capital Improvement Plan priorities, Reports and on the existence of blighting conditions within the area. Those conditions include:

- Streets, transportation, and access in the area and surrounding environs are insufficient to service existing and proposed development.
- A large number of properties in the area are in substandard condition, including historic properties located on 7th Street and Main Street.
- Water service, sanitary sewer and drainage systems are inadequate to support proposed development and redevelopment of the area.
- Existing parking opportunities in the downtown, End of Trail area, and along other commercial streets are inadequate, and parking improvements are needed to support existing businesses and new developments.
- Existing parks and open space are inadequate. There is a need for over 200 acres of parks and open space in the community, and the riverfront areas located in the Renewal Area are desirable locations for regional recreational activities.
- Inefficient lotting patterns, and parcelization of land deter development consistent with the Oregon City Comprehensive Plan.
- A high percentage of land in the area is vacant and under-utilized.
- Underutilization of land, and lack of development severely impair the project area's ability to generate property taxes and other revenues sufficient to pay for urban services used within the area.

Average values per acre in the area are well below the overall City average, and the ratio of improvement values to land values is far below that which might be expected in an area planned for commercial and industrial development.

400 – Projects, and Relationship between Each Project Activity to be Undertaken and Existing Conditions

All project activities described in the Urban Renewal Plan are intended to correct the conditions described in this Report.

A. Conditions

- Streets, Transportation and Public Access Improvements will improve access and circulation throughout the Urban Renewal Project Area for autos, transit, pedestrians and bicyclists, and will support new development and redevelopment throughout the urban renewal area.

- Streetscape and parking improvements will improve the visual appearance and pedestrian environment in commercial areas, and will provide additional parking facilities needed to serve shoppers, workers and residents.
- Parks and Recreation Improvements will provide for additional park and open space needed by the community, will enhance the redevelopment of the Clackamette Cove area, and will implement a component of the "Oregon City Futures" strategy.
- Development Assistance programs will support the rehabilitation of existing commercial buildings in the Renewal Plan Area, and will assist in the development of additional medium and high density housing in the Area.
- Property Acquisition will assist in the implementation of required streets and transportation improvements, eliminate incompatible uses, remove blighting conditions, assemble marketable parcels of land for public and private redevelopments and thereby encourage new investment in the urban renewal area.
- Administration and Planning will assure the effective administration of the urban renewal plan and the various activities contained therein.

B. Projects

To re-establish Oregon City's historic role as a regional hub for business, commerce, transportation, innovation, tourism and livability, Oregon City's proposed amendment to its Downtown/North End Urban Renewal Plan to increase the maximum indebtedness of the district will allow for a staged plan. The projects targeted for this plan are described below:

North End Regional Center Development Projects under the Urban Renewal Plan as of the 10th Amendment:

1. Rossman Landfill

Description of Project: Mixed-use Lifestyle center consisting of approximately 950,000 square feet of retail space, 100,000 square feet of office space and 250 residential dwelling units. The anticipated urban renewal investment is approximately \$30 million. The anticipated private investment is approximately \$240 million.

Relationship to Existing Conditions: The Rossman Landfill Project will be constructed on a brownfield, and the project will take significant steps toward the rehabilitation of the land on which it is to be built. The increase in value of this property, if the proposed project is successful, is expected to generate tax increment revenues that would allow the Agency to finance other projects identified in the Urban Renewal Plan and Report to the Plan. Development Assistance programs will support the rehabilitation of existing commercial buildings in the Renewal Plan Area, and will assist in the development of additional medium and high density housing in the Area. It will not only address development assistance issues, but also assist with funding for transportation projects including the I-205/Highway Interchange Phase 1, Washington Street and Abernethy Road improvements, and the creation of through-streets. Streets, Transportation and Public Access Improvements will improve access and circulation throughout the Urban Renewal Project Area for autos,

transit, pedestrians and bicyclists, and will support new development and redevelopment throughout the urban renewal area.

2. Clackamette Cove

Description of Project: Mixed use housing and commercial development consisting of approximately 180 condominiums, 86 town homes, 43,000 square feet of office space and restaurant space. Additionally the development will feature approximately 40.07 acres of parkland and open space along with approximately 36.38 acres of water recreation with two docks and space for the Sheriff's marine patrol and a canoe launch. The anticipated urban renewal investment is \$8 million. The anticipated private investment is approximately \$160 million.

Relationship to Existing Conditions: Like the Rossman Landfill Project, the development at Clackamette Cove will create increment that will allow the City to offer greater development assistance to other projects. The increase in value of this property, if the proposed project is successful, is expected to generate tax increment revenues that would allow the Agency to finance other projects identified in the Urban Renewal Plan and Report to the Plan. The Cove faces many environmental problems which this development will take steps toward ameliorating. Parks and Recreation Improvements will provide for additional park and open space needed by the community, will enhance the redevelopment of the Clackamette Cove area, and will implement a component of the "Oregon City Futures" strategy.

3. Metro Transfer Station

Description of Project: Major commercial use complementing development of landfill and consistent with Oregon City's regional center development. This could be a site for a major lodging property. No Urban Renewal revenues are expected to be invested. Private sector investment has not been estimated.

Relationship to Existing Conditions: Streets, Transportation and Public Access Improvements will improve access and circulation throughout the Urban Renewal Project Area for autos, transit, pedestrians and bicyclists, and will support new development and redevelopment throughout the urban renewal area. The Metro Transfer Station redevelopment will help strengthen Oregon City's status as a Regional Center, promoting general accessibility as well as allowing easier public access to the region.

4. Amtrak Station

Description of Project: The City has constructed the first phase of the project, which consisted of an entry drive, limited parking, and train platform for loading and unloading passengers. Phase II consists of acquiring and moving a historic depot to the project site, building additional parking, and landscaping the area. This Urban Renewal Agency has committed \$1 million in Urban Renewal funding to complete Phase II. The depot can be leased as office, restaurant, or shopping space or used as a public train station.

Relationship to Existing Conditions: The Amtrak Station will allow for improved parking and strengthen Oregon City's status as a Regional Center, promoting general accessibility as well as allowing easier public access to the region. Parking improvements will improve the visual appearance and attract more passengers from throughout the southern Metro region. Streets, Transportation and Public Access

Improvements will improve access and circulation throughout the Urban Renewal Project Area for autos, transit, pedestrians and bicyclists, and will support new development and redevelopment throughout the urban renewal area.

5. County Shops Property

Description of Project: Housing and mixed-use development consistent with development of area and Oregon City's Regional Center development. The County has indicated a price of \$5.1 million for this purchase. Should the Urban Renewal Agency purchase this property to facilitate this development the Agency anticipates a return of a portion of this investment to match its purchase price. Additionally, the Agency anticipates a private investment of approximately \$40 million.

Relationship to Existing Conditions: Property acquisition will assemble marketable parcels of land for public and private redevelopments and thereby encourage new investment in the urban renewal area. Development here will support the rehabilitation of existing commercial buildings in the Urban Renewal Project Area, and will assist in the development of additional medium and high density housing in the Area.

6. City Owned Property on McLoughlin Blvd.

Description of Project: Conceptually the Agency is seeking opportunities for commercial/mixed-use development that is consistent with Oregon City regional center development. The Agency is prepared to invest approximately \$2 million to create a private investment of approximately \$15 million.

Relationship to Existing Conditions: Development of this property will support the rehabilitation of existing commercial buildings in the Urban Renewal Project Area, and will assist in the development of additional medium and high density housing in the Area.

7. Stimson Property

Description of Project: Conceptually this property, which is located between the City's Amtrak Station and Metro's transfer station (Project 3), is discussed as a site for a major Class A office development with lower levels of parking consistent with Oregon City's regional center development. The Agency is prepared to invest approximately \$10 million in urban renewal funds with an anticipated private sector investment of approximately \$60 million. Associated employment will improve the jobs balance in Clackamas County and Oregon City. Development will complement what occurs on the landfill site. Proximity to I-205 provides excellent visibility and access.

Relationship to Existing Conditions: Development of this property will support the rehabilitation of existing commercial buildings in the Renewal Plan Area, and will assist in attracting medium and high density housing to the Area. Parking improvements will improve the visual appearance and pedestrian environment in commercial areas, and will provide additional parking facilities needed to serve shoppers, workers and residents.

8. Oregon City Shopping Center

Description of Project: Subsequent to development of the Clackamette Cove, the City-owned property along Highway 99 and the development of the landfill area, the Agency anticipates that the owners of this property may modernize the Oregon City Shopping Center. This plan would like to see additional transit-oriented buildings along the McLoughlin Boulevard corridor with parking more centralized and perhaps a connecting roadway or ped/bike pathway through the center to the Cove development. In the event that the owners of the Oregon City Shopping Center property were interested in these types of improvements, the Agency is prepared to invest approximately \$2 million. The Agency would anticipate a private sector investment of \$5 million.

Relationship to Existing Conditions: Improvements to this property will support the rehabilitation of existing commercial buildings in the Area.

9. Krueger Lumber Building

Description of Project: The Agency understands development interest in the Krueger Lumber Building is increasing in anticipation of the development of the landfill. The Agency has allocated an investment of approximately \$1 million to assist a commercial development consistent with our Regional Center development. The Agency anticipates a private sector investment of approximately \$5 million.

Relationship to Existing Conditions: Improvements to this property will support the rehabilitation of existing commercial buildings in the Renewal Plan Area.

10. End of Oregon Trail Interpretive Center

Description of Project: The facility at the Interpretive Center is in need of major renovation. The Agency has allocated \$1 million to improve this facility to complement the City's Regional Center development.

Relationship to Existing Conditions: Improvements to this property will support the rehabilitation of existing commercial buildings in the Area.

11. Historic Downtown

Description of Project: The City has had considerable interest in developing its historic downtown, with possible mixed-use developments, historic preservation, and streetscape renovation. See Table 6 for possible project list and funding allocations. These improvements will provide improved pedestrian and traffic safety, landscaping, and streetscape, and improved riverfront aesthetics and access. The Agency has allocated \$37.5 million, with expected private investment totaling \$140 million.

Relationship to Existing Conditions: Streetscape and parking improvements will improve the visual appearance and pedestrian environment in commercial areas, and will provide additional parking facilities needed to serve shoppers, workers and residents. Streets, Transportation and Public Access Improvements will improve access and circulation throughout the Area for autos, transit, pedestrians and bicyclists, and will support new development and redevelopment throughout the Area. Development Assistance programs will support the rehabilitation of existing

commercial buildings in the Area, and will assist in the development of additional medium and high density housing in the Area.

Table 6: Possible Projects in Historic Downtown
(amounts in millions)

Project	Total Urban Renewal
12 Street Lot	3
<i>Mixed Use Commercial/Retail</i>	
Railroad Ave	15
<i>Infrastructure Improvements</i>	
Court House Renovation	5
<i>Public/possible private redevelopment</i>	
Downtown Streetscape	5
<i>Public improvements</i>	
McLoughlin Blvd.	9.5
<i>Public improvements</i>	
Total:	37.5

Willamette Falls

12. Falls Access and Viewing

Description of Project: Development of tourism destination by providing greater access to Willamette Falls and development of a viewing platform with improved parking in the Area is being discussed as part of a larger regional or state project. The Agency has allocated \$3 million for the City's contribution to this project, and private sector investment in this project is anticipated to total approximately \$15 million.

Relationship to Existing Conditions: Parks and Recreation Improvements will provide for additional park and open space needed by the community, will enhance the redevelopment of the Clackamette Cove area, and will implement a component of the "Oregon City Futures" strategy.

7th Street Corridor

13. 7th Street Projects

Description of Project: This project will include development of 7th Street and the Bluff nearby. Within this area is the Oregon City Plumbing Block, part of which has been privately developed, the larger portion of which remains underdeveloped. The 7th Street and Bluff area would include a portion of the Bluff from 7th Street to the Elevator: an unknown and significant area for a destination public facility or private commercial development. The Agency plans to continue its investment in the

renovation and restoration of the entire length of the bluff promenade. It is also examining the Antique Mall Block, a mixed-use commercial/residential or office with parking, as a likely site for further development, as well as the McLean Clinic, a commercial/retail or office development with parking. The Agency has allocated approximately \$5.5 million for this project, and expects roughly \$27.5 million in private investment.

Relationship to Existing Conditions: Streetscape and parking improvements in areas surrounding 7th Street will improve the visual appearance and pedestrian environment in commercial areas, and will provide additional parking facilities needed to serve shoppers, workers and residents. Streets, transportation and public access improvements will improve access and circulation throughout this area for autos, transit, pedestrians and bicyclists, and will support new development and redevelopment throughout the Urban Renewal Area. Development Assistance programs will support the rehabilitation of existing commercial buildings in the Area, and will assist in the development of additional medium and high density housing in the Area.

Other (Site TBD)

14. Civic Complex

Description of Project: Modernization of City-owned facilities or new construction to house municipal offices and bring a governmental office component into one of the Agency's major commercial areas within the urban renewal district. The Agency has allocated approximately \$10 million in this plan amendment for this investment.

Relationship to Existing Conditions: Public Improvements will support new development and redevelopment throughout the Area.

Total Maximum Indebtedness, including administrative costs and bond issuance related costs: \$130,100,000

All projects reflect the City's intent at this time, and estimates are subject to change.

500 - Financial Analysis

ORS 457.190(3)(c)(B) states that the maximum amount of indebtedness that may be issued or incurred under the plan, as determined for the purposes of meeting the requirements of this paragraph, shall be based upon good faith estimates of the scope and costs of projects, included, but not limited to increases in the costs due to reasonably anticipated inflation.

The Agency has reviewed the anticipated scope and cost of projects included in the Plan as of August 22, 2007. The Agency has estimated the maximum amount of indebtedness to be incurred needed to complete the projects, provide administrative and project oversight and pay bond issuance related costs. "Maximum Indebtedness" means the amount of the principal indebtedness included in the Plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance indebtedness.

The maximum amount of indebtedness in the Plan is reflected in August 2007 dollars.

The Agency understands this amount is not adjusted for likely inflationary impacts on project costs and fully understands that it will be necessary for the Agency to consider a subsequent increase in the maximum amount of indebtedness in order to complete the projects as provided. The basis for not utilizing an inflation-adjusted maximum amount of indebtedness is that the timing of the projects is subject to considerable speculation as is the inflation rate over a twenty-year period. The Agency determined that it would be able to complete projects during the foreseeable future and a subsequent board could review and update the Plan, the scope of remaining and or desired projects and the maximum amount of indebtedness at a subsequent date, if desired.

A. Current Estimated Cost (August 2007 dollars) to Complete Projects

Agency staff, with assistance from consultants, reviewed the scope of the all projects desired and deemed necessary and appropriate to fulfill the objectives of the Plan. Cost estimates and allowances for the various projects were determined. Additionally, anticipated private sector development was reviewed, including discussions with private sector investors/developers that have significant projects in the district boundary that are in the planning process as of August 2007.

Table 7: Estimated Project Costs – August 2007 dollars

(amounts in millions)	Total Urban Renewal	Total Private Investment
Project		
1. Rossman Landfill	30.0	
Lifestyle Center Retail Office Housing		240.0
2. Clackamette Cove	8.0	
Mixed Use Housing and Commercial		160.0
3. Metro Transfer Station	-	
Lodging commercial		-
4. Antrak Station	1.0	
Government Infrastructure Improvement		-
5. County Shops	5.1	
Housing		40.0
6. City Property McLoughlin	2.0	
Commercial		15.0
7. Stinson Property Redevelopment	10.0	
Commercial retail		60.0
8. Oregon City Shopping Center	2.0	
Commercial redevelopment		10.0
9. Krueger Lumber	1.0	
Commercial retail		5.0
10. End of Oregon Trail	1.0	
Miscellaneous other public improvements		-
11. Historic Downtown	37.5	
Mixed Use Commercial/Retail		140.0
12. Falls Access & Viewing	3.0	
Public improvements		15.0
13. 7th Street Projects	5.5	
Mixed Use Commercial/residential public		27.5
14. Civic Complex	10.0	
Public improvements		-
Project Administration and related costs	11.4	
Debt issuance costs (2%)	2.6	
Totals - Urban Renewal	130.1	
Totals - Private Sector Projects		712.5
Percentage Urban Renewal Private Investment	18%	

Table 7 Notes:

(1) The estimated total cost of project activities is the same as the total cost used in the August 2007 calculation of maximum indebtedness for the Downtown Renewal Area. All costs in Table 7 are shown in August 2007 dollars, again to remain consistent with the cost figures used to establish the maximum amount of indebtedness.

B. Estimated Project Cost and Revenue Sources

The costs shown in Table 8 of this Tenth Amendment are August 2007 costs. Anticipated annual tax increment revenues, and anticipated revenues from other sources will not be sufficient to carry out all project activities in 2007. Project activities instead will be undertaken as revenues become available, either through short or longer-term borrowing. The need to phase project activities will lead to further inflation of project costs. Recent construction cost increases shown in the Engineering News Record are in the 2.5 -4.0% range.

The project costs shown in Table 8 of this Tenth Amendment reflect inflationary impacts and timing impacts of project activities. Annual inflation was assumed at 3.0% over the twenty-year period. The inflation-adjusted costs were not included in the maximum amount of indebtedness due to the substantial variation in project timing and actual inflation. The inflation adjusted estimated costs were utilized to determine financial feasibility of the various projects.

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Table 8: City of Oregon City- Downtown Area Cost of Projects and Anticipated Year

(amounts in thousands)

Fiscal Year	Beginning Balance	Debt Proceeds	Project Costs	Debt Reserve	Ending Balance	Cumulative Debt Service Reserve
				1,190		1,190
2008		4,588	4,202	385	0	1,575
2009	0	10,042	9,198	844	1	2,419
2010	1	19,530	17,889	1,641	1	2,869
2011	1	41,078	37,626	3,451	3	6,320
2012	3	27,982	25,630	2,350	4	8,670
2013	4	3,944	3,613	331	4	9,002
2014	4	4,063	3,722	341	4	9,343
2015	4	4,185	3,833	352	5	9,695
2016	5	4,310	3,948	362	5	10,057
2017	5	4,440	4,067	373	5	10,430
2018	5	4,573	4,189	384	5	10,814
2019	5	4,710	4,314	396	5	11,209
2020	5	4,852	4,444	408	5	11,617
2021	5	4,997	4,577	420	6	12,037
2022	6	5,147	4,714	432	6	12,469
2023	6	5,302	4,856	445	6	12,914
2024	6	5,461	5,002	459	6	13,373
2025	6	5,625	5,152	472	6	13,846
2026	6	5,793	5,306	487	7	14,332
2027	7	5,966	5,465	501	7	14,833
2028	7	6,145	5,629	516	7	-
		182,733	167,376			

Table 8notes

(a) Outlays on Project Activities

Annual outlays on project activities are based upon the anticipated timing of the project, private sector investment, resulting annual tax increment revenues over the life of the project, interest earnings, proceeds from borrowing, and other resources available to the Agency. Anticipated annual tax increment revenues are shown in Table 8, in Section F of this Report.

(b) Costs of debt and principal on existing debt

Oregon City's Downtown Urban Renewal Area currently has an outstanding principal balance of \$3,390,000 as of June 30, 2007 on long-term indebtedness. It is anticipated that the Agency will issue short and long-term debt or other form of borrowing to carry out project activities. The actual principal amount and timing of debt issues will be driven by project financing needs, interest rates, and the ability of the Agency to repay the debt issues. A financing analysis for the planned projects based on anticipated timing, with annual estimated project cost allocations made in fiscal years 2008-2012, and equal allocations of estimated project costs over the subsequent fifteen year period (years 6-20 of the Plan) was prepared. The estimated project costs were adjusted for inflation, although the maximum amount of indebtedness did not reflect inflationary adjustments. The principal amount and debt service are based upon on the assumptions that each borrowing will be amortized for a twenty-year term, at 5.5% interest, and will require a 1.25 to 1 debt service coverage ratio. A debt service reserve of one-years debt service (approximately \$84,000 per \$1,000,000 of debt issued), and 2.0 % for costs of issuance are expected to be funded from bond proceeds. The net amount of debt reserves and costs of issuance is available for carrying out project activities.

(c) Cash on hand

It is assumed that cash on hand as of July 1, 2007 is \$1,190,000 (the amount of the required debt service reserve on the existing debt issue). This cash will be applied to pay existing debt as it matures.

(d) Other resources

No additional resources are anticipated to be available for carrying out project activities.

C. Anticipated Start and Finish Dates of Project Activities

Tables 8 and 9 anticipate that revenues will be sufficient to carry out all project activities by the year 2027-28. It is possible that debt service on debt issued during this period will extend beyond that year. When all debt service has been retired, the tax increment collections for this plan are expected to be terminated. These dates depend on assumptions regarding the level and timing of increases in values within the urban renewal area, and upon the assumption that there will be no adverse changes to Oregon's property tax system, or urban renewal statutes. If these assumptions prove incorrect, the anticipated dates for completion will change.

Table 9: Projects, Costs, and Projected Timelines (Also submitted as Exhibit 8 to Urban Renewal Plan Amendment 10)

(Amounts in millions)							
Project	Fiscal year 2008	2009	2010	2011	2012	Beyond 2012	Total Urban Renewal Investment
1. Rossman Landfill				30.0			30.0
Lifestyle Center Retail/Office/Housing		60.0	103.0	43.0	21.0		230.0
2. Clackamette Cove	2.0	3.0	3.0	60.0	40.0	20.0	160.0
Mixed Use Housing and Commercial		40.0	60.0	40.0	20.0		160.0
3. Metro Transfer Station							
Lodging/Commercial							
4. Amtrak Station	0.5	0.5					1.0
Government Infrastructure Improvement							
5. County Shops			2.5	2.5	20.0	20.0	50.0
Housing							
6. City Property McLoughlin			2.0	5.0	10.0		20.0
Commercial							
7. Stinson Property Redevelopment						10.0	10.0
Commercial/retail						60.0	60.0
8. Oregon City Shopping Center				2.0			2.0
Commercial redevelopment					10.0		10.0
9. Krueger Lumber				1.0			1.0
Commercial retail					5.0		5.0
10. End of Oregon Trail			1.0				1.0
Miscellaneous public improvements							
11. Historic Downtown	5.0	2.5	5.0			25.0	37.5
Mixed Use Commercial/Retail					5.0	10.0	15.0
12. Falls Access & Viewing			1.5	1.5			3.0
Public improvements					15.0		15.0
13. 7th Street Projects			2.5	2.5		0.5	5.5
Mixed Use Commercial/Residential/public					12.5	12.5	25.0
14. Civic Complex		2.5	5.0	2.5			10.0
Public improvements							
Project Administration and related costs	0.5	0.5	0.5	0.5	0.5	9.0	11.4
Debt issuance costs (2%)	0.2	0.2	0.5	0.5	0.0	0.0	2.0
Totals - Urban Renewal	8.2	9.2	23.6	44.3	9.5	45.1	130.1
Totals - Private Sector Projects	-	-	100.0	173.0	150.5	101.5	425.0
Percentage Urban Renewal Private Investment	-	0%	14%	27%	6%	24%	18%

Note: Urban renewal activity
Developer activity

Note to Table 9: all costs and timelines are approximate, and based on 2007 dollars. Those projects not finished by 2013 are projected to be complete no later than 2027.

D. (Section 500 D deleted by 4th Amendment)

E. Impact On Other Taxing Jurisdictions

1 Estimated Effect

The estimated financial effect on the overlapping taxing jurisdictions has been forecasted based upon the respective permanent property tax rates, existing special levy rates, and bonded debt rates in existence for fiscal year 2006-07. The potential effects of tax rate

compression were determined to be insignificant and were omitted from the analysis. The total amount of estimated property taxes to be levied during the period anticipated necessary to complete the projects and repay the incurred indebtedness (fiscal years ending June 30, 2008 through June 30, 2028) is \$224.8 million. Approximately \$1 million will be raised in fiscal year 2008 by a special levy. The remaining amount (\$223.8 million) are projected to be raised through the "divide the taxes" methodology.

The estimated property taxes to be redirected to the Agency, in total and by range on a fiscal year basis, through the "divide the taxes" methodology from the overlapping taxing jurisdictions are as follows:

Table 10: Tax information for various jurisdictions

Taxing Jurisdiction	Total	Fiscal Year Ending June 30,	
		2008	2027
City of Oregon City	72,523,353	452,304	6,815,667
Clackamas County	34,478,386	215,030	3,240,242
Metro	1,385,331	8,640	130,192
Port of Portland	1,005,297	6,270	94,477
County Vector Control	93,216	581	8,760
Metro - zoo	1,297,851	8,094	121,971
Government sub-total	110,783,433	690,920	10,411,308
Oregon City School District	71,172,440	443,879	6,688,709
Clackamas Community College	8,005,089	49,925	752,310
Clackamas ESD	5,287,489	32,976	496,913
Education sub-total	84,465,018	526,781	7,937,932
Bonds	28,534,084	177,958	2,681,603
Total	223,782,536	1,395,659	21,030,842

Proportionally, the City, Oregon City School District, and Clackamas County are projected to have approximately 32.4%, 31.8% and 15.4% (total of 79.6%) respectively of the total amount of property taxes estimated to be redirected to the Agency. The remaining amount includes voter-approved bonds (12.8%) and all other taxing entities less than 4% each.

2 Estimated Financial Effect on Schools

The estimated effects to the School District are currently offset by the State school funding allocation, which provides funding on a per enrolled student basis. The State provides school funding from its general fund and other resources. Presently, the State receives a majority of its general fund revenue that is used for school support from personal income taxes. The anticipated jobs created in the urban renewal area will create additional personal income tax paid to the state providing an offset to the amount of property taxes that are redirected. Based on estimated jobs created in the urban renewal plan area estimated additional personal income taxes resulting from total employment during calendar years 2008 through 2013 ranges from \$1,160,965 to \$6,031,275 annually and new/non-relocated employment during 2008 through 2013 is estimated to result in a

reduction of \$34,552 in 2008 to an increase of \$4,762,403 in 2013. Personal income taxes after year 2013 are anticipated to increase by no less than the rate of inflation. However, any changes to the Oregon personal income tax rates can significantly change the estimate.

Table 11: Employment Timeline for Oregon City and Clackamas County

Total employment timeline		2008	2009	2010	2011	2012	2013
Landfill Project	total jobs	305.2	1875	2375	2500	2500	2500
	total salaries	\$19,044,480	\$55,700,625	\$70,554,125	\$74,267,500	\$74,267,500	\$74,267,500
Clackamette Cove	total jobs			153	153	153	292
	total salaries			\$9,547,200	\$9,547,200	\$9,547,200	\$15,084,720
Displaced Business	total jobs	-50					
	total salaries	-\$1,845,000					
Indirect/Induced	Countywide	199.64	618.75	890.85	932.1	932.1	1058.6
Total Jobs Countywide		454.84	2493.75	3418.85	3585.1	3585.1	3850.6
Total Salaries Predictable (Direct employment only)		\$17,199,480	\$55,700,625	\$80,101,325	\$83,814,700	\$83,814,700	\$89,352,220
Estimated Personal Income Taxes		\$1,160,965	\$3,759,752	\$5,406,839	\$5,657,492	\$5,657,492	\$6,031,275
New/non-relocated employment timeline		2008	2009	2010	2011	2012	2013
Landfill Project	Jobs	21.364	1875	2375	2500	2500	2500
	salaries	\$1,333,114	\$55,700,625	\$70,554,125	\$70,554,125	\$70,554,125	\$70,554,125
Clackamette Cove	Jobs						292
	salaries						
Displaced Business	Jobs	-50					
	Salaries	-\$1,845,000					
Indirect/Induced	Countywide	199.64	618.75	890.85	932.1	932.1	1137.8
Total Jobs Countywide		171.004	2493.75	3265.85	3432.1	3432.1	3929.8
Total Salaries Predictable (Direct employment only)		-\$511,886	\$55,700,625	\$70,554,125	\$70,554,125	\$70,554,125	\$70,554,125
Estimated Personal Income Taxes		-\$34,552	\$3,759,792	\$4,762,403	\$4,762,403	\$4,762,403	\$4,762,403

Table 11 Notes:

The current landfill development project plan calls for close to 90% retail and 10% office use, with some residential as well. Construction will begin in 2009, and doors will to open in late 2009 with 75% capacity at that point, 95% in 2010, and 100% by the end of 2011. The Clackamette Cove project will begin construction in 2010. "New Jobs" are those jobs that will not be simply transferred from elsewhere, and every effort has been taken to be very conservative in this estimate. Personal income tax rate of nine percent (9%) used and taxable earnings equal to seventy-five percent of salaries (75%). The twenty-five percent (25%) reduction reflects adjustments resulting from personal deductions and exemptions.

3 Estimated Financial Effect on Local Governments

The net fiscal impacts to local government jurisdictions, excluding the City and Clackamas County, noted above represent the total amount of property taxes estimated to be redirected from within the boundaries of the City. When considered on the taxing districts overall boundary the percentage impacts to each of the districts is less than .01%.

The County's amount of redirected property taxes when considered on an overall basis represents approximately .27% of total property taxes. The effect on the recently approved Sheriff's special levy will be similar as that of the County (approximately .27% of total property taxes).

Within the City, the word "redirected" must be used in context, for those revenues will not be lost to the City, but will instead be dedicated to capital improvements or public improvements within the urban renewal area.

Finally, these calculations are based on several assumptions, any of which could be changed by future interpretations of the tax limitation measure. Full detail of the calculations made here is on file with the City.

This section provides estimates of impacts, based upon the best information available at this time. ORS 457.460 requires that a renewal agency shall, by August 1 of each year, prepare a statement that contains, among other things, an analysis of the impact of carrying out the renewal plan. While that provision of ORS Chapter 457 currently relates to an analysis of tax rate impacts, it can be expected that the Agency will use that annual statement to evaluate other renewal impacts as they become better defined through future legal and legislative interpretation.

(The 4th Amendment added the following wording to Section E of the Report on the Urban Renewal Plan for the Oregon City Downtown Urban Renewal Area): Section E of the original Report on the Urban Renewal Plan addresses increases in property tax rates which result from carrying out the Urban Renewal Program.

The permanent Ballot Measure 50 tax rates for overlapping taxing bodies have been increased as a result of being calculated without the 1997-98 level of incremental values in the Oregon City Urban Renewal Area. Under Ballot Measure 50, the choice of tax increment revenue certification method can affect the potential property tax revenues received by overlapping tax bodies. A Table 8 hereby is added to Section E of the report on the Fourth Amendment to the Urban Renewal Plan. Table 8 shows the anticipated cumulative incremental values in the Renewal Area over the life of the Plan, and the anticipated property tax revenues foregone as a result of taxing bodies not being able to apply their permanent BM50 tax rates to those values. The dollars foregone in each year also are shown as a percentage of the total potential property tax revenues for that body would increase if it had access to the renewal area values.

The urban renewal program also may impact educational units of government. Property tax revenues foregone as a result of the choice of Agency's certification option will be taken into consideration in the State's formula for allocation and equalization of school revenues. The presence of the urban renewal program could impact the tax rates for future special levies, or bond issues by educational bodies. Table 10 is shown on the following page.

a) Compression

With the increase in the maximum amount of indebtedness the Agency is no longer able to levy a special levy to carry out the Downtown Urban Renewal Plan. The special levy tax rate in fiscal year 2006-07 is \$.5342 and a like amount is anticipated in fiscal year 2008, the last year a special levy will be levied. The combined BM50 local government tax rate in the City was \$8.6829 in fiscal year 2006-07. Without the urban renewal special levy the local government tax rate in the City would have been \$8.147. This rate is calculated using taxable assessed values, and thus is considerably higher than the rate that would be calculated using true cash values as specified in Ballot Measure 5. Ballot Measure 5 rates in the City would be approximately 61.4% of the Measure 50 rate, or roughly \$5.3313. It is the Ballot Measure 5 rate that is used to calculate whether the \$10.00 limit on governmental rates is exceeded.

There was no compression of revenue for the City in 2006-07. Under Ballot Measure 50, compression effects will vary from tax code to tax code and even from property to property. Since the special levy for the Downtown Urban Renewal Area will no longer exist there are not expected to be any compression losses of revenue for units of general government in Clackamas County resulting from the urban renewal district.

Subsequent voter-approved special levies or the addition of other new or existing taxing entities within the taxing boundaries of the City may affect compression of general government revenues in the future. The possibility of compression impacts could increase if the permanent or special levy rates of these respective entities increases. The financial analysis did not project any change to the current levy rates, permanent or special during the life of the plan.

b) Effect on Bond Rates

The presence of the Downtown Urban Renewal Area has had limited impact on the tax rate for bonds issued by overlapping taxing bodies. Based upon past development trends within and outside the Urban Renewal Area, and two significant proposed projects, looking forward development within the Urban Renewal Area will be considerably greater than previously experienced. However, if the maximum indebtedness of the plan was not increased to provide public participation to address significant public infrastructure requirements it is likely these developments would not occur. This development in and of itself would result in reductions in tax rates to existing and future voter approved bonds. However, without the increase in the maximum indebtedness and public funding of some of the infrastructure costs, these projects would not materialize, and therefore there would be no reduction in the tax rates on existing or future voter approved bonded debt.

With development activity around the City and anticipated annexations, it is assumed that the proportion of total taxable values represented by the Downtown, incremental values will remain relatively stable throughout the life of the Downtown plan, and so too would bond tax rate impacts, i.e., there would be minor rate reductions to existing and future debt if the taxable assessed value of property within the Plan Area were available to determine the tax rates.

Table 12: Downtown Urban Renewal Plan Impacts on Bond Rates

	Current	Projected
City Oregon City	0.1883	0.1797
Clackamas Community College	0.1708	0.1630
Oregon City School District	1.3695	1.3069
Metro	0.1700	0.1622
Trimet Service District	0.0911	0.0869
 Total Bonds	 1.9897	 1.8987

Table 12 Notes:

Assumptions are that current proportion of tax increment value to Oregon City's overall taxable assessed value will remain consistent.

F. Financial Feasibility of Plan

Tables to be found in Section 500 of the Report on the Tenth Amendment to the Plan show the anticipated costs of project activities, and the estimated time required to carry out all project activities, and pay off indebtedness. The principal source of revenue to carry out project activities will be annual tax increment revenues of the Renewal Agency that will be used to repay debt issued to fund projects. Anticipated tax increment revenues are shown in Table 13.

Table 13: Projected Tax Increment Revenues

Fiscal Year	Excess TAV (000's)	Maximum Taxing Authority	Division of Taxes	Special Levy	Total Taxes
2008	89,439	2,444,205	1,395,659	1,048,547	2,444,205
2009	94,806	2,590,858	1,479,398	-	1,479,398
2010	165,633	4,526,437	2,584,627	-	2,584,627
2011	291,643	7,970,033	4,550,945	-	4,550,945
2012	413,147	11,290,484	6,446,946	-	6,446,946
2013	510,183	13,942,284	7,961,143	-	7,961,143
2014	550,612	15,047,154	8,592,032	-	8,592,032
2015	593,763	16,226,366	9,265,370	-	9,265,370
2016	639,805	17,484,622	9,983,843	-	9,983,843
2017	688,923	18,826,913	10,750,301	-	10,750,301
2018	741,310	20,258,539	11,567,769	-	11,567,769
2019	797,171	21,785,122	12,439,459	-	12,439,459
2020	856,726	23,412,632	13,368,779	-	13,368,779
2021	920,205	25,147,405	14,359,347	-	14,359,347
2022	987,856	26,996,165	15,415,002	-	15,415,002
2023	1,059,939	28,966,048	16,539,819	-	16,539,819
2024	1,126,132	30,774,967	17,572,724	-	17,572,724
2025	1,196,030	32,685,150	18,663,452	-	18,663,452
2026	1,269,831	34,701,986	19,815,080	-	19,815,080
2027	1,347,742	36,831,141	21,030,842	-	21,030,842
					224,831,082

Table 13 Notes:

The tax increment revenues shown in Table 13 are based on the following assumptions:

1. It is assumed that option 1 will be selected as the tax increment revenue certification method.
 2. It is assumed that the renewal agency will certify 100% of its maximum revenue in each year of the projection period.
 3. It is assumed that total assessed value within the urban renewal area number will increase 3% annually each year through the projection period.
 4. In addition, it is assumed that direct new construction will add \$712,500,000 of value during the projection period, with amounts during fiscal years 2008-2012 consistent with exhibit 8 in the plan and the total amount for fiscal years 2013-2028 allocated equally throughout that fifteen-year period. Also, additional indirect new construction equal to three percent (3%) per year through fiscal year 2023 and two percent (2%) thereafter will result and be added to the assessed value.
 5. These revenue projections are consistent with ballot measure 50 provisions on value increases, and produce annual growth and renewal values consistent with growth patterns in the recent past for Oregon City Downtown Renewal Area together with proposed projects in the Area.
- The revenues shown in Table 6 are expected to be sufficient to carry out all project activities currently shown on the Urban Renewal Plan for the Downtown area, and to retire project indebtedness within a reasonable period of time. It is financially feasible to carry out the Urban Renewal Plan for the Oregon City Downtown area.

600 - Relocation

A. Analysis of Residents and Businesses Requiring Relocation

Acquisition activities contemplated in this plan do not require the relocation of any residents or businesses.

B. Description of Relocation Methods

The Plan does not anticipate the acquisition of property, which may result in the displacement of residents and businesses. Should relocation activity subsequently become required by this plan, the Urban Renewal Agency will establish a Relocation Policy, which will call for assistance to those residents and businesses displaced. Such assistance will include providing information regarding suitable locations, payment of moving expenses, housing referral, and other relocation assistance and payments as deemed necessary. All relocation activities will be undertaken and payments made in accordance with the requirements of ORS 281.045 - 281.105 and any other applicable laws or regulations. Relocation payments will be made as provided in ORS 281.060.

C. Housing Cost Enumeration

This plan does not contemplate the removal of any existing housing units. It is estimated that plan activities will result in the construction of approximately 600 - 1,200 additional multi-family dwelling units. The estimated cost range for these multifamily housing units is \$200,000 to \$1,500,000 per unit.