

Urban Renewal Plan

Downtown / North End

THROUGH PROPOSED 11TH PLAN AMENDMENT

CITY OF OREGON CITY, OREGON
CITY URBAN RENEWAL AGENCY
January 2023

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Urban Renewal Plan and Amendments

This Plan incorporates all text plan amendments through July 31, 2022 and proposed amendments with the 11th Plan Amendment (August 2022).

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.

11th Ordinance -22-1010

City-Commission-Approved Amendment authorizes additional projects, activities, and/or programs estimated to cost in excess of \$500,000 in 2022 dollars over the duration of the plan and there are projects identified in the plan that require City Commission approval to develop.

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

100. Introduction

The purpose of this Plan is to implement strategies that will eliminate blighting influences found in the Urban 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.

Originally adopted on December 19, 1990, an Urban Renewal Plan for the Downtown area came into being and was the only urban renewal plan for the Downtown area. 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 Hilltop Urban Renewal District was closed in 2005 and saw a 1.100% increase in assessed value.

In October of 2004, a report, *Oregon City Futures*, was prepared by Leland Consulting Group, Real Estate Strategists, and StastnyBrun Architects, Inc. that described a strategy to assist Oregon City in implementing its Metro 2040 designation. As a result of an extensive public involvement process initiated by the City in March 2004, The Futures Report gave 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 provided 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.

Regional Center

Oregon City is one of seven Regional Centers designated in the Metro Region 2040 Growth Concept, which covers the entire tri-county area of Clackamas, Multnomah, and Washington counties. The term Regional Center is described as a concentration of activity and investment that serves an area of activity and investment for several cities.

The Urban Renewal District plays a major role in helping transform Oregon City into a true Regional Center. The Urban Renewal District is not only a designated geographic area within Oregon City, but it is an economic development tool that provides an opportunity to attract and create real estate investments and develop programs that help to further its adopted vision.

Oregon City/North End 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. In 2007, a new plan named the Downtown Oregon City/North End Urban Renewal Plan was developed. It 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" is a separate municipal corporation responsible for governing Oregon City's existing designated urban renewal area. ORS 457.045 provides that a municipality's governing body may choose to exercise the powers of a separate entity that has the authority to provide direction and approval of projects and programs to invest in and improve a specific geographic area of the City.

"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 the implementation of 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 Commission 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 District 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

"Goal" means a general idea of the future or desired result envisioned as depicted in Section 500 of this Plan.

"Objective" means a definitive and measurable result toward an overall goal as identified in Section 500 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 District, 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 District comprises approximately 855 acres including the Downtown area, Clackamette Cove, the landfill redevelopment site, the Washington/7th Corridor, and the End of the Oregon Trail Interpretive Center. The boundary of this Urban Renewal Plan is shown as Exhibit 1 of this Urban Renewal Plan. A legal description of the Urban Renewal District is depicted in Exhibit 2 of this Plan.

400. THE VISION STATEMENT OF THE OREGON CITY URBAN RENEWAL COMMISSION

Oregon City is a historically, culturally, and geographically unique place in the Portland Metro Region. It was established in 1829 and in 1844 was the first incorporated city west of the Missouri River. The community's history establishes it as the State's original hometown. In Oregon City there are historic houses, museums, and the Willamette Falls situated within the community that stand as testament to the City's historical significance to the State of Oregon and to the United States.

Oregon City is one of the hubs of the Portland Metro Area. It seeks to attract visitors, new residents who appreciate the community's commitment to quality of life. The City's core is a recognizable, vibrant destination with public and private investment in small-scale shops, a mix of restaurants, and cultural amenities that reflect the area's diversity.

Within the Urban Renewal District ("the District") it is envisioned that residents will live, work, and play while having access to various amenities including vibrant visitor experiences that will attract the public during both the day and night; well-presented historical venues will provide visitors with different vantage points of the community's past; enjoyable recreational opportunities of various types and venues will be established; livable environs will exist that enhances one's quality of life, efficient transportation options will move people in and around the District; and sound investments in public infrastructure will be made to complement and support private investment.

Overall, the District's project expenditures are fiscally conservative and do not saddle future generations with long term environmental or economic burdens. For-profit business operations provide long-term employment, helps broaden the tax base, and provides a positive rate of return to the District.

500. GOALS AND OBJECTIVES OF THE URBAN RENEWAL COMMISSION

By accomplishing the following goals, the District becomes an important economic development tool that contributes to the realization of the Urban Renewal Commission's vision:

A. LIVABILITY

Livability is about building community amenities that enhance the quality of life through action to improve local environments and provide safe conditions in places where people live.

The following objectives are essential in accomplishing the goal of livability:

Objectives

- Protection of community neighborhoods' unique identities, locating tourism amenities in appropriate places except neighborhoods
- Provision of various housing options with different price points
- Presence of unique shopping amenities

- Existence of recreational opportunities
- Offering of varied dining options
- Establishment of quality childcare services
- Provision of good water quality
- Development of good job opportunities
- Creation of efficient multi-modal transportation services
- Presence of safe living conditions
- Existence of a quiet zone along the railroad route downtown

B. TOURISM OPPORTUNITIES

Creating an environment that offers amenities that establish a sense of vitality, excitement and wonder and attracts visitors during the day and the night. The District will offer amenities that are designed to solidify the City's brand as being Oregon's Hometown.

The following objectives will enhance tourism not only within the district but throughout the community:

Objectives

- Enhanced and upgraded End of the Oregon Trail Interpretive Center
- Increased use and improved Amtrak Train Station
- Increased use of the Clackamette Park RV area
- Projects that complement and enhance the downtown
- Hotels and convention meeting space
- Visitor parking
- Transportation options including shuttles and/or trolleys
- River transportation and recreational opportunities
- Public restrooms
- Transportation linkage(s) between tourism destination assets
- Good water quality (Cove, Clackamas, and Willamette Rivers)
- Willamette Falls Legacy Project

C. RECREATIONAL OPPORTUNITIES

The ability to establish recreational opportunities offering various types of outdoor and indoor amenities, man-made and/or natural and can contribute to a higher quality of life for residents. Investments in establishing the type of recreational investments supported by the Urban Renewal Plan are necessary in accomplishing this goal.

Objectives

The following investments are important to increasing recreational opportunities within the district:

- Trails, Biking, Walking
- Good water quality (Cove, Willamette, and Clackamas Rivers)
- Accessible recreation at Clackamette Park and Jon Storm
- Increased accessibility to the Cove, Willamette, and Clackamas Rivers

D. INFRASTRUCTURE INVESTMENTS

New investments in a variety of infrastructure projects are designed to help mitigate the challenges of growth in the district to allow visitors to enjoy all of the amenities that the District has to offer.

Objectives

As visitors drive into Oregon City, the provision of the following assets will assist them to efficiently move in and around the District from one end to the other and to engage in various events and activities taking place.

- Public restrooms
- Lighting enhancements downtown
- Quiet Zone along the railroad route downtown
- Adaptive reuse of existing properties
- Walking and Biking Trails
- Adaptive reuse of existing buildings (i.e., seismic, ADA, etc.)
- Visitor parking structure(s)
- Multi-modal transportation

The attributes of livability, infrastructure improvements, recreational and tourism opportunities are interdependent and serve to enable the District to provide a positive rate of return and helps Oregon City solidify its status as a regional center within the Portland Metro Region.

600. RELATIONSHIP TO CITY'S COMPREHENSIVE PLAN

A. City of Oregon City's 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 the City's Comprehensive Plan are found in that Plan. This updated Urban Renewal Plan is consistent with the goals, objectives and policies found in the City's 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.

B. Overall Goals as Stated in "Oregon City Comprehensive Plan:"

a. Healthy and Welcoming Communities

1. Implement and maintain a community engagement program that provides broad and inclusive opportunities for all Oregon City community members to learn about and understand city government processes, including land use planning, and participate meaningfully in decisions that impact their communities.
2. Acknowledge, protect, enhance, and commemorate Oregon City's historic and cultural resources.
3. Strengthen well-being and quality of life across all Oregon City neighborhoods by creating places that are safe and comfortable with convenient access to community services.

4. Integrate diversity, equity, and inclusion (DEI) best practices when evaluating all city functions, including land use strategies, programs, and regulations.
5. To fulfill Metro Region 2040Growth Concepts, that are consistent with the City's Comprehensive Plan.
 - b. Diverse Economy*
 1. Provide opportunities for a variety of goods, services, and employment options to work toward a dynamic, ecologically sound, and socially equitable economy.
 2. Provide housing options, including both rental and ownership opportunities, that are attainable for the full range of Oregon City households.
 3. Guide growth and development in a manner that implements the City's 2040 Vision and maintains an urban growth boundary that supports and accommodates projected population and employment during the 20-year planning period.
 4. Encourage and support new development that incorporates supportive community features and sustainability principles in site design and building construction.
 5. Establish, and amend when appropriate, the Urban Growth Boundary in the unincorporated area around the city that contains sufficient land to accommodate growth during the planning period for a full range of city land uses, including residential, commercial, industrial, and institutional.
 - c. Connected Infrastructure*
 1. Provide a safe, comfortable, and accessible transportation network that serves all modes of travel, including nonmotorized modes.
 2. Ensure public utilities and infrastructure are maintained and improved to adequately serve all existing areas of Oregon City and can be extended to serve newly developing areas in a logical and fiscally responsible manner.
 3. Serve the health, safety, and welfare of all Oregon City residents through provision of comprehensive public facilities and services.
 4. Promote and support energy conservation, sustainability, and resiliency through best practices in infrastructure planning, operations, and management.
 - d. Protected Environment*
 1. Provide and maintain a comprehensive system of parks, trails, natural resource areas, and recreation amenities that is accessible to residents of all ages and abilities, enhances the environmental and aesthetic quality of the community, and encourages healthy living.
 2. Conserve, protect, and enhance the function, health, and diversity of the City's natural resources and ecosystems.
 3. Ensure the safety of residents and property by supporting plans, programs, and investments that minimize the impacts of future natural hazard events and aid in rapid response and recovery.
 4. Ensure the environmental and economic health of the Willamette River Greenway (WRG) as a key feature of Oregon City and the broader region

700. Proposed Land Uses

A. Land Use Plan

The Land Use Plan consists of the Land Use (Plan Map (Exhibit 3) (showing the Comprehensive Plan designations of property within the District), the Zoning Map (Exhibit 4) (Showing the zoning designations of property within the District), 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 Urban Renewal District (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 District. The Zoning classifications correspond to the Comprehensive Plan designations.

Land uses proposed for sites within the Urban Renewal District are indicated in the project list of this updated version of the Urban Renewal Plan.

B. Plan and Design Review

The Urban Renewal Commission shall be notified of any building permit, conditional use or other development permits requested within the District. Developers, as defined in this Plan, shall comply with obligations identified in Section 1100 of this Plan.

800. Outline for Development

The Urban Renewal District initiative is designed to treat the causes of blight and deterioration in the District. This Urban Renewal District is characterized by underdevelopment, and unproductive conditions of land. Conditions that impair development include inadequate streets, traffic circulation problems, environmental-related challenges and inadequate public facilities and utilities. Project activities to treat these conditions may 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 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.
- Disposition and Redevelopment of Land. One of the main advantages of the Urban Renewal District is that it is designed to help improve or mitigate a variety of challenges associated with land within its boundaries. Resources can be marshalled by the Urban Renewal District to improve utilities and rights-of-way, improve or mitigate environmental challenges, remove incompatible land uses, and further the development goals and objectives of this Plan.
- Additional planning, administration, and co-ordination of development in the Project Area.

900. 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 Commission (hereinafter referred to as "Commission") in accordance with applicable federal, state, county and city laws, policies, and procedures. Exhibit 5 shows the general location of project activities. Exhibit 6 shows the location of City-owned and District-owned properties acquired to carry out the objectives of this Plan.

A. Public/Private Partnerships (Property Not Owned by the Urban Renewal Commission)

In situations where property is owned privately and not by the Urban Renewal Commission, but the developer needs financial assistance to further develop the property, the Urban Renewal Commission can exercise its leverage to have the property in question developed in such a manner that meets some or all of the Commission's vision for the District.

Some of the properties that most likely fit the aforementioned scenario are listed in Exhibit 7, Tables 1 and 2.

B. Publicly Owned Property

Acquisition of real property is determined necessary to carry out the objectives of this Plan. Accordingly, this Plan authorizes the Urban Renewal Commission to purchase property where detrimental land uses or conditions such as incompatible uses, flood plain, or adverse influences from noise, smoke or fumes exist, or where there exist 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.

In instances where the Commission already owns property, the Commission has the option of selling its property to private developers that will develop the site(s) in a way that conforms with the vision of the Urban Renewal Commission. Alternatively, the Urban Renewal Commission could develop its own property. Hence, ensuring that the project complies with the expectations of the body. Table 1 shows property that the Urban Renewal District already owns as well as property that the District may acquire.

1 Acquisition and Disposition of Property for Development or Redevelopment

The acquisition and future disposition of property acquired for redevelopment or development by the Urban

Renewal Commission will be addressed in accordance with this Plan. Prior to property 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 1300 A(1) of this Plan, and also will require City Commission approval of the minor amendment per **Section 1300 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.

Some of the properties that are currently owned by the Urban Renewal Commission are identified in Exhibit 7, Table 1.

C. Public Infrastructure Projects

Over the years, Oregon City has commissioned various infrastructure-related plans that have identified several deficiencies with regard to infrastructure development. Traffic and pedestrian circulation and safety, parking and other infrastructure deficiencies have been identified as issues constraining future development in the Urban Renewal District. To correct these deficiencies, the Urban Renewal Commission is positioned to participate in the planning, design, funding, and construction of infrastructure-related public improvements throughout the area.

Infrastructure improvements may include the construction, reconstruction, repair, or replacement of streets, traffic control devices, traffic railroad safety devices, bikeways, pedestrian ways, and multi-use paths. Other improvements may include the building of parking facilities and installation of sidewalks, public restrooms, tables, benches and other street furniture, signage, kiosks, decorative, fountains, streetlights, and acquisition of property and right of way for public infrastructure improvement.

Infrastructure improvements that are planned include, but are not limited to, the following:

- Parking Garage
- Public Restrooms
- Water
- Wastewater
- Stormwater
- Utility Relocation

D. Parks, Open Space and Recreation Improvements

The shorelines of both the Clackamas and Willamette Rivers are located within the Urban Renewal District, offering opportunities to provide diverse recreational activities for Oregon City and the region. To promote these opportunities while contributing to the economic value of the district and Oregon City, the Urban Renewal Plan recognizes that the Urban Renewal Commission will be participating in the planning, design, and construction of parks, open spaces, and recreational facilities and related public improvements, including but not limited to:

- Increased accessibility to Clackamette Cove, Willamette, and Clackamas Rivers
- Accessible recreation at Clackamette Park and Jon Storm
- Good water quality (Cove, Willamette, and Jon Storm)
- Installation and/or improvement of walking and biking trails

E. Development and Redevelopment Assistance

Redevelopment either through new construction or rehabilitation may be achieved by public or private property owners, with or without financial assistance from the Commission.

1 Redevelopment Through New Construction

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 vision of the Urban Renewal Commission.

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 Commission. To encourage rehabilitation and conservation, the Commission 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.

Encouraging residential living on the upper floors of downtown buildings within the District has been an important economic development objective. Having residents living in the downtown area contributes to less crime and creates an economic eco-chamber for residents and downtown businesses alike. However, to enable such an environment to exist, the appropriate types of infrastructure investments and life-style amenities must be established.

On the eastern edge of the downtown area, train tracks run along much of the downtown corridor: carrying trains that consistently sound their horns. In addition, much of the downtown area is slated as high impact with regard to earthquakes.

To address these challenges, the Urban Renewal Commission may provide financial assistance to help pay for seismic retrofits for certain downtown building structures thereby enabling the upper floors of applicable buildings to be used as residences. The Commission may make this assistance available, as it deems necessary to achieve the goals and objectives of this Plan.

F. Planning and Administration

Project resources may be utilized to prepare the Urban Renewal Plan, design plans and master plans for the Urban Renewal District, 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 District 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 District, 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 conversions to incompatible types of uses, and it is determined by the Urban Renewal Commission 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 Commission that the property is needed for the following purposes:

1 Property to be Acquired for Public Improvement and Facilities

It may be necessary for the Urban Renewal Commission to purchase additional real property to carry out the public use objectives of this plan such as right-of-way acquisition for streets, alleys, bicycle and pedestrian ways, and other public improvements. 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 1300 A(1)** of this Plan. City Commission approval will 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 1300 A(1)** of this Plan, and also will require City Commission approval of the minor amendment, per **Section 1300 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 1300 A(1)** of this Plan, and also will require City Commission approval of the minor amendment, per **Section 1300 B(2)** of this Plan. Such amendments will be accompanied by findings to the Commission describing the property to be acquired, the anticipated disposition of such property, and an estimated time schedule for such acquisition and disposition.

2 Property to be Acquired for Redevelopment Property

Property to be acquired for redevelopment may be obtained by the Commission and sold 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.

- a) Acquisition for redevelopment will require a minor amendment to this Plan as described in **Section 1300 A(1)** of this Plan, and also will require City Commission approval of the minor amendment per **Section 1300 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.

H. Property Disposition

The Urban Renewal Commission will dispose of property acquired within the Urban Renewal District for purposes specified in this Plan. Properties shall be subject to disposition in accordance with the vision, goals, and objectives of the Urban Renewal Commission.

The Urban Renewal Commission 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 land.

I. Oregon City Municipal Code (Urban Renewal Agency)

Section 59 - Urban Renewal Agency.

The urban renewal agency of the city (the "Agency") shall not issue bonded indebtedness after the effective date of this section unless the bonded indebtedness complies with the restrictions of this section. The commission shall not approve any amendment to an urban renewal plan after the effective date of this section unless the plan requires that bonded indebtedness issued to carry out the plan be issued in compliance with the restrictions of this section.

- A. Bonded indebtedness issued by the Agency after the effective date of this section shall either:
 - (i) Be approved by the voters of the city;
 - (ii) Be issued to refund lines of credit, bonds or other borrowings that were executed before the effective date of this section; or,
 - (iii) Be issued to finance written commitments of the Agency that were entered into before the effective date of this section.
- B. Each urban renewal plan of the Agency that exists on the effective date of this section is hereby amended to add the following provision: "No bonded indebtedness shall be issued under this plan except in compliance with the requirements of the Charter of the City of Oregon City. Any amendment of the preceding sentence must be approved by a non-emergency ordinance of the city."
- C. For purposes of this section "bonded indebtedness" has the meaning defined for that term in ORS 310.140(3), as that section of the statutes exists on the date this section of the charter is approved by the voters of the city. That statute defines "bonded indebtedness" to mean "any formally executed written agreement representing a promise by a unit of government to pay to another a specified sum of money, at a specified date or dates at least one year in the future."
- D. This section shall not limit the Agency's rights or obligations under any lines of credit, bonds or other borrowings that were executed prior to the effective date of this section.
- E. PREVIOUS TEXT REMOVED FROM THIS PLAN FOR THE FOLLOWING REASON.....

(Res. No. 12-27, adopted by voters at the City election held November 6, 2012; Charter Ord. of 6-30-16; Res. No. 16-25, adopted by voters at the City election held November 8, 2016 which added part E. to Section 59. Clackamas County Court Case #16CV42887 declared that part E. of Section 59 is unenforceable as preempted by state law).

UPDATE: On December 15, 2022, the Clackamas County Circuit Court (Court Case #16CV42887, Court of Appeals, Court of Appeals #A167583) reaffirmed that Section 59, part E is unenforceable as preempted by state law.

1000. Urban Renewal Projects

The tax increment financing created in the District and the existing cash on hand allows the Urban Renewal Commission to invest approximately \$40 million, provided authority to distribute bonds to attract funding to invest in projects is approved by the voters. The Urban Renewal Commission has identified three priority projects, Rossman Landfill, Clackamette Cove, and the Stimson

Property (1795 Washington Street) to initially use bond distribution proceeds to invest in.

The Urban Renewal Commission has estimated investment ranges for each project utilizing bond proceeds. It has also project potential private investments that may be attracted to each project during development.

Rossmann Landfill

Category	Urban Renewal Investment	Private Investment	Total
Public/Private Partnership	\$20,000,000 – \$30,000,000	\$240,000,000	\$260,000,000- \$270,000,000

- The property served as the area's landfill for many years and has been underdeveloped since the 1970s.
- The property is considered a brownfield site, which means it has existing pollutants that makes it very difficult to be developed.
- The site is comprised of 62 acres and is privately owned
- With a well experienced and capable developer, the property could feature various amenities including housing opportunities, retail options, hotel property, entertainment venues, and infrastructure improvements, hence, enhancing the community's economic growth

Clackamette Cove ("the Cove")

Category	Urban Renewal Investment Range	Private Investment	Total
Publicly Owned	\$4,000,000 – \$8,000,000	\$80,000,000	\$84,000,000 \$88,000,000

- The Cove was once a gravel quarry up to 1993
- The site is now owned by the Urban Renewal Commission
- The subject property is 75.57 acres
- The Cove faces several environmental-related challenges, not least of which is the seasonal reoccurring appearance of blue-green algae blooms
- The site will need to undergo extensive environmental mitigation in order for it to realize its true economic and recreational development potential
- As a developed site, it is envisioned as having a water-based recreation amenity along with retail and housing opportunities

Stimson Property (1795 Washington Street)

Category	Urban Renewal Investment Range	Private Investment	Total
Publicly Owned	\$4,000,000 – \$10,000,000	\$60,000,000	\$64,000,000 – \$70,000,000

- Property is owned by the Urban Renewal Commission

- Property is 6.83 acres
- The site has an existing structure on it that is being leased to a commercial tenant
- The property is underutilized and has not reached its full economic development potential
- The entire property is within a flood zone
- There have been discussions about putting a hotel on the site that would complement tourism-related development that might occur on the Rossman Land Fill Property and on other nearby properties.

The Urban Renewal Commission has identified additional projects of interest that may be invested in during a possible second wave of bond revenue generation. These projects include the County Court House, End of the Oregon Trail Interpretive Center (1726 Washington Street), The Quiet Zone, and 12 & Main Street.

County Court House

Category	Urban Renewal Investment Range	Private Investment	Total
Publicly Owned	\$5,000,000 – \$10,000,000	Unknown at this time	Unknown at this time

- 807 Main Street
- County owned property
- Completed in 1936
- Three story historic brick building, sitting on .94 acres
- The courthouse facility has deteriorating foundation challenges and would require significant spending to keep the entire structure from collapsing, especially during an earthquake.
- If significant investment is made to shore up the foundation of the Courthouse, the site should continue its contribution to the economic vitality of the downtown.

End of the Oregon Trail Interpretive Center (1726 Washington St.)

Category	Urban Renewal Investment Range	Private Investment	Total
Publicly Owned	\$1,000,000 – \$3,000,000	\$0	\$1,000,000 - \$3,000,000

- Property owned by the City
- Tenant is the Clackamas County Historical Partners
- Property sits on 8.08 acres
- Total square footage of buildings is 33,700
- The parking lot has severe alligator cracking
- There are significant cracks in the Henderson Farm walls
- Previous awnings covering the main building's wagons were damaged and removed
- Several exterior walls of various structures of the facility need to be replaced
- Structural flooring/decking is in poor condition and should be replaced
- Repair costs are estimated at \$3 million

Quiet Zone

Category	Urban Renewal Investment Range	Federal Government Investment	Total
Public Infrastructure	\$600,000	\$2,000,000	\$2,600,000

- Public infrastructure project
- A “quiet zone” is an area where railroads are directed to cease the routine sounding of train horns when approaching public highway-rail grade crossings, though train horns may still be used in emergency situations.
- At-grade crossings within a quiet zone still have standard flashing signals and audible bells.
- Railroad track crossings at 10th and 11th street.
- Having this feature installed will enhance the development potential on sites along the downtown route for retail and/or housing options.

12th and Main Street (Vacant Property)

Category	Urban Renewal Investment Range	Private Investment	Total
Publicly Owned	\$2,000,000 – \$5,000,000	\$25,000,000	\$27,000,000 – \$30,000,000

- Property is owned by the Urban Renewal Agency
- Property is 0.43 acres
- The site is vacant and encumbered with utility infrastructure through the site impacting the development Opportunities
- The property is underutilized and has not reached its full economic development potential -There have been discussions about putting a mixed-use residential/retail development on the property

1100. Developer's Obligations

The Urban Renewal Plan implements the development guidelines approved by the Urban Renewal Commission. The overall intent of these guidelines emphasizes that:

- The Urban Renewal Commission will consider using tax increment financing to assist private developments in those circumstances in which proposed private projects fit the vision, goals, and objectives of the Urban Renewal Commission and demonstrate a need to fill financing gaps.
- Investments in public infrastructure shall serve to complement other projects and implement urban renewal district goals and objectives.
- Direct public investments into areas with the greatest development and redevelopment potential.

Developers that adhere to the follow the controls and program guidelines approved by the Urban Renewal Commission will be considered in compliance with the expectations of the Urban Renewal Commission:

- The developer shall engage the Urban Renewal Commission in one of the following ways:

- respond to an Urban Renewal Commission “Request for Proposals;” or
- submit an unsolicited proposal.
- The developer will submit information and documents required by the Urban Renewal Commission in order for it to conduct a preliminary review to ascertain whether there is an interest in the developer’s proposal by the Urban Renewal Commission.
- If the Urban Renewal Commission has continued interest in the developer’s proposal, the developer will work with and submit all required documents and information to all relevant reviewing bodies.
- During the review stage by various agencies, as more is learned about the developer’s proposal, a preliminary or draft disposition and development agreement (“DDA”) may be crafted involving agents of the Urban Renewal Commission.
- After the developer has complied with the requirements cited during its pre-application conference and other requirements of other reviewing bodies, a final draft of a disposition and development agreement may be negotiated involving the agents of the Urban Renewal Commission.
- The developer shall not affect 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.
- After all parties have agreed with the terms and conditions of the DDA, the developer will move forward to the Land Use approval process.

1200. 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 Commission, relocation assistance will be provided to persons or businesses displaced.

All persons or businesses, that may be displaced, will be contacted to determine their 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 have available to them decent, safe, and sanitary dwellings at costs or rents within their financial reach. Payment for moving expenses will be made to residences and businesses displaced.

1300. 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 Urban Renewal Commission 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 900, 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 2022 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 900 G.1(b), G.1(c), or 900 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.

1400. 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 Ballet Measure 50. Ballet Measure 50 requires that plans contain a maximum debt provision.

1500. Financing Methods

A. General

The Urban Renewal Commission 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 ORS457.420 through ORS 457.450.

1600 – Establishment of Maximum Indebtedness

The maximum amount of indebtedness that may be issued or incurred under this Urban Renewal Plan is \$130.1 million. 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.

The maximum amount of indebtedness noted above is the amount necessary to complete the projects in the Plan as measured in 2022 dollars. To complete all projects anticipated in this Plan it is anticipated that the greatest amount of increment possible will need to be acquired. 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 – Legal Description of Project Area
Exhibit 3 – Land Use Map of Project Area
Exhibit 4 – Zoning Map of Project Area
Exhibit 5 – Map of Proposed Project Activities
Exhibit 6 - Map of Property Locations
Exhibit 7 - Properties
Exhibit 8 - Framework for Decision-Making

Exhibit 3 - Legal Description of Project Area

C O R R E C T E D

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



URBAN RENEWAL DISTRICT BOUNDARY

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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 woth 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**

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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,

URBAN RENEWAL DISTRICT BOUNDARY

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

91 APR 25 1912:09

John F. Kauffman
County Clerk

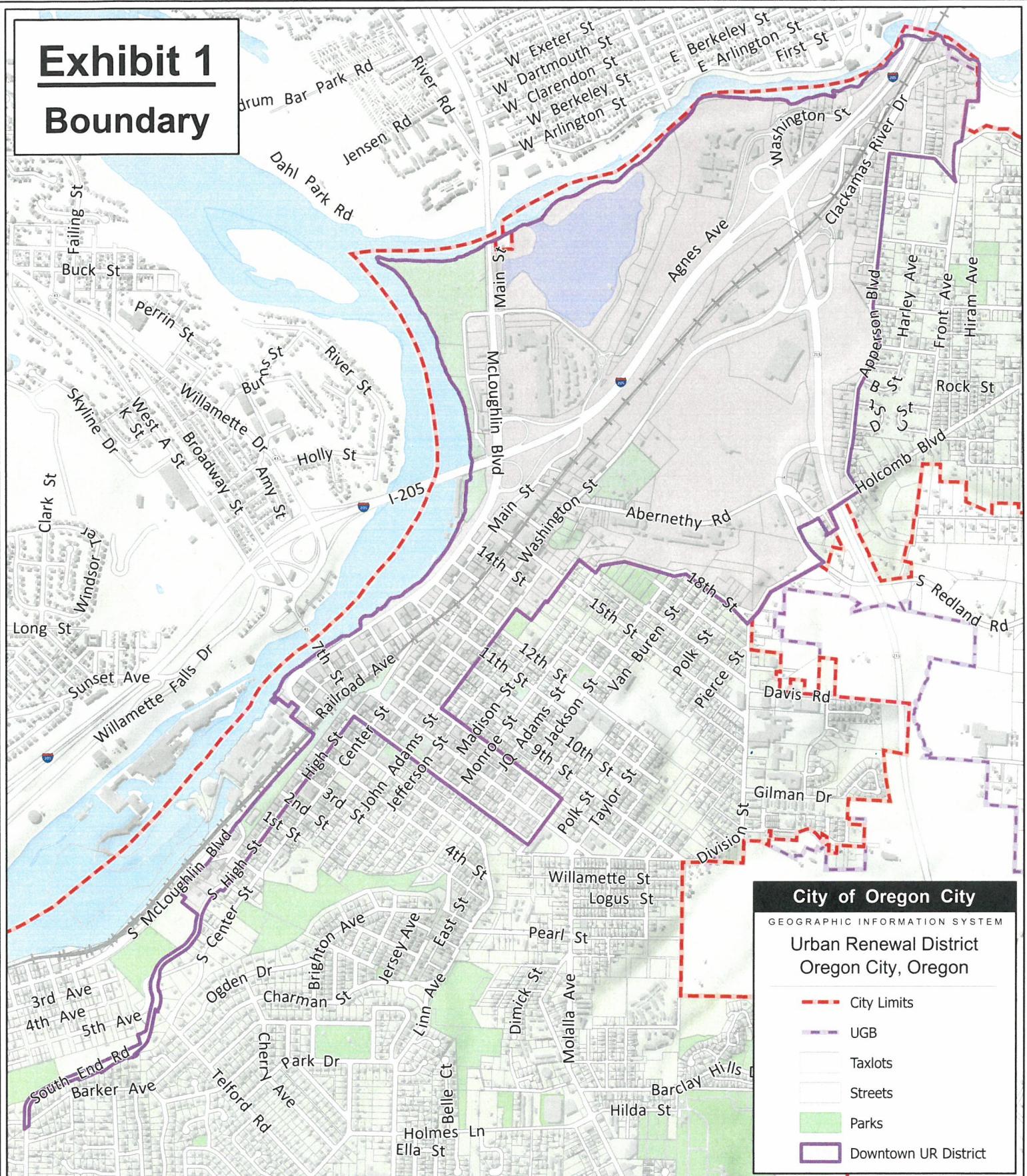
John F. Kauffman
County Clerk
Received in
Court House
1912
John F. Kauffman
County Clerk

91 18607

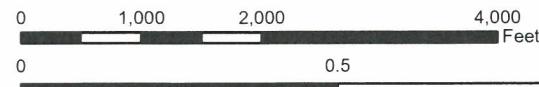
[Fuserstraz:URDIST3.LG1]

Exhibit 1

Boundary



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 suitable for legal, engineering, or surveying purposes. Notification of any errors is appreciated.



City of Oregon City
P.O. Box 3040
625 Center St
Oregon City, OR 97045
503-657-0891 phone
503-657-6629 fax
www.orcity.org



Exhibit 2 - Legal Description of Project Area

C O R R E C T E D

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.

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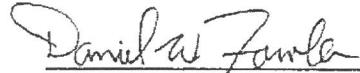
EXCEPT THEREFROM that portion lying within the City Limits of the City of Gladstone.

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.

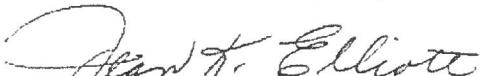
This correction duly adopted on motion by the City Commission this 17th day of April, 1991.

CITY OF OREGON CITY



DANIEL W. FOWLER, Mayor

ATTESTED this 17th day of April, 1991.



JEAN K. ELLIOTT, City Recorder



URBAN RENEWAL DISTRICT BOUNDARY

2

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,

URBAN RENEWAL DISTRICT BOUNDARY

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. $52^{\circ} 55'$ 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.

60:211 550 16

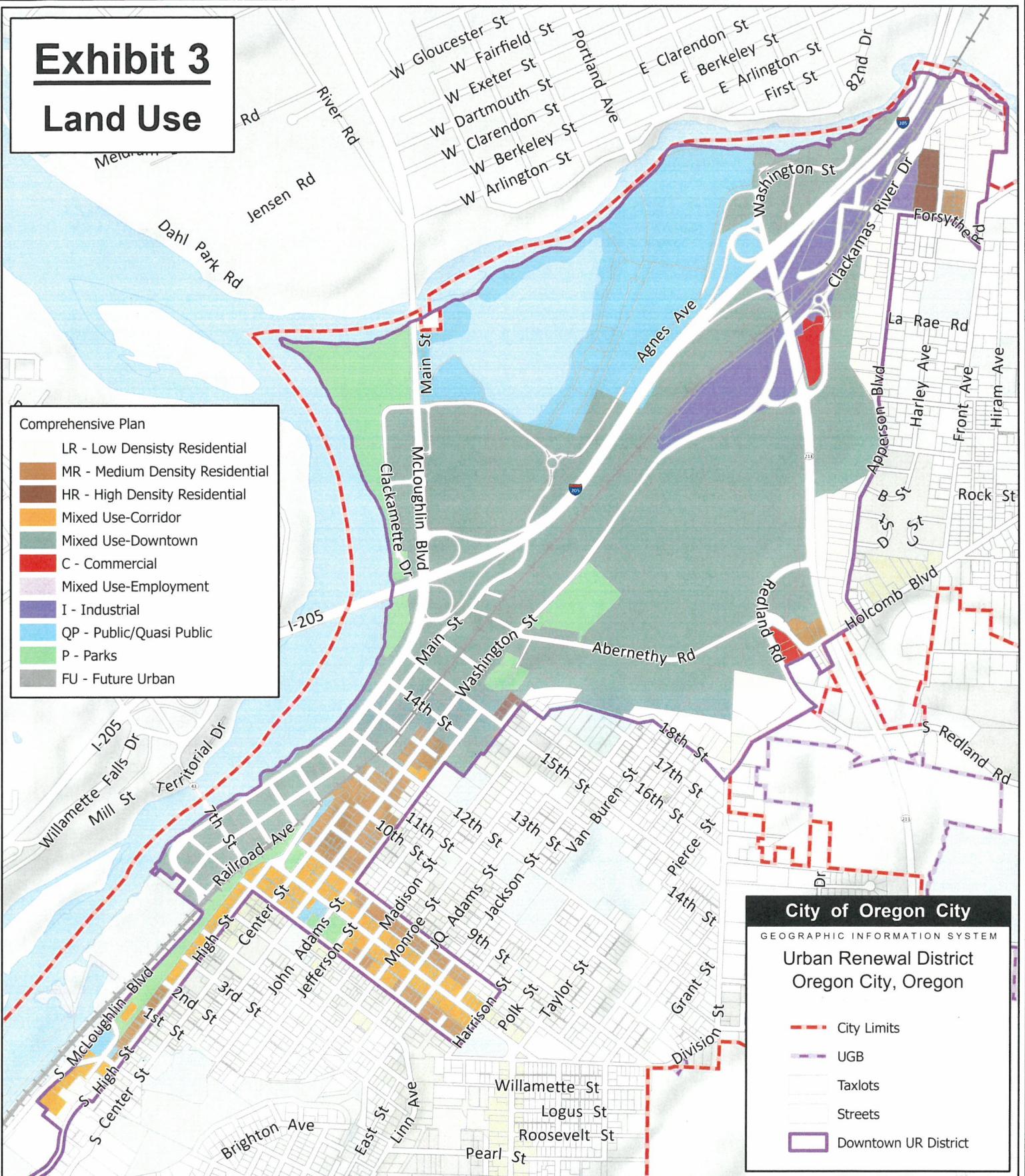
John F. Kennedy
President of the United States
1963-1964

91 1860

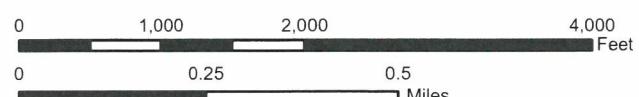
[ISSUE 2013.11]

Exhibit 3

Land Use



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 suitable for legal, engineering, or surveying purposes. Notification of any errors is appreciated.



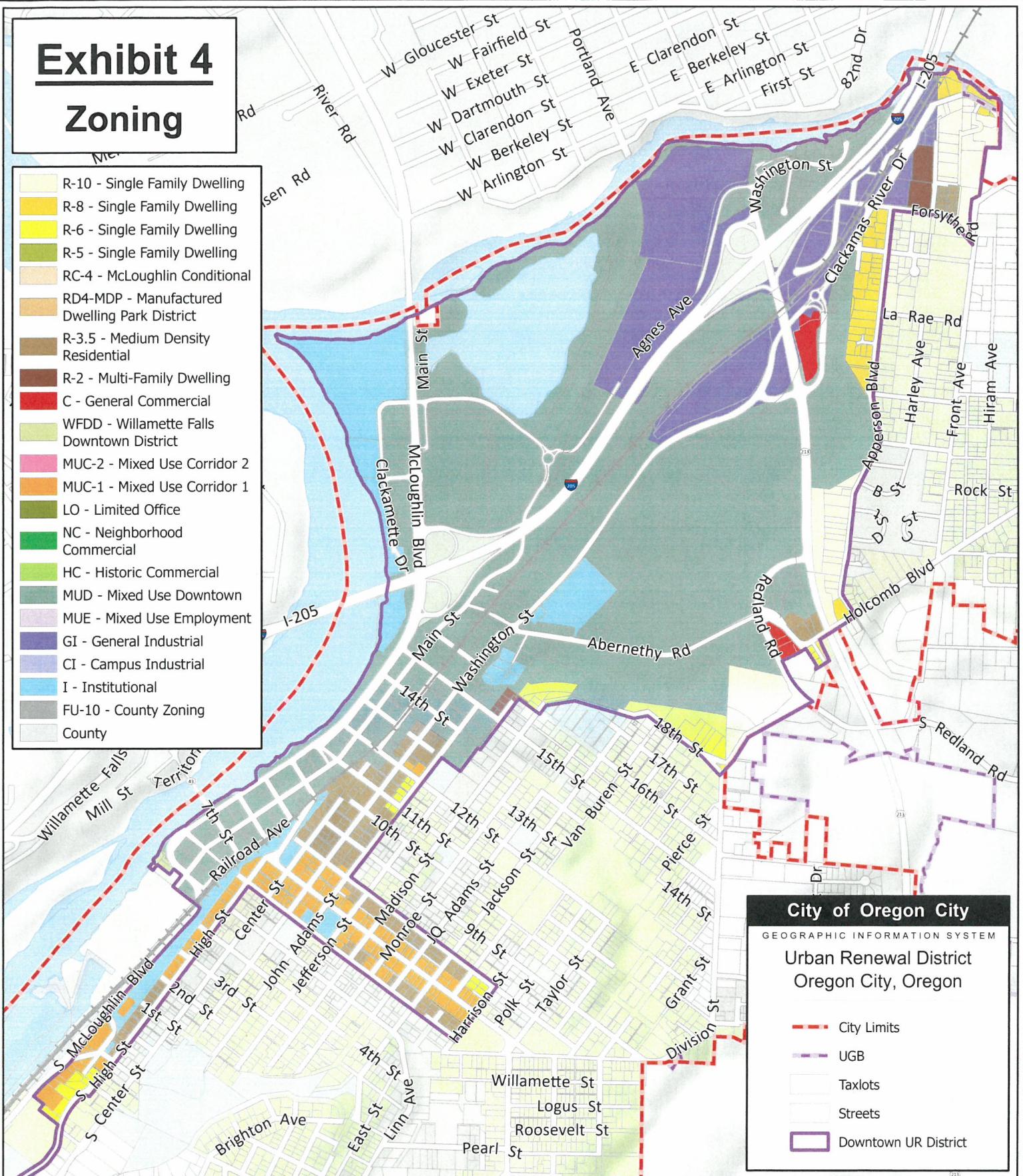
City of Oregon City
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625 Center St
Oregon City, OR 97045
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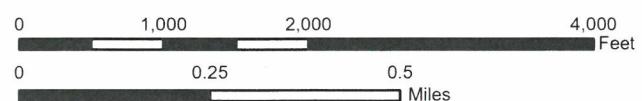
Exhibit 4

Zoning

R-10 - Single Family Dwelling
R-8 - Single Family Dwelling
R-6 - Single Family Dwelling
R-5 - Single Family Dwelling
RC-4 - McLoughlin Conditional
RD4-MDP - Manufactured Dwelling Park District
R-3.5 - Medium Density Residential
R-2 - Multi-Family Dwelling
C - General Commercial
WFDD - Willamette Falls Downtown District
MUC-2 - Mixed Use Corridor 2
MUC-1 - Mixed Use Corridor 1
LO - Limited Office
NC - Neighborhood Commercial
HC - Historic Commercial
MUD - Mixed Use Downtown
MUE - Mixed Use Employment
GI - General Industrial
CI - Campus Industrial
I - Institutional
FU-10 - County Zoning
County



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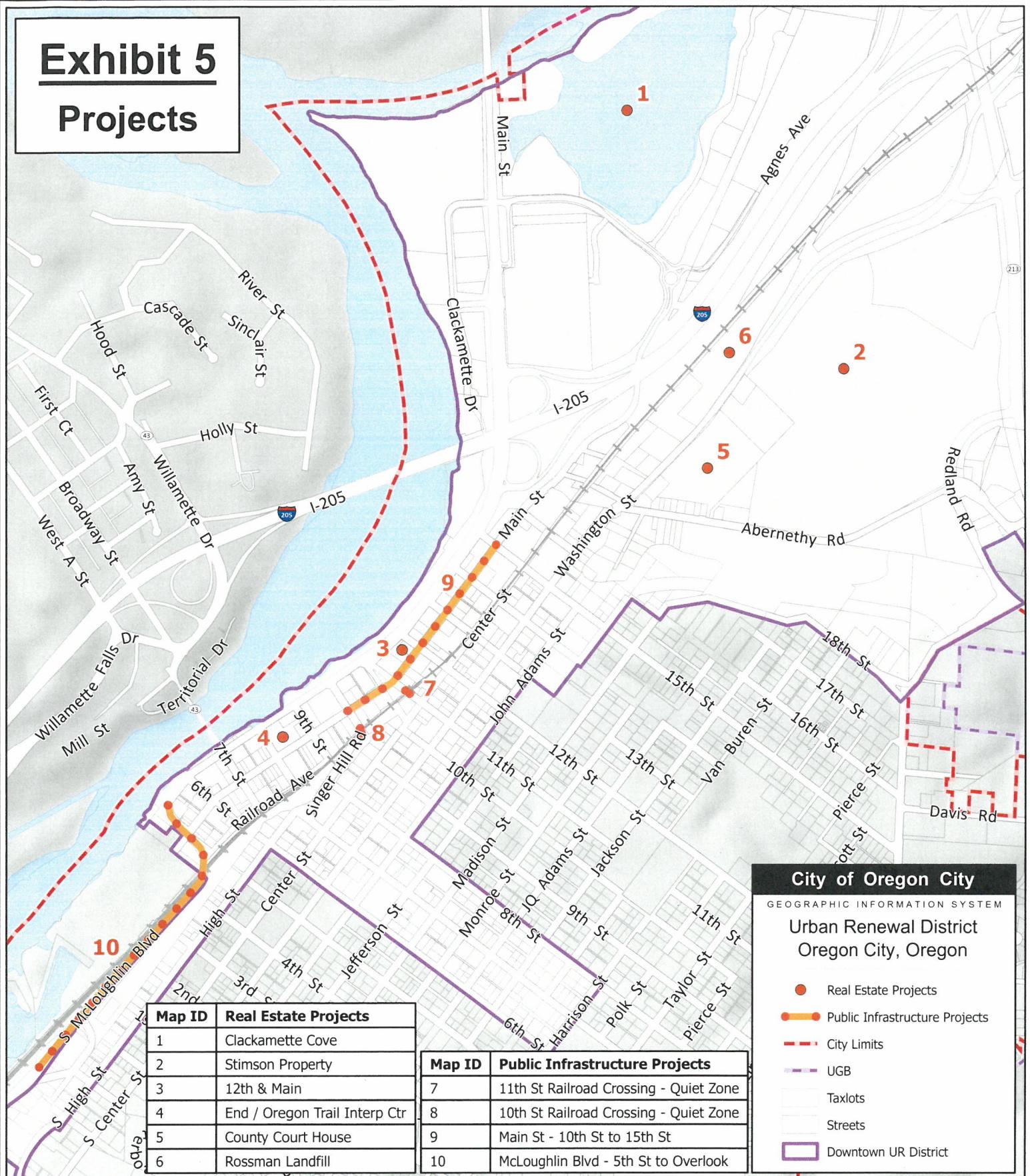


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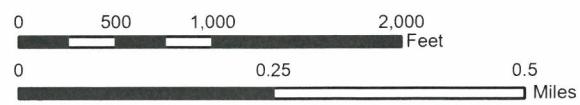


Exhibit 5

Projects



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EXHIBIT 7 PROPERTIES

Table 1: Publicly Owned Property (with status as of June 30, 2022)

Tax Map	Tax Lot	Property Description	Acquisition Status
2-2E-29	3600	Clackamette Cove – 52.85 acres	URD Own/Undeveloped
2-2E-29	2800	Clackamette Cove – 4.4 acres	URD Own/Undeveloped
2-2E-29	3700	Clackamette Cove – 2.60 acres	URD Own/Undeveloped
2-2E-29	3000	Clackamette Cove – 2.79 acres	URC Own/ Undeveloped
2-2E-29	3100	Clackamette Cove - .91 acres	URC Own/ Undeveloped
2-2E-29	3200	Clackamette Cove - 1.00 acres	URC Own/ Undeveloped
2-2E-29	3300	Clackamette Cove - .90 acres	URC Own/Undeveloped
2-2E-29	3400	Clackamette Cove – 3.16 acres	URC Own/ Undeveloped
2-2E-29	1100	Clackamette Cove – 5.22 acres	URC Own/ Undeveloped
2-2E-29	3800	Clackamette Cove - .50 acres	URC Own/ Undeveloped
2-2E-29	3500	Clackamette Cove – 1.24 acres	URC Own/ Undeveloped
2-2E-29	1402	Stimson Property (1795 Washington St) 6.83 acres	URC Own/Existing Structure/Further Development Needed
2-2E-30DD	4800	12 & Main - .27 acre	City Own/vacant lot/ Undeveloped
2-2E-30DD	4900	12 & Main - .16 acre	City Own/vacant lot/ Undeveloped
2-2E-31AB	4400	807 Main St. - .94 acre	County Own/County Court House/To be vacated
2-2E-29CA	500	1726 Washington St. – 7.65 acres	End of the Oregon Trail
2-2E-29CA	1500	1726 Washington St - .43 acres	End of the Oregon Trail
		Riverwalk P (falls access and viewing)	City owned

Table 2: Private Property of Interest (with status as of June 30, 2022)

Tax Map	Tax Lot	Property Description	Acquisition Status
2-2E-29	902	Rossmann Landfill (Park Place Dev., Inc.) – 1105 Abernethy RD – 65.53 acres	Private Ownership/Under Contract

Table 3: Infrastructure Projects (with status as of June 30, 2022)

Name	Tax Lot	Property Description	Acquisition Status
Quiet Zone	N/A	Railroad Track Crossings at 10 th and 11 th Streets	Union Pacific Railroad Owner/Federal Funding Approved. Local Match Required
McLoughlin Blvd. to Tunnel	N/A	6 th Street/McLoughlin through Tunnel to Tumwater Drive/McLoughlin	To be completed
Main Street	N/A	From 10 th to 15 th Street	To be completed

Framework for Decision-Making Urban Renewal Project Procedures Diagram

