

# GRESHAM

REDEVELOPMENT COMMISSION

---

May 23, 2025

Dennis Clague  
Gresham Barlow School District  
1331 NW Eastman Pkwy.  
Gresham, OR 97030

Dear Dennis,

This letter is the official notification that the Gresham City Council is considering the adoption of the Gresham Downtown/Civic Urban Renewal Plan ("Plan"). Oregon Revised Statutes ("ORS") 457 requires a forty-five day consult and confer period with impacted taxing districts for the purpose of reviewing the proposed urban renewal plan. This letter begins that consult and confer period.

The public purpose of the proposed Plan is to eliminate blight in the urban renewal area and to provide a funding source to enable projects to be undertaken that will develop, redevelop and connect the Downtown and Civic areas of Gresham. The projects include funding for parks, civic functions, private development leverage, streetscape, streets and utilities. The community outcome will help to grow jobs, residential uses and develop a thriving and unique entertainment, nightlife and shopping district.

The Gresham Downtown/Civic Urban Renewal Area consists of approximately 897.6 total acres and is shown in Figure 1 of the attached Plan.

It is anticipated that the Plan will take thirty years of tax increment collections to implement. The maximum amount of indebtedness that may be issued for the Plan is not to exceed three hundred eighty-one million dollars (\$381,000,000). Detailed financial analysis is in the Report Accompanying the Gresham Downtown/Civic Urban Renewal Plan ("Report"). The projects in the Plan are intended to help improve conditions in the Downtown/Civic Area including providing utility and transportation infrastructure improvements, improving community identity and business and community vitality, providing recreation improvements and facilitating the development of quality housing. The projected impacts to the taxing districts are also shown in Exhibit A.

The Gresham Barlow School District and the Multnomah Education Service District are not *directly* affected by the tax increment financing, but the amounts of their taxes divided for the urban renewal plan are shown in the following tables. Under current school funding law, property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes foregone, due to the use of tax increment financing, are substantially replaced with State School Fund revenues, as determined by a funding formula at the state level. Community colleges are funded through a Student-Focused Distribution Model by the Community College Support Fund.

Pursuant to ORS 457, the Gresham Redevelopment Commission has initiated the public review process for all proposed urban renewal plans and substantial plan amendments. Initiation of the public review processes for the attached draft Plan and accompanying Report require the following actions to be taken:

- Transmitting the proposed Plan and Report to the taxing districts. If you desire to comment in writing, please do so by July 10, 2025. This letter is the official notification and starts the consult and confer process.
- The Multnomah County Commission will be briefed on July 8, 2025, on the draft Plan and Report.
- Gresham Planning Commission will hold a hearing on July 14, 2025, for their review of the draft Plan's conformance to the Gresham Comprehensive Plan.
- The Gresham City Council will hold a hearing on August 19, 2025, for the purpose of considering adoption of the draft Plan and Report. Staff will send out a notice advertising this hearing to the Gresham community pursuant to ORS 457.
- The Gresham City Council will vote on the ordinance for plan adoption on September 2, 2025.

If you would like to submit written input on this Plan, please do so prior to July 10, 2025. Any written correspondence will be shared with the City Council. If you have any questions, please contact me at [justin.douglas@greshamoregon.gov](mailto:justin.douglas@greshamoregon.gov) or 503-618-2418.

There are three exhibits to this letter: the summary of the taxing districts' impacts (Exhibit A), the draft Gresham Downtown/Civic Urban Renewal Plan (Exhibit B) and the Report Accompanying the Gresham Downtown/Civic Urban Renewal Plan (Exhibit C).

Sincerely,



Justin Douglas  
Director  
Gresham Redevelopment Commission  
1333 NW Eastman Parkway  
Gresham, Oregon 97030

Exhibits:

- A. Taxing District Impacts
- B. Gresham Downtown/Civic Urban Renewal Plan
- C. Report Accompanying the Gresham Downtown/Civic Urban Renewal Plan

### Exhibit A - Taxing District Impacts

The projected impacts of the Gresham Downtown/Civic Urban Renewal Plan are shown below. These are projected impacts based on a maximum indebtedness of \$381,000,000 and over an estimated 30 years of tax increment collections.

FYE	Multnomah County	Port of Portland	East Multnomah Soil/Water	Metro	City of Gresham	Mult. Co Library	Subtotal General Government
2027	(\$315,671)	(\$5,095)	(\$7,268)	(\$7,021)	(\$262,579)	(\$88,667)	(\$686,301)
2028	(\$488,973)	(\$7,892)	(\$11,258)	(\$10,875)	(\$406,735)	(\$137,346)	(\$1,063,078)
2029	(\$667,655)	(\$10,776)	(\$15,372)	(\$14,849)	(\$555,364)	(\$187,535)	(\$1,451,550)
2030	(\$854,377)	(\$13,789)	(\$19,671)	(\$19,002)	(\$710,682)	(\$239,982)	(\$1,857,503)
2031	(\$1,049,501)	(\$16,938)	(\$24,163)	(\$23,342)	(\$872,990)	(\$294,790)	(\$2,281,724)
2032	(\$1,253,406)	(\$20,229)	(\$28,858)	(\$27,877)	(\$1,042,601)	(\$352,064)	(\$2,725,035)
2033	(\$1,466,487)	(\$23,668)	(\$33,764)	(\$32,616)	(\$1,219,844)	(\$411,916)	(\$3,188,295)
2034	(\$1,689,157)	(\$27,262)	(\$38,890)	(\$37,568)	(\$1,405,064)	(\$474,460)	(\$3,672,401)
2035	(\$1,921,847)	(\$31,018)	(\$44,248)	(\$42,743)	(\$1,598,618)	(\$539,820)	(\$4,178,293)
2036	(\$2,165,007)	(\$34,942)	(\$49,846)	(\$48,151)	(\$1,800,883)	(\$608,120)	(\$4,706,949)
2037	(\$2,419,110)	(\$39,043)	(\$55,696)	(\$53,803)	(\$2,012,249)	(\$679,494)	(\$5,259,396)
2038	(\$2,684,648)	(\$43,329)	(\$61,810)	(\$59,708)	(\$2,233,127)	(\$754,080)	(\$5,836,702)
2039	(\$2,962,135)	(\$47,807)	(\$68,199)	(\$65,880)	(\$2,463,944)	(\$832,022)	(\$6,439,987)
2040	(\$3,252,108)	(\$52,487)	(\$74,875)	(\$72,329)	(\$2,705,149)	(\$913,472)	(\$7,070,419)
2041	(\$3,555,131)	(\$57,378)	(\$81,851)	(\$79,068)	(\$2,957,207)	(\$998,586)	(\$7,729,221)
2042	(\$3,871,789)	(\$62,488)	(\$89,142)	(\$86,111)	(\$3,220,608)	(\$1,087,531)	(\$8,417,670)
2043	(\$4,202,698)	(\$67,829)	(\$96,761)	(\$93,471)	(\$3,495,862)	(\$1,180,479)	(\$9,137,098)
2044	(\$4,548,497)	(\$73,410)	(\$104,722)	(\$101,161)	(\$3,783,502)	(\$1,277,609)	(\$9,888,901)
2045	(\$4,909,857)	(\$79,242)	(\$113,042)	(\$109,198)	(\$4,084,086)	(\$1,379,110)	(\$10,674,535)
2046	(\$5,287,478)	(\$85,337)	(\$121,736)	(\$117,597)	(\$4,398,197)	(\$1,485,178)	(\$11,495,522)
2047	(\$5,682,092)	(\$91,706)	(\$130,821)	(\$126,373)	(\$4,726,442)	(\$1,596,020)	(\$12,353,454)
2048	(\$6,094,464)	(\$98,361)	(\$140,316)	(\$135,545)	(\$5,069,459)	(\$1,711,849)	(\$13,249,993)
2049	(\$6,525,392)	(\$105,316)	(\$150,237)	(\$145,129)	(\$5,427,911)	(\$1,832,891)	(\$14,186,876)
2050	(\$6,975,712)	(\$112,584)	(\$160,605)	(\$155,144)	(\$5,802,494)	(\$1,959,380)	(\$15,165,919)
2051	(\$7,446,297)	(\$120,179)	(\$171,439)	(\$165,610)	(\$6,193,933)	(\$2,091,560)	(\$16,189,019)
2052	(\$7,938,058)	(\$128,116)	(\$182,761)	(\$176,548)	(\$6,602,986)	(\$2,229,689)	(\$17,258,158)
2053	(\$8,451,948)	(\$136,410)	(\$194,593)	(\$187,977)	(\$7,030,447)	(\$2,374,033)	(\$18,375,408)
2054	(\$8,988,964)	(\$145,077)	(\$206,957)	(\$199,920)	(\$7,477,144)	(\$2,524,874)	(\$19,542,935)
2055	(\$9,550,145)	(\$154,134)	(\$219,877)	(\$212,401)	(\$7,943,942)	(\$2,682,501)	(\$20,763,000)
2056	(\$10,136,579)	(\$163,599)	(\$233,379)	(\$225,444)	(\$8,431,746)	(\$2,847,222)	(\$22,037,969)
Total:	(\$127,355,181)	(\$2,055,440)	(\$2,932,154)	(\$2,832,461)	(\$105,935,795)	(\$35,772,280)	(\$276,883,311)

Source: Tiberius Solutions

The impacts on education taxing districts are indirect as those impacts are on the State School Fund and the Community College Support Fund. Local schools and Education Service Districts are funded through statewide formulas on a per pupil basis. Community colleges are also funded on a statewide formula.

<b>FYE</b>	<b>Gresham-Barlow School District #10</b>	<b>Multnomah ESD</b>	<b>Mt. Hood Community College</b>	<b>Subtotal Education</b>	<b>Total</b>
2027	(\$329,000)	(\$33,258)	(\$35,736)	(\$397,993)	(\$1,084,294)
2028	(\$509,620)	(\$51,516)	(\$55,355)	(\$616,491)	(\$1,679,569)
2029	(\$695,846)	(\$70,341)	(\$75,583)	(\$841,770)	(\$2,293,320)
2030	(\$890,453)	(\$90,013)	(\$96,721)	(\$1,077,187)	(\$2,934,690)
2031	(\$1,093,816)	(\$110,570)	(\$118,810)	(\$1,323,197)	(\$3,604,921)
2032	(\$1,306,331)	(\$132,053)	(\$141,893)	(\$1,580,278)	(\$4,305,313)
2033	(\$1,528,410)	(\$154,502)	(\$166,016)	(\$1,848,927)	(\$5,037,222)
2034	(\$1,760,482)	(\$177,962)	(\$191,223)	(\$2,129,666)	(\$5,802,068)
2035	(\$2,002,997)	(\$202,477)	(\$217,565)	(\$2,423,038)	(\$6,601,331)
2036	(\$2,256,425)	(\$228,095)	(\$245,092)	(\$2,729,612)	(\$7,436,561)
2037	(\$2,521,257)	(\$254,866)	(\$273,858)	(\$3,049,982)	(\$8,309,377)
2038	(\$2,798,007)	(\$282,842)	(\$303,919)	(\$3,384,768)	(\$9,221,469)
2039	(\$3,087,211)	(\$312,076)	(\$335,332)	(\$3,734,619)	(\$10,174,606)
2040	(\$3,389,429)	(\$342,627)	(\$368,159)	(\$4,100,214)	(\$11,170,634)
2041	(\$3,705,246)	(\$374,552)	(\$402,463)	(\$4,482,261)	(\$12,211,482)
2042	(\$4,035,276)	(\$407,913)	(\$438,311)	(\$4,881,500)	(\$13,299,170)
2043	(\$4,380,156)	(\$442,776)	(\$475,772)	(\$5,298,704)	(\$14,435,803)
2044	(\$4,740,557)	(\$479,208)	(\$514,918)	(\$5,734,683)	(\$15,623,584)
2045	(\$5,117,175)	(\$517,279)	(\$555,826)	(\$6,190,281)	(\$16,864,816)
2046	(\$5,510,741)	(\$557,064)	(\$598,575)	(\$6,666,380)	(\$18,161,903)
2047	(\$5,922,018)	(\$598,638)	(\$643,248)	(\$7,163,905)	(\$19,517,359)
2048	(\$6,351,802)	(\$642,084)	(\$689,931)	(\$7,683,817)	(\$20,933,810)
2049	(\$6,800,927)	(\$687,484)	(\$738,715)	(\$8,227,126)	(\$22,414,002)
2050	(\$7,270,262)	(\$734,928)	(\$789,694)	(\$8,794,884)	(\$23,960,803)
2051	(\$7,760,717)	(\$784,507)	(\$842,967)	(\$9,388,191)	(\$25,577,209)
2052	(\$8,273,242)	(\$836,316)	(\$898,638)	(\$10,008,196)	(\$27,266,354)
2053	(\$8,808,832)	(\$890,457)	(\$956,813)	(\$10,656,102)	(\$29,031,510)
2054	(\$9,368,522)	(\$947,035)	(\$1,017,607)	(\$11,333,164)	(\$30,876,099)
2055	(\$9,953,399)	(\$1,006,158)	(\$1,081,136)	(\$12,040,693)	(\$32,803,693)
2056	(\$10,564,596)	(\$1,067,942)	(\$1,147,524)	(\$12,780,061)	(\$34,818,030)
<b>Total:</b>	<b>(\$132,732,751)</b>	<b>(\$13,417,537)</b>	<b>(\$14,417,402)</b>	<b>(\$160,567,690)</b>	<b>(\$437,451,000)</b>

Source: Tiberius Solutions

# Gresham Downtown/Civic Urban Renewal Plan

This document remains in draft form until adoption by the Gresham City Council

Adopted by the City of Gresham


DATE

Ordinance No.

If Amendments are made to the Plan, the Resolution or Ordinance number and date will be listed here. The amendment will be incorporated into the Plan and noted through a footnote.

The Gresham Downtown/Civic Urban Renewal Plan Task Group provided input on the development of the Gresham Downtown/Civic Urban Renewal Plan. They met four times and reviewed and provided input on the goals and objectives, projects and finances of this Plan. This list shows the individuals who participated and the organization they represented at the time the Gresham Downtown/Civic Urban Renewal Plan was developed.

#### **Downtown/Civic Urban Renewal Plan Task Group**



Ashley Miller	City of Gresham
Brian Monberg	City of Gresham
Claire Lider	Historic Downtown Gresham Association
Dennis Clague	Gresham-Barlow School District
Elaine Howard	City Consultant
Elizabeth McCann	City of Gresham
Eric Schmidt	City of Gresham
Erika Fitzgerald	City of Gresham
Ian Peterson	City of Gresham
Jack Hollis	Gresham Redevelopment Commission Advisory Committee
Jay Fetherston	Schnitzer Properties_– Gresham Station
Jonathan Trutt	Home Forward
Kayla Brown	Gresham Property and Business Owner
Kristin Chiles	City of Gresham
Michael Gonzales	City of Gresham
Michael McKeel	Developer/McKeel Family Dentistry
Rebecca Stavenjord	Multnomah County
Sharron Monohon	City of Gresham
Sue O'Halloran	KMO Real Estate
Sue Piazza	Gresham City Council
Teresa Carr	Port of Portland
Vicki Moen	Gresham Area Chamber of Commerce

## **Acknowledgements**

### **Mayor**

Travis Stovall

### **City Council**

Council Position 1: Kayla Brown

Council Position 2: Eddy Morales

Council Position 3: Cathy Keathley

Council Position 4: Jerry Hinton, Council President

Council Position 5: Sue Piazza

Council Position 6: Janine Gladfelter

### **Gresham Redevelopment Commission**

Travis Stovall, Chair

Cathy Keathley, Vice Chair

Kayla Brown, Acting Chair

Janine Gladfelter

Jerry Hinton

Eddy Morales

Sue Piazza

### **Planning Commission**

Tim Kamp, Chair

John Hartstock, Vice Chair

Douglas Walker

Frank Stevens

Gregory Schroeder

Chloe Anderson

Kent Zook

Delmi Manzanares

Mary Phillips, Staff Liaison

Jerry Hinton, Council Liaison

Eddy Morales, Council Liaison alternate

### **Gresham Redevelopment Commission Citizen Advisory Committee**

Jack Hollis, Chair

Celso Naranjo, Vice Chair

Marissa Clarke

Ibrahim Moustafa

Jennifer McMillian

Gregory Schroeder

Dimitrios Zourkos

Kayla Brown, GRDC Liaison

### **City Administration**

Eric Schmidt, City Manager

Kristin Chiles, Policy Analyst

Steve Fancher, Assistant City Manager

Ellen Van Riper, City Attorney

### **Gresham Redevelopment Commission Staff**

Justin Douglas, Executive Director

Michael Gonzales, Redevelopment Project Coordinator

Johntae Ivory, Program

Technician/Recording Secretary

### **Urban Design & Planning**

Ashley Miller, Director

Terra Wilcoxson, Comprehensive Planning Manager

### **Transportation**

Chris Strong, Public Works Director

### **Finance**

Elizabeth McCann, Director

Ian Peterson, Financial Analyst

### **Economic Development**

Erika Fitzgerald, Senior Economic Development Specialist

Gerry Van Beek, Economic Development Specialist

### **Consulting Team**

#### **Elaine Howard Consulting, LLC**

Elaine Howard

Scott Vanden Bos

#### **Tiberius Solutions LLC**

Nick Popenuk

Ali Danko

Margaret Raimann

## TABLE OF CONTENTS

I.	DEFINITIONS.....	1
II.	INTRODUCTION .....	3
III.	MAXIMUM INDEBTEDNESS .....	6
IV.	PLAN VISION, GOALS AND OBJECTIVES.....	6
V.	PROJECTS .....	10
VI.	AMENDMENTS TO PLAN.....	14
VII.	PROPERTY ACQUISITION AND DISPOSITION .....	15
VIII.	RELOCATION METHODS .....	15
IX.	TAX INCREMENT FINANCING OF PLAN .....	16
X.	ANNUAL REPORT .....	16
XI.	RELATIONSHIP TO LOCAL OBJECTIVES .....	17
XII.	LEGAL DESCRIPTION .....	38



## **I. DEFINITIONS**

This plan contains statutory references to ORS 457 as it reads in 2024.

“Area” means the properties and rights-of-way located within the Gresham Downtown/Civic Urban Renewal Area.

“Agency” is the Gresham Redevelopment Commission or GRDC.

“Blight” is defined in ORS 457.010(1)(a)(A-E) and identified in the ordinance adopting the Gresham Downtown/Civic Urban Renewal Plan.

“City” means the City of Gresham, Oregon.

“City Council” or “Council” means the Gresham City Council.

“Community Development Plan” means the City of Gresham Comprehensive Plan and its implementing ordinances, policies, and standards. The terms Community Development Plan and Comprehensive Plan are used interchangeably.

“County” means Multnomah County, Oregon.

“Frozen base” means the total assessed value including all real, personal, manufactured, and utility values within the Gresham Downtown/Civic Urban Renewal Plan at the time of adoption. The county assessor certifies the assessed value after the adoption of the Gresham Downtown/Civic Urban Renewal Plan.

“Gresham Downtown/Civic Urban Renewal Plan” means a plan, as it exists or is changed or modified from time to time, as provided in ORS 457.

“GRDC” is the Gresham Redevelopment Commission created under ORS 457.035 and 457.045.

“Increment” means that part of the assessed value of a taxing district attributable to any increase in the assessed value of the property located in the Gresham Downtown/Civic Urban Renewal Plan, or portion thereof, over the assessed value specified in the certified statement.

“Maximum Indebtedness” means the maximum principal amount of indebtedness that may be incurred by a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness.

“ORS” means the Oregon Revised Statutes and specifically Chapter 457, which relates to urban renewal and tax increment financing. There are references in the Plan to specific sections of the statute and these references are to the 2024 statute.

“Plan” means the official plan for the Gresham Downtown/Civic Urban Renewal Plan pursuant to ORS 457.

“Plan Area” means a blighted area included in the Gresham Downtown/Civic Urban Renewal Plan under ORS 457.010.

“Planning Commission” means the Gresham Planning Commission.

“Project(s)” means any work or undertaking carried out under the Gresham Downtown/Civic Urban Renewal Plan.

“Report Accompanying Gresham Downtown/Civic Urban Renewal Plan” or “Report” means the official report that accompanies the Gresham Downtown/Civic Urban Renewal Plan pursuant to ORS 457.087.

“Revenue sharing” means sharing tax increment proceeds as defined in ORS 457.470 and refers to the funds that are associated with the division of taxes accomplished through the adoption of the Gresham Downtown/Civic Urban Renewal Plan.

“Tax increment revenues” means the funds allocated by the assessor to the GRDC due to increases in assessed value over the frozen base within the area.

“Urban Renewal” means the statutory authority provided in ORS 457.

“Urban renewal area” means a blighted area included in an urban renewal plan or an area included in an urban renewal plan under ORS 457.010.

“Urban renewal plan” or “Plan” means a plan, as it exists or is changed or modified from time to time, for one or more urban renewal areas, as provided in ORS 457.085, 457.095, 457.105, 457.115, 457.120, 457.125, 457.135 and 457.220.

“Urban renewal project” or “Project” means any work or undertaking carried out under ORS 457.170 in an urban renewal area.

“Urban renewal report” or “Report” means the official report that accompanies the urban renewal plan pursuant to ORS 457.087.

.

## II. INTRODUCTION

The Gresham Downtown/Civic Urban Renewal Plan Area (“Area”) shown in Figure 1, consists of approximately 897.6 total acres, 693.67 acres of land in tax lots and 203.93 acres of public rights-of-way. The primary purpose of the Gresham Downtown/Civic Urban Renewal Plan (“Plan”) is to address infrastructure deficiencies and provide economic development tools to promote future development.

The Plan is to be administered by the Gresham Redevelopment Commission (“GRDC”). Substantial amendments to the Plan must be approved by City Council as outlined in Section VI. All amendments to the Plan are to be listed numerically on the front page of the Plan and then incorporated into the Plan document and noted by footnote with an amendment number and adoption date.

The relationship between the sections of the Plan and the ORS 457.085 requirements is shown in Table 1. The specific reference in the table below is the section of this Plan that primarily addresses the statutory reference. There may be other sections of the Plan that also address the statute.

**Table 1. Statutory References**

Statutory Requirement	Plan Section
ORS 457.085(2)(a)	V
ORS 457.085(2)(b)	V
ORS 457.085(2)(c)	XII
ORS 457.085(2)(d)	XI
ORS 457.085(2)(e)	XI
ORS 457.085(2)(f)	VIII
ORS 457.085(2)(g)	VII
ORS 457.085(2)(h)	III
ORS 457.085(2)(i)	VI
ORS 457.085(2)(j)	Not applicable

## **A. Urban Renewal Overview**

Urban renewal allows for the use of tax increment financing, a financing source that is unique to urban renewal, to fund its projects. Tax increment revenue, the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established, are used to repay borrowed funds. The borrowed funds are used to pay for urban renewal projects and cannot exceed the maximum indebtedness amount set by the urban renewal plan.

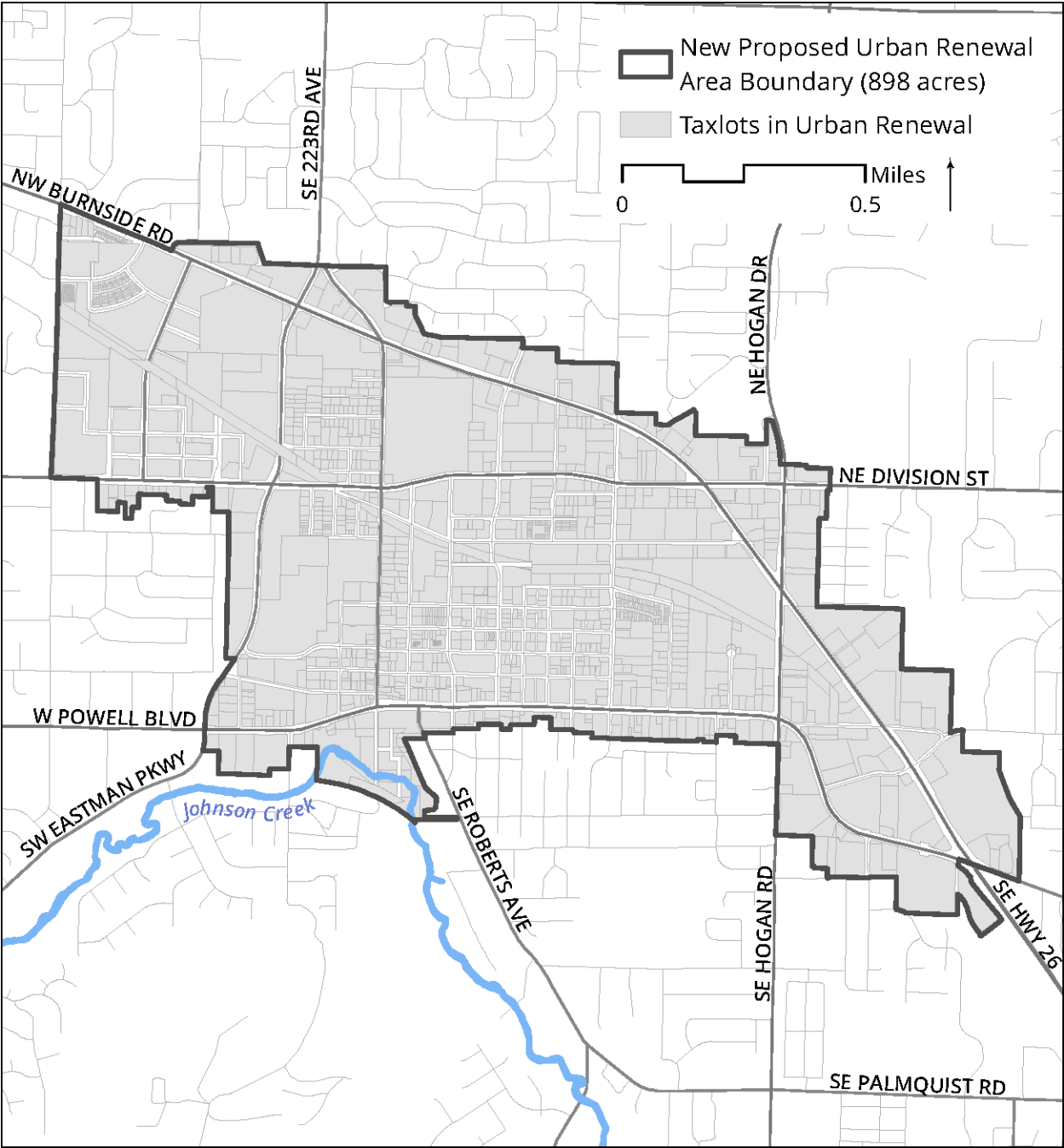
The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped, called blighted areas in ORS 457. These areas can have old or deteriorated buildings, public spaces that need improvements, streets and utilities in poor condition, a complete lack of streets and utilities altogether, or other obstacles to development. In general, urban renewal projects can include construction or improvement of streets, utilities, and other public facilities; assistance for rehabilitation or redevelopment of property; acquisition and re-sale of property (site assembly) from willing sellers; and improvements to public spaces. The Gresham Downtown/Civic Urban Renewal Area meets the definition of blight due to the existence of inadequate streets and other rights of way, open spaces and utilities and underdevelopment of property. These blighted conditions are specifically cited in the ordinance adopting the Plan and described in detail in the accompanying Gresham Downtown/Civic Urban Renewal Report (“Report”).

## **B. Report Accompanying the Plan**

The Report provides the analysis and contains the information required to meet the standards of ORS 457.087, including financial feasibility. These requirements include:

- A description of the physical, social, and economic conditions in the Area;
- Expected impact of the Plan, including fiscal impact in light of increased services;
- Reasons for selection of the Plan Area;
- The relationship between each project to be undertaken and the existing conditions;
- The estimated total cost of each project and the source of funds to pay such costs;
- The estimated completion date of each project;
- The estimated amount of funds required in the Area and the anticipated year in which the debt will be retired;
- A financial analysis of the Plan;
- A fiscal impact statement that estimates the impact of tax increment financing upon all entities levying taxes upon property in the urban renewal area; and
- A relocation report.

Figure 1. Boundary



Source: Tiberius Solutions

### **III. MAXIMUM INDEBTEDNESS**

Maximum Indebtedness ("MI") is the total amount of money that can be spent on projects, programs and administration throughout the life of the Plan. The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion is three hundred eighty-one million dollars (\$381,000,000). This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness or interest earned on debt proceeds.

### **IV. PLAN VISION, GOALS AND OBJECTIVES**

Goals and objectives are intended to guide tax increment finance ("TIF") investment in the Area over the life of the Plan. The project category descriptions and list of projects are intended to aid future decision makers when considering how best to expend funds generated by TIF.

The vision, goals and objectives were developed using the planning documents that exist or are being prepared for the City. The vision for the Area comes from the Gresham Strategic Plan 2022-2025 as it represents an overall vision for the City and two of the key neighborhoods (Civic and Downtown Gresham) in the One Gresham planning effort are within this Area. This Plan is not intended to identify new goals or policy statements, but to synthesize existing plans' goals and policies into an implementation tool. Some of the documents reviewed for this Plan were:

- Gresham Strategic Plan 2022-2025
- Gresham Community Development Plan
- Civic Area Plan
- Downtown Conceptual Framework Plan (underway)
- Gresham Capital Improvement Plan
- Imagine Gresham

The Gresham Urban Renewal Task Group provided valuable input that enhancing the community identity for the Area will provide the overall framework for the success of the Area. As a result of the Task Group's input, there is a specific goal for community identity and specific projects are identified as directly contributing to that community identity. In addition, many of the other projects are indirectly tied to community identity.

The tax increment projects identified in Section V of the Plan are the specific means of implementing the goals. The goals and objectives will be pursued as economically as is feasible and at the discretion of the GRDC. The goals are not listed in any order of importance or priority. A matrix of how the projects align with the goals and objectives is shown in Table 2.

**Table 2. Relationship of Projects to Goals**

<b>Project Category</b>	<b>Goals</b>
Private Development Leverage	B,C
Community Identity	B,C,D,E,F,G
Transportation	B,C
Utilities	B,E

**Plan Vision:**

Create a vibrant, inclusive and resilient community where everyone can share in economic prosperity, enjoy connection and belonging and live a high-quality life.

**Goals and Objectives:**

**A. Authentic Engagement**

Goal: Connect with the people of Gresham, businesses, community organizations, and other partners to make informed decisions together by repairing and building trust between the City and Gresham community, empowering community members to get involved, and communicating the impact decisions have on our community

Objectives:

- 1) The City of Gresham will provide ongoing ways for the public to be involved in creating and implementing the urban renewal plan.
- 2) Establish an advisory committee to assist the Redevelopment Commission with Urban Renewal Plan implementation.

Public involvement efforts will include meaningful engagement for the City's diverse population and follow the adopted Diversity, Equity and Inclusion Statement of the City of Gresham. As the Diversity, Equity and Inclusion Statement is updated in the future, the GRDC will follow the newly adopted statements and policies.

**B. Placemaking and Community Identity**

Goal: Enhance and build upon the existing business, residential and civic identity in the Area to provide destinations that support a vibrant center for the community.

Objectives:

- 1) Implement the concept plans for the development of Downtown and Civic.
- 2) Assist in development and redevelopment in the Area.
  - a) Promote high quality development within the Area.
  - b) Rehabilitate existing buildings.
  - c) Provide grants and loans for storefront and business improvements.
  - d) Redevelop underdeveloped and/or vacant properties.
  - e) Provide residential rehabilitation grants/loans.
  - f) Analyze and address parking needs.

- 3) Improve access to existing and future parks, recreational and community facilities.
  - a) Develop a neighborhood park in the Civic Neighborhood.
  - b) Provide improvements to Gresham Arts Plaza.
  - c) Consider the community use of a new city council chamber when designing the chamber.
- 4) Ensure transportation improvements include community identity components.
  - a) Enhance the design of Burnside Road to act not only as a major transportation route but as a visual landmark for the city, capitalizing on its views of Mt. Hood.
  - b) Provide streetscape improvements.
  - c) Improve Main Avenue from Division Street to 5th Street
- 5) Construct Water Quality Treatment facilities that enhance the streetscape and community identity
- 6) Provide for Creative Placemaking Grants to support arts related projects

### **C. Housing**

Goal: Increase the availability of quality housing.

Objectives:

- 1) Facilitate development of ownership housing types.
- 2) Rehabilitate existing housing to meet community needs.
- 3) Ensure development of a diversity of housing types that are affordable to the Gresham community.
- 4) Participate in public private investments to facilitate development of additional housing.

### **D. Business and Community Vitality**

Goal: Create greater opportunities for economic well-being and shared wealth for all. Support existing businesses and enhance and grow the business and commercial opportunities to provide jobs, services and a thriving economy.

Objectives:

- 1) Renew and rehabilitate underused lands and buildings.
- 2) Renew existing commercial and mixed-use areas through technical assistance and grant and loan programs to businesses.
- 3) Pursue the purchase, resale or lease, and development of property within the district.
- 4) Promote economic growth by supporting business owners, creating partnerships, and developing a strong local workforce.
- 5) Develop creative ways to retain existing businesses and recruit new ones with a focus on the diversity of business owners.



- 6) Participate in public private investments to facilitate development of new businesses and maintain existing businesses.

### **E. Transportation**

Goal: Improve transportation within the Area to provide a connected and multi-modal transportation system that enables people walking, biking, taking transit and driving to feel equally safe and comfortable. Ensure transportation improvements consider community identity when they are designed.

Objectives:

- 1) Enhance connections between Civic and Downtown, particularly along the Wy'East Way.
- 2) Complete local street infrastructure in the Civic neighborhood.
- 3) Develop streetscape, pedestrian and bicycle facilities, particularly to enhance and extend the existing infrastructure in Civic and Downtown.
- 4) Improve appearance and safety of MAX corridor and the Downtown Park-and-Ride.
- 5) Invest in safety and capacity needs along arterials, including Powell Boulevard Burnside Street, and Hogan Road.

### **F. Infrastructure**

Goal: Provide Needed Infrastructure to Support Quality Development

Objectives:

- 1) Invest in Civic water and wastewater infrastructure.
- 2) Invest in Downtown stormwater and tree canopy investments.
- 3) Support needed pipe infrastructure in the Area.

## **V. PROJECTS**

The projects to be undertaken in the Area are listed below. When the project description has the verbiage “includes” this does not limit the activities that can be undertaken within that project category. All verbiage “includes” means “includes but not limited to” to allow the GRDC to add components to projects to better serve the Area. Pipe sizing or other defining characteristics may be included in the project descriptions. These defining characteristics may change over time and, if so, this does not mean that an amendment to the Plan is required.

### **A. Private Development Leverage - Establish programs to facilitate leveraging private development investment in the Area.**

- 1) Property Acquisition Fund: Funding to acquire property for development and could also include funding to develop publicly owned land/properties.
- 2) Business Development Grants: Competitive grants for space upgrades and/or tenant improvements to increase jobs.
- 3) Commercial Rehabilitation Grants: Program for commercial improvements, (e.g., seismic rehabilitation).
- 4) Housing Development Fund: Funding to assist in gap financing to complete construction of new housing.
- 5) Downtown & Civic Mobility Hubs: Increase structured parking, Electric Vehicle (EV), bicycle parking and other infrastructure such as solar power generation.

### **B. Community Identity**

- 1) Civic Neighborhood Park: Construct the second phase of the approximately 2-acre neighborhood park in the Civic Neighborhood Plan Area.
- 2) The Gresham Arts Plaza: Improve the Gresham Arts Plaza to provide improvements including wider internal paths to accommodate vendors, permanent storage area, and an outdoor stage which could include storage within such a structure.
- 3) Main Avenue - Division Street to 5th Street: Provide enhanced pedestrian and bicyclist facilities on Main Avenue to improve pedestrian and bicycle access between downtown and light rail transit. The project includes curb extensions, crosswalks, pavement markings, and signage.
- 4) Burnside Road Boulevard: Reconstruct Burnside from Wallula Avenue to Eastman to better support the pedestrian orientation of the Gresham Civic Neighborhood. Boulevard improvements may include street trees, pedestrian-scale street lighting, wide sidewalks, curb extensions, medians, pedestrian refuges, and bike lanes.
- 5) Storefront Improvement Grants: Establish a program for competitive grants to local businesses for storefront improvements.
- 6) Residential Rehabilitation Grants: Establish a program for residential exterior improvements.

- 7) Downtown LID Retrofit and Heat Island Effect Mitigation: Provide Low Impact Development (“LID”) water quality treatment by constructing dual purpose vegetated facilities. These facilities will be designed to collect stormwater runoff from adjacent sidewalks and roadways and filter pollutants through a water quality soil mixture. Plantings will consist of select tree species that can grow in this type of environment, and as the trees mature, they will provide shade for pedestrians and mitigate heat island effects.
- 8) Creative Placemaking Grants: Establish a program for creative placemaking including arts related projects in the Area.

### **C. Transportation**

- 1) 16th Street - Norman to Eastman: Extends 16th Street as a Civic Connector, from its current end at approximately NW Norman Avenue through to Eastman Parkway including new curbs, sidewalks, street trees, storm drainage, and a new traffic signal at Eastman.
- 2) Norman Avenue - Burnside Road to Division Street: Construct Norman Avenue as a Civic Connector including new curb, sidewalks, street trees, storm drainage, and a new signal at Burnside Road.
- 3) Downtown Plan Improvements: Extends downtown streets through large blocks to create connectivity and constructs unimproved streets and missing sidewalks per the Gresham Downtown Plan.
- 4) Civic Neighborhood Transit Oriented Development (T.O.D. – TIF): Enhanced pedestrian streetscape amenities including street furniture, wide sidewalks, textured crosswalks, and decorative streetlights.
- 5) Gresham Greenway Route 10 - Main Avenue to Hogan Road: Enhanced bicycle facilities on 1st Street and Cleveland Avenue and a two-way cycle track on the north side of Powell Boulevard and on 1st Street east of Powell Boulevard.
- 6) 5th Street - Hood to Cleveland: Reconstruct roadway and installation of storm drainage. Pedestrian enhancements include curb extensions, crosswalks, street trees, utility undergrounding, streetlights and street furniture.
- 7) Division Street - Kelly Avenue to Burnside Road: Construct boulevard improvements on Division Street including street trees, pedestrian-scale lighting, wider sidewalks, curb extensions, medians, and pedestrian refuges.
- 8) Powell and Hogan Intersection: Widen Hogan to add a second northbound and through lane and replace the signal to accommodate the new lane.
- 9) Minor Intersection Improvements: Complete minor striping, ADA improvements and signal time modification projects including the following intersections to help decrease traffic congestion and improve safety. Burnside Road & Eastman Pkwy, Burnside Road & Main Avenue, Burnside Road & Kelly Avenue, Burnside Road & Division Street.
- 10) Intersection and Rail Crossing Reconstruction Program: Reconstruct paver intersections and crosswalks along Civic Drive and pavement reconstruction adjacent to light rail crossings.

## **D. Utilities**

- 1) Civic K-Mart Pipe Improvements: This project includes replacing 1,630 LF of existing 54" diameter pipe with 84" diameter pipe. Replacement and upsizing of this existing pipe helps to reduce predicted surface flooding. The project also includes installation of five manhole vaults along the alignment to accommodate the increased pipe size.

This area is a prime candidate for redevelopment, and the existing downstream stormwater trunk line has been identified as undersized and at risk of flooding based on the City's current design standards.

- 2) Division Street Pipe Improvements: This project will replace existing 15" and 24" pipes along Division Street. and Hogan with new upsized HDPE piping. The new system will consist of installing 2,540' of 36" pipe, as well as adding one additional manhole along Hogan per the City's Public Works Standards.

These capacity upgrades are expected to eliminate surface flooding.

- 3) Civic Drive Improvements: This project includes the installation of 322 LF of 84" HDPE pipe to bypass a portion of an existing 66" concrete pipe that crosses a currently vacant property. The 300 LF of existing 66" pipe will be abandoned, and the current public drainage easement is to be vacated. On the downstream connection of the proposed 84" HDPE pipe, a vault structure will be installed to connect to the parallel 48" pipes that continue to the southwest. The vault structure will tie directly into the northern 48" pipe and tie into the southern 48" pipe via 40 LF of new 48" HDPE pipe.

These improvements are expected to correct existing capacity deficiencies.

- 4) NE Burnside Road Pipe Replacements: This project includes replacing 1,090 LF of existing 48" diameter pipe with 72" diameter pipe. It also includes installation of three manholes along the right-hand eastbound lane of NE Burnside Road and one manhole at NW Eastman Parkway to meet the minimum 500 ft. spacing.

With these improvements the pipe system will have increased capacity to help alleviate flooding within the NE Burnside Road corridor.

- 5) NE 19th Avenue. Parallel Pipe: The existing 48" pipe will remain in place and a 48" parallel pipe will be installed for 1,900 feet to the intersection of NE Main Ave and NE 19th Street. This project will also install a new manhole at this location on top of the existing 18" main, replace 220 feet of existing 18" pipe with 48" to a manhole at the intersection of N Main Avenue and NE 18th Street, install four manholes along NE 19th Street, and install a new manhole at N Main Ave and NE 19th Street and a new manhole at the intersection of N Main Avenue and NE 18th Street. These improvements will increase conveyance capacity and reduce flooding within the roadway.

- 6) Elliot Avenue. Pipe Improvements: This project will install 1,040 lf of new stormwater infrastructure along Linden Avenue. to convey stormwater to the south and away from an area with observed flooding. This project will also replace existing pipes with larger diameter pipes to add capacity to the conveyance system.

- 7) Channel Replacement Southeast of Division and Cleveland: This project will replace an open channel by 760' of 60" CMP pipe to alleviate flooding and ease maintenance demand. Piping the entire section will decrease energy loss due to transitions and reduce blockage that can come from debris falling into the open channel.

This improvement will increase capacity in preparation for future development and to correct deficiencies in the existing inlet and drainage capacity.

- 8) Powell and Highway (Hwy.) 26 Pipe Improvements: This project provides capacity relief to the Powell and Hwy 26 intersection by upsizing a portion of the downstream piped system. Upsizing includes the installation of 2,390 LF of 84" HDPE pipe within the existing pipe alignment. With the installation of larger diameter pipe, installation of replacement manholes along this alignment will be required.

#### **E. Debt Service and Plan Administration**

This project will allow for the repayment of costs associated with the initial development of the Plan and ongoing implementation of the Plan. It includes ongoing administration, and any financing costs associated with issuing long- and short-term debt, relocation costs and other administrative costs as identified by the GRDC.

## **VI. AMENDMENTS TO PLAN**

The Plan may be amended as described in this section.

### **A. Substantial Amendments**

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing, and approval procedure required of the original Plan including public involvement, consultation with taxing districts, presentation to the GRDC, the Planning Commission and adoption by the City Council by non-emergency ordinance after a hearing. Notice of such hearing shall be provided to individuals or households within the City of Gresham, as required by ORS 457.120. Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and 457.115.

Substantial Amendments are amendments that:

- 1) Add land to the Gresham Downtown/Civic Urban Renewal Plan boundary except for an addition of land that totals not more than a cumulative 1% of the area of the Gresham Downtown/Civic Urban Renewal Plan boundary; or
- 2) Increase the maximum amount of indebtedness that can be issued or incurred under the Plan.

### **B. Minor Amendments**

Minor Amendments are amendments that are not Substantial Amendments as defined in this Plan and in ORS 457. Minor Amendments require approval by the GRDC by resolution.

### **C. Amendments to the Gresham Comprehensive Plan and/or Gresham Development Code and/or the Diversity Equity and Inclusion Statement.**

Amendments to the Gresham Community Development Plan including the Transportation Systems Plan, the Gresham Development Code and/or the Diversity Equity and Inclusion statement (City of Gresham DEI Resolution #2459 and City of Gresham DEI Statement) that affect the Plan and/or the Plan Area shall be incorporated automatically within the Plan without any separate action required by the GRDC or City Council. When a substantial amendment is completed, the Relationship to Local Objectives section will be updated by either staff or the consultant as part of the substantial amendment process.

## **VII. PROPERTY ACQUISITION AND DISPOSITION**

The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses, or other rights to use. If property is acquired, it will be identified in the Plan through a Minor Amendment, as described in Section VI. Identification of property to be acquired and its anticipated disposition is required by ORS 457.085(g).

### **A. Property acquisition for public improvements**

The GRDC may acquire any property within the Area for the public improvement projects undertaken pursuant to the Plan by all legal means, including use of eminent domain. Good faith negotiations for such acquisitions must occur prior to the institution of eminent domain procedures.

### **B. Property acquisition from willing sellers**

The Plan authorizes GRDC acquisition of any interest in property within the Area that the GRDC finds is necessary for private redevelopment, but only in those cases where the property owner wishes to convey such interest to the GRDC. The Plan does not authorize the GRDC to use the power of eminent domain to acquire property from a private party to transfer property to another private party for private redevelopment. Property acquisition from willing sellers may be required to support development of projects within the Area.

### **C. Land disposition**

The GRDC will dispose of property acquired for a public improvement project by conveyance to the appropriate public GRDC responsible for the construction and/or maintenance of the public improvement. The GRDC may retain such property during the construction of the public improvement.

The GRDC may dispose of property acquired under Subsection B of this Section VII by conveying any interest in property acquired. Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the urban renewal GRDC, in its discretion, determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved, or rehabilitated for the purposes specified in the Plan. Because fair reuse value reflects limitations on the use of the property to those purposes specified in the Plan, the value may be lower than the property's fair market value.

Where land is sold or leased, the purchaser or lessee must agree to use the land for the purposes designated in the Plan and to begin and complete the building of its improvements within a period of time that the GRDC determines is reasonable.

## **VIII. RELOCATION METHODS**

When the GRDC acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, the GRDC shall adopt rules and regulations, as necessary, for the administration of relocation assistance. No specific acquisitions that would result in relocation benefits have been identified; however, there are plans to acquire land for infrastructure which may trigger relocation benefits in the future in the Area.

## **IX. TAX INCREMENT FINANCING OF PLAN**

Tax increment financing consists of using annual tax increment revenues to make payments on debt. In this Plan, the debt is anticipated to be a contractual obligation to provide developer incentives and agreement to reimburse the GRDC for preparation of and administration of the Plan.

Tax increment revenues equal the annual permanent rate property taxes imposed on the cumulative increase in assessed value within the Gresham Downtown/Civic Urban Renewal Plan over the total assessed value at the time the Gresham Downtown/Civic Urban Renewal Plan is adopted. Under current law, the property taxes for general obligation (GO) bonds and local option levies are not part of the tax increment revenues.

### **A. General Description of the Proposed Financing Methods**

The Plan will be financed using a combination of revenue sources. These include:

- Tax increment revenues;
- Advances, loans, grants, and any other form of financial assistance from federal, State or local governments, or other public bodies;
- Loans, grants, dedications, or other contributions from private developers and property owners, including, but not limited to, assessment districts; and
- Any other public or private source.

Revenues obtained by the GRDC will be used to pay or repay the costs, expenses, advancements, and indebtedness incurred in (1) planning or undertaking project activities, or (2) otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the planning and implementation of this Plan, including preparation of the Plan.

### **B. Tax Increment Financing**

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the GRDC, as provided in ORS Chapter 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Plan Area is located, shall be divided as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to the GRDC based upon the distribution schedule established under ORS 311.390.

## **X. ANNUAL REPORT**

The GRDC shall file Annual Reports in compliance with ORS 457.460.



## **XI. RELATIONSHIP TO LOCAL OBJECTIVES**

The numbering of the policies within this section reflects the numbering that occurs in the original document. There is no set standard for the findings in an urban renewal plan. In analyzing the findings, the projects and the resulting development have been compared to the Gresham Community Development Plan, the Transportation System Plan, the City of Gresham Strategic Plan, the Mayor's Economic Development Action Plan, the Diversity Equity and Inclusion Statement and the City of Gresham Development Code.

### **A. Gresham Community Development Plan**

The Gresham Community Development Plan ("GCDP") is made up of five volumes: Volume 1. Findings, Volume 2. Policies, Volume 3. Community Development Code, Volume 4. Transportation System Plan, and Volume 5. Capital Improvement Program. Items contained within Volumes 2 and 4 are applicable to the development and adoption of the Downtown/Civic Urban Renewal Plan. Volume 1 of the GCDP essentially outlines the demographics and existing conditions of Gresham. Volume 3 outlines regulations on how land can be utilized within various land use districts in the city. The Plan does not amend the GCDP. Below are the policies and goals that are most applicable to the Plan and findings of the Plan's conformance with the GCDP. There may be other goals and objectives that are also applicable to finding that the Plan is in conformance with the GCDP.

GCDP Volume 2

#### ***10.300 The Physical Environment***

##### ***10.310 Land Use***

##### ***10.312 Commercial Land Use***

###### ***Policy I***

*It is the policy of the City to provide an adequate amount of serviceable commercial land to facilitate the development of commercial centers or infill commercial strip development and prevent the need for lateral expansion of commercial strips along major streets.*

###### ***Policy II***

*It is the City's policy to encourage commercial development which increases employment opportunities; reduces dependency on outside of-city goods and services; promotes energy-efficient travel patterns; is compatible with neighboring land uses; and promotes good community design.*

**FINDING:** The Plan will facilitate commercial development by providing public infrastructure and community identity improvements, which will provide the environment for commercial investment in the Area. The Plan will support commercial development by assisting owners of commercial property to develop or redevelop and by providing assistance to business owners through business development grants. The development will be well served by public transit which promotes energy-efficient travel patterns. In addition, financial assistance provided under the Plan can be used to promote good community design. The Plan is in conformance with the Commercial Land Use section of the Comprehensive Plan.

### **10.314 Downtown Plan District**

#### **DOWNTOWN VISION GOAL**

*Downtown will be the recognized center of Gresham, and will include most significant civic and governmental functions, including public parks and the Center for the Arts. It will include large numbers of professional sector jobs, medium and high-density residential development and a thriving and unique entertainment, nightlife and shopping district.*

**FINDING:** The intent of the Plan is to provide a funding source to enable projects to be undertaken that will develop, redevelop and connect the Civic and Downtown areas of Gresham. The projects include funding for parks, civic functions, private development leverage, streetscape, streets and utilities, all of which will help to increase professional jobs, residential uses and develop a thriving and unique entertainment, nightlife and shopping district.

The Plan is in conformance with the Downtown Plan District section of the Comprehensive Plan.

#### **DOWNTOWN PLAN DISTRICT LAND USE GOAL**

*Make Downtown the recognized business and social center of Gresham as a thriving, unique, mixed-use part of the Regional Center with connection to the Civic Neighborhood.*

##### **Land Use Policies**

1. *Provide a mix of land uses that will offer opportunities for people to live, work, shop, play and access cultural and entertainment activities. Downtown will include:*
  - a. *Significant civic and governmental functions, including parks and the Center for the Arts.*
  - b. *Office buildings that will provide large numbers of professional sector jobs.*
  - c. *Medium and high-density residential development that will substantially increase Downtown's population.*
  - d. *A shopping district that offers unique goods, entertainment, cultural activities and nightlife.*
2. *Create a thriving, pedestrian-friendly Downtown core area that will be the heart of Downtown and will have a mix of uses that encourage a variety of activities during at least 18 hours of each day by:*
  - a. *Being visible and accessible from arterial streets that border Downtown and from the MAX line.*
  - b. *Having commercial areas appropriately sized for Downtown based on market potential and urban design considerations.*
  - c. *Having a uniquely Gresham character and being complementary to the Civic Neighborhood.*
  - d. *Having designated shopping streets (such as Main and Third) where commercial uses are found on the first floor of new buildings.*
3. *Encourage redevelopment at key locations, such as the Gresham Town Fair site at the southeast corner of Division and Eastman Parkway, and the PGE site at the southwest corner of Burnside and Eighth. Provide more intense uses, such as major employment uses, that are better connected and compatible to the rest of Downtown and in the case of the Gresham Town Fair site, better connected to Civic Neighborhood.*

**FINDING:** The Plan will facilitate a mix of land uses within the Area by providing funding for projects in the categories of Private Development Leverage, Community Identity, Transportation

and Utility projects that will include parks, office buildings that will provide professional sector jobs and support the commercial businesses, residential development to complete a mixed-use neighborhood. The Transportation and Community Identity projects will help create a thriving, pedestrian friendly Downtown core. The Plan is in conformance with the Downtown Land Use Goal of the Comprehensive Plan.

### **DOWNTOWN PLAN DISTRICT URBAN DESIGN GOAL**

*Make Downtown a special place that is visually interesting and that has buildings and streetscapes of high design quality.*

**FINDING:** The Plan will facilitate private development which will provide opportunities to ensure that new development which uses this assistance will have buildings of high design quality. The streetscape projects will be reviewed through the City review process which will have the ability to ensure high quality design. The Plan is in conformance with the Downtown Urban Design Goal of the Comprehensive Plan.

### **DOWNTOWN PLAN DISTRICT TRANSPORTATION & CONNECTIONS GOAL**

*Develop a transportation system that supports the vision of a vibrant Downtown and provides for the safe and efficient movement of pedestrians, automobiles, bicycles, transit and emergency vehicles.*

#### *Transportation & Connections Policies*

1. *Provide a high-quality transportation system that will:*
  - a. *Support a variety of modes, including walking, transit, and biking.*
  - b. *Capitalize on the presence of light rail.*
  - c. *Integrate bus lines and stops.*
  - d. *Connect streets and provide more pedestrian linkages within Downtown and to adjacent areas.*
  - e. *Provide high capacity north-south transit linkages to outlying areas such as Mt. Hood Community College, the three northerly cities, Springwater and Damascus.*
4. *Provide greater connectivity between Downtown and the Civic Neighborhood by*
  - a. *Extending streets from the Downtown core to Eastman Parkway to provide more east-west connections.*
  - b. *Making the Eastman Parkway/Division Street intersection more pedestrian friendly by such measures as providing wider sidewalks and improving the signalization timing to give pedestrians more time to cross streets.*
  - c. *Providing a more direct pedestrian/bicycle link between Civic Neighborhood and the Downtown core area by constructing an enhanced connection through the northwest part of the Gresham Town Fair site.*
5. *Provide a prominent connection between the Springwater Trail/Main City Park and the Downtown core to help link Main City Park both to Downtown and the MAX path.*
6. *Minimize the need for new surface parking by:*
  - c. *a. Encouraging new development to locate parking underground. Encouraging shared parking. Consider negotiating with property owners to share private parking lots with the general public during "off-peak" hours when there is surplus parking available.*
  - d. *Developing an overall parking strategy for the Regional Center that will include addressing the long-term need for structured parking.*

**FINDING:** The Plan will facilitate transportation projects that will provide new connectivity, improve existing connections, provide streetscape amenities, provide enhanced bicycle facilities, complete minor intersection improvements, analyze parking strategies and evaluate potential future parking structures and create an improved transportation system for the Area. The Plan is in conformance with the Downtown Transportation & Connections Goal of the Comprehensive Plan.

### **DOWNTOWN PLAN DISTRICT PARKS & PEOPLE PLACES GOAL**

*Create a cohesive and linked public and private system of parks, plazas, courtyards, gardens, and major pedestrian streets/paths, etc. that will help make Downtown a great place to live, work and visit.*

#### **Parks & People Places Policies**

1. *Identify, acquire and develop areas for public paths, parks, plazas and other open spaces that will:*
  - a. *Be strategically located to serve adjacent neighborhoods, business districts, etc.*
  - b. *Be easily visible and accessible from a street.*
2. *Provide for a variety of neighborhood parks and plazas. Each site should have a definitive image or identity. Imaginative design, incorporating different features, should be used to avoid “sameness.”*
3. *When possible, locate parks/plazas near other public facilities such as the library, government buildings and schools. Parks and plazas should also be visible from nearby residential units to enhance public safety (“eyes on the park”).*
5. *New parks/plazas should support the local economy and attract business investment whenever possible.*
7. *Enhance Downtown’s streetscapes and encourage pedestrian activity by adding elements, within a unifying design theme, with variation for individual neighborhoods or districts, such as:*
  - a. *Street furniture, like benches and kiosks;*
  - b. *Street trees, flower baskets and other landscaping;*
  - c. *Decorative street lamps;*
  - d. *Bike racks;*
  - e. *Other visual features, such as fountains, squares, and sculptures; and*
  - f. *Signage and markers to assist in way finding.*

**FINDING:** The Plan has projects for the construction of the second phase of an approximately 2-acre neighborhood park and improvement to the Gresham Arts Plaza in addition to the streetscape improvements. The Plan is in conformance with the Downtown Parks & People Places Goal of the Comprehensive Plan.

## **DOWNTOWN PLAN DISTRICT ECONOMIC DEVELOPMENT GOAL**

*Use development tools and incentives to encourage redevelopment of Downtown and the creation of more businesses and housing.*

### **Economic Development Policies**

- 1. Identify funding sources for needed public facility projects that are listed in the Capital Improvements Plan but which are currently unfunded as well as for additional projects proposed in the Downtown Plan.*
- 2. Leverage private development by allocating funds and staff to improve public facilities in Downtown.*
- 4. Consider providing financial and technical assistance to property owners and developers to encourage more redevelopment and property improvements.*
- 5. Continue to offer developers the City's existing incentives, such as the Vertical Housing Tax Credit program for Downtown's mixed-use projects and continue to support the Economic Improvement District (EID) for the Regional Center.*
- 6. The City will work to:*
  - a. Attract more employers, especially those with living wage jobs, to locate Downtown.*
  - b. Attract more people to live Downtown.*

**FINDING:** The Plan authorizes establishing programs that will leverage public investment with private development by encouraging redevelopment of existing uses and construction of new commercial and residential uses in the Area. Other projects in the Plan, such as those listed under the Community Identity section, will help create an inviting environment for new commercial and residential development. The Plan is in conformance with the Economic Development Goal of the Comprehensive Plan.

## **DOWNTOWN PLAN DISTRICT DOWNTOWN HOUSING GOAL**

*Downtown will experience increased development of medium to high density quality housing.*

### **Downtown Housing Policies**

- 1. Ensure that Downtown Land Use Districts allow for the medium and high-density residential development allowing for a variety of housing types for people of all income levels such that a vibrant city core will be promoted. Allow the highest densities of housing near the Downtown Core, MAX line, and other transit hubs.*
- 4. Promote home ownership opportunities in the Downtown.*
- 5. Encourage the development of higher end, executive home ownership and rental housing in the Downtown.*
- 6. Incent housing development through all means practical.*

### **FINDING:**

The Plan will facilitate private development that will encourage redevelopment of existing uses, and the construction of new residential uses in the Area. The other projects in the Plan, such as those listed under the Community Identity section of projects will help create an inviting environment for new residential development. The Plan is in conformance with the Downtown Housing Goal of the Comprehensive Plan.

### **10.315 OPEN SPACE**

#### *Policy 1*

*It is the policy of the City to ensure the availability of sufficient open space for all areas of the city by: working with citizens to identify needs; investigating alternative funding strategies; and involving volunteers, and public and private organizations.*

#### *Policy 3*

*It is the policy of the City to develop an interconnected open space system, if possible, and to negotiate conflicts which may arise concerning proposed additions to the open space system.*

**FINDING:** The Plan has projects for the construction of the second phase of an approximately 2-acre neighborhood park and improvement to the Gresham Arts Plaza in addition to the streetscape and stormwater improvements. The Plan is in conformance with the Open Space Section of the Comprehensive Plan.

### **10.316 CITY OF GRESHAM'S HISTORIC RESOURCES**

#### **GOAL**

*Protect and preserve Gresham's historic, archaeological, and cultural resources.*

**FINDING:** The Plan has projects that could be used for the preservation of historic structures in the Area. The Plan is in conformance with the Historic and Cultural Resources Section of the Comprehensive Plan.

### **10.318 Gresham Civic Neighborhood**

#### **Gresham Civic Neighborhood**

*Civic Neighborhood, primarily bounded by Burnside Street, Eastman Parkway, Division Street, and Wallula Avenue, is a central part of the City of Gresham. In 1995, the City of Gresham adopted the Civic Neighborhood Plan which designated Civic Neighborhood with its own plan district to provide standards and guidelines for development activity specific to the area.*

*Vision: Gresham's Civic Neighborhood is a distinctively urban mixture of uses and people with convenient places to live, work, and shop right next to Downtown. Inviting tree-lined streets lead past high-quality buildings and lively storefronts, next to parks and plazas to meet and play, all designed around an active transportation network, with great public transit, well-connected streets and trails.*

**FINDING:** The Plan's main goals are to provide improvements to and connect the Civic Neighborhood with Downtown Gresham. The projects in the Plan are intended to provide the resources to facilitate development and redevelopment within the Area spurring economic growth, high quality buildings, lively storefronts next to parks, and plazas designed around an active transportation network. The Plan is in conformance with the Gresham Civic Neighborhood Section of the Comprehensive Plan.

## **GRESHAM CIVIC NEIGHBORHOOD, NEIGHBORHOOD CHARACTER**

### **GOAL**

*Natural features, public spaces, active streetscapes, and high-quality developments create a strong neighborhood identity and sense of place.*

### **Policies**

- 1. Adjacent to key intersections, major and minor gateways will convey a sense of arrival to the neighborhood through varied building scales, massing, details, and articulation, as well as landmarks, public art, and signage.*
- 2. Connected parks, plazas, open spaces, and natural areas will be located throughout the neighborhood, providing active and iconic spaces for people to gather.*
- 3. The Neighborhood will include enhanced sidewalk spaces with pedestrian amenities that blend the public and private realm to create active, vibrant streetscapes.*
- 4. High-quality, mixed-use developments within the neighborhood will work to catalyze new investment and strengthen the district's identity.*

**FINDING:** The Plan provides funding for improvements that will create a strong neighborhood identity and sense of place through community identity improvements such as parks, plazas, stormwater improvements and vibrant streetscapes catalyzing new investment.. The Plan is in conformance with the Gresham Civic Neighborhood, Neighborhood Character Goal of the Comprehensive Plan.

## **GRESHAM CIVIC NEIGHBORHOOD DESIGN**

### **GOAL**

*Site and building designs create aesthetically pleasing, durable architecture with diverse, timeless designs that enliven the public realm and contribute to a sense of place, neighborhood character, urban sustainability, and pride in the city.*

- 1. New developments will demonstrate high-quality urban architecture which promotes a unique sense of place in the neighborhood.*
- 2. New developments will provide rhythm and depth in building massing and articulated façade details which are designed at a pedestrian scale.*
- 3. Pedestrian-oriented developments in the Civic Neighborhood will feature large areas of transparency, weather protection, canopies, and architectural elements that increase visual interest, safety, and activate the public realm on street-level facades.*
- 4. Buildings and sites will be developed with innovative and best practices for green building and sustainable urban design. Climate responsive design strategies such as solar access and orientation, multi-modal access, east-wind protection, rain protection, etc. will be incorporated into new developments.*
- 5. Developments will utilize materials that are high-quality, durable, timeless, and attractive and create a sense of authenticity in the building design.*
- 6. Signs will be located and designed such that their materials and detailing complement the design of the building and the use to which they relate.*
- 7. Building frontage and location will be sufficient to activate streetscapes and corners while also allowing for building articulation and active outdoor amenity spaces at the street level.*
- 8. Primary building facades will have a strong connection with the abutting streetscape through strategies such as locating buildings close to the street edge, orienting primary building*

*entrances to streets, and providing pedestrian scaled details and increased transparency at the sidewalk level.*

- 9. Setback requirements will be related to adjacent street classifications to establish active commercial streetscapes, while also allowing for transitions to first floor residential uses.*
- 10. Greater height will be allowed in new development to support desired uses, functional building designs, and urban amenities. Taller buildings will maintain the urban character and human scale of the neighborhood. Building heights are transitioned when adjacent to existing lower-scale residential neighbors on Wallula.*
- 11. Civic Neighborhood will support innovative and shared parking strategies to maximize access to parking and reduce site area dedicated to parking.*
- 12. Off-street parking will be located behind buildings and will be visually minimized adjacent to public spaces and streets.*
- 13. Parking areas will be designed to emphasize pedestrian safety and connectivity.*
- 14. Parking areas will incorporate landscaping and green infrastructure*

**FINDING:** The Plan provides funding to undertake projects within the Area that include streetscape, parks and plazas, development and redevelopment, streets and utilities. One of the goals of the Plan is to create a community identity. Undertaking these projects will provide a means to create that community identity within the design guidelines for the Area. The Plan is in conformance with the Gresham Civic Neighborhood Design Goal of the Comprehensive Plan.

## **GRESHAM CIVIC NEIGHBORHOOD CONNECTIONS**

### **GOAL**

*Interconnected streets, sidewalks, transit routes, and trails form a transportation network to and within the neighborhood that is convenient, safe, and accessible by multiple modes of travel. Streets support multi-modal users, are scaled appropriately for their location, and include frontage designs which support active and engaging public spaces at the pedestrian level.*

### **Policies**

- 1. Civic Neighborhood will include clear and easy-to-access multimodal connections between activity centers in Civic as well as to Downtown Gresham and the regional system of streets, trails, and transit.*
- 2. New development will encourage walking, biking, transit use, and other alternate modes of transportation, and reduce travel distances within the neighborhood, by limiting block lengths and unbroken building facades, and by creating safe and frequent street and rail crossings.*
- 3. Civic Neighborhood will allow visitors who arrive by private vehicle to park once, and access the entire neighborhood conveniently and safely as a pedestrian.*
- 4. The safety and convenience of the pedestrian will be primary considerations in site and building design.*
- 7. Civic Neighborhood will provide clearly identifiable wayfinding systems through the designs of streets, public spaces, and buildings and the use of public art and directional signage.*

### **FINDING:**

The Plan provides funding to undertake projects within the Area that include bicycle transportation improvements, parks and plazas and streetscape improvements and analyze parking strategies and evaluate potential future parking structures. The Plan is in conformance with the Gresham Civic Neighborhood Connections Goal of the Comprehensive Plan.



## **GRESHAM CIVIC NEIGHBORHOOD PUBLIC AND OPEN SPACES**

### **GOAL**

*Natural features, parks, plazas, open spaces, paths, and other landscaping features form interconnected public spaces and support an urban tree canopy, enhance recreation opportunities, community health, and social interaction throughout the neighborhood.*

### **Policies**

- 1. Civic Neighborhood will provide opportunities for social interaction and encourage visitors to stay and explore through development of a series of connected plazas, open spaces, and paths that are integrated throughout the neighborhood,*
- 2. Public gathering spaces at a variety of scales will support a range of social and recreational opportunities for residents and visitors.*
- 3. Well-defined gathering spaces that provide high levels of visibility within programmed spaces will create a safe and welcoming environment.*
- 4. Significant amounts of landscaping will be incorporated into the design of sites and pedestrian areas, with spaces sized to support passive and active outdoor recreation opportunities for the uses on site.*
- 5. Natural features and man-made elements, such as landscaping and stormwater facilities, will enhance sites and create passive and active green spaces which encourage social interaction on site.*
- 6. Civic Neighborhood will allow for flexibility in building siting where public spaces are provided, and/or natural features are protected.*

**FINDING:** The Plan has projects for the construction of an approximately 2-acre neighborhood park and improvement to the Gresham Arts Plaza. The Plan is in conformance with the Gresham Civic Neighborhood Public and Open Spaces Goal of the Comprehensive Plan.

## **GRESHAM CIVIC NEIGHBORHOOD LAND USE**

### **GOAL**

*Commercial, residential, institutional, and office uses all fit together at different scales and development intensities to support a diverse population and provide multiple options for jobs, housing, shopping, and services.*

### **Policies**

- 1. New vertical and horizontal mixed-use projects will be designed to place the most active uses adjacent to the street to support an engaging public realm.*
- 2. An active, pedestrian-scaled first floor will support a wide variety of uses that allows for transitions between public and private spaces.*
- 3. New developments will include building floor plates at a variety of complementary sizes and scales to support varied functions including residential, commercial, office, entertainment, food, education, small-scale manufacturing and maker spaces, medical, institutional, civic, and mixed uses.*
- 4. New developments will support convenient urban living opportunities by providing multiple housing types with a variety of scales, intensities, and ownership structures to encourage a mix of residents, including attached townhomes, live-work units, condominiums, and multifamily apartments. Housing is provided as both multi-family developments and integrated as part of mixed-use projects.*

5. *Civic Neighborhood will welcome a mix of office uses including start-ups, co-working environments, information services, traditional term-lease office tenants, and business headquarters.*
6. *Civic Neighborhood will provide community-oriented uses which include urban service amenities such as micro-food production and brewing or distilling venues with dining and entertainment.*

**FINDING:** The Plan contains funding for projects which will help facilitate mixed-use development within the Area, providing a variety of housing types, connecting the civic neighborhood to the Downtown, and providing an atmosphere to support and develop businesses within the Area. The Plan is in conformance with the Gresham Civic Neighborhood Land Use Goal of the Comprehensive Plan.

### **GRESHAM CIVIC NEIGHBORHOOD HOUSING**

#### **GOAL**

*Civic Neighborhood will continue to be developed with medium- to high-density, quality housing that complements its mixed-use transit-oriented character.*

3. *New developments will promote home ownership opportunities in Civic Neighborhood.*
5. *The City of Gresham will support innovative, quality housing developments in Civic Neighborhood through the use of practical incentives.*

### **10.320 Transportation System**

(Transportation policies listed in Volume 2 of the GCDP are the same as or similar to the policies incorporated in GCDP Volume 4 – Transportation System Plan. The City's first Transportation System Plan was adopted by City Council in August 2002 . Therefore, the policy findings for this subsection apply also to Volume 4.)

#### **GOALS**

*1. Ensure the transportation system provides a safe, secure and attractive travel experience that supports livability and community interaction.*

*2. Ensure access and mobility by increasing multimodal travel options and providing a continuous, interconnected transportation system.*

*3. Facilitate development of a transportation system that aligns with adopted local and regional land use plans, is responsive to the surrounding community and is cost effective to develop and maintain.*

*Policy 1: Develop and promote a balanced transportation system that provides a variety of travel options and reduces the need to rely on automobiles.*

*Policy 2: Plan, implement, and maintain efficient transportation system.*

*Policy 3: Provide a transportation system that maximizes accessibility to and within regional centers, town centers, transit corridors, station areas, and employment centers.*

*Policy 4: Provide a safe transportation system.*

**FINDING:** The Plan will finance improvements to the appearance and safety of the arterial street corridors in the Area. The Plan will support improvements to pedestrian, bicycle, automobile, and transit systems to promote a safe, multi-modal transportation system for circulation within and around the Area. The Plan is in conformance with the Transportation System Plan Goals and the Transportation Goals of the Comprehensive Plan.

#### **10.320.1– Street System**

*Policy 1: Provide a street system that accommodates a variety of travel options.*

*Policy 2: Develop a street system that meets current needs and anticipated future population growth and development.*

*Policy 3: Provide a street system that maximizes accessibility within the community.*

*Policy 4: Ensure a street system that is safe and supports healthy, active living.*

**FINDING:** The Plan directly addresses street safety concerns and calls for financing for transportation upgrades to the Area that will improve the safety of arterial street corridors, completion of the local street network, and linkages/accessibility improvements within the Area. The Plan is in conformance with the Street System section of Transportation System Plan and the Transportation Goals of the Comprehensive Plan.

#### **10.320.2 – Transit System**

*Policy 1: Advocate convenient, expanded transit service within Gresham and the East Multnomah Area.*

*Policy 2: Encourage efficient transit services to meet the current and projected transportation needs of the citizens of Gresham.*

*Policy 3: Promote the development of a transit system that maximizes accessibility.*

*Policy 4: Assist in the development of a safe transit system.*

**FINDING:** The Plan identifies the provision of a safe, multi-modal transportation system for circulation within and around the Area as a planning priority that will be facilitated through promotion of transit-supported development. The Plan is in conformance with the Transit System section of Transportation System Plan and the Transportation Goals of the Comprehensive Plan.

### **10.320.3 Bicycle System**

*Policy 1: Develop a bicycle network that is easy to use, continuous, connected, and equitable.*

*Policy 2: Increase bicycle safety in the bicycle network through infrastructure improvements and safety programs.*

**FINDING:** The Plan identifies bicycle improvements and cycle tracks on the north side of Powell Boulevard and on 1<sup>st</sup> Street east of Powell Boulevard, providing additional bicycle transportation options and enhancing bicycle safety for the Area. The Plan is in conformance with the Bicycle System section of Transportation System Plan and the Transportation Goals of the Comprehensive Plan.

### **10.320.4 Pedestrian System**

*Policy 1: Provide a pedestrian network that is easy to use, continuous, attractive, accessible for all users, and equitable.*

*Policy 2: Improve pedestrian access to important destinations, such as stores that sell healthy food, jobs, schools, parks, natural areas, commercial areas and transit stops.*

*Policy 3: Improve pedestrian safety on the pedestrian network through infrastructure improvements and safety programs.*

*Policy 4: Create a walking network that encourages physical and mental health.*

**FINDING:** There are projects within the transportation section of the Plan that add or improve sidewalks, add pedestrian safety features, improve accessibility for all users and provide pedestrian amenities, such as street trees street furniture and decorative streetlights. The Plan is in conformance with the Pedestrian System section of Transportation System Plan and the Transportation Goals of the Comprehensive Plan.

### **10.320.7 – Parking Management**

*Policy: Manage the on- and off-street parking supply to ensure there is an adequate but not excessive amount of parking available for all land uses.*

**FINDING:** The Plan will assist in financing transit-supported development as well as facilitate attractive, pedestrian- and street-oriented development along major street corridors and within the Area, analyze parking strategies and evaluate potential future parking structures. These strategies will help to reduce the demand on the parking supply in the Area. The Plan is in conformance with the Parking Management section of Transportation System Plan and the Transportation Goals of the Comprehensive Plan.

### **10.330 – Public Facilities and Services**

*General Policy: It is the City's policy that development will coincide with the provision of adequate public facilities and services including access, drainage, water and sewerage services.*

*Policy 2: It is the City's policy that services shall be provided in the most cost effective manner and the costs shall be equitably spread among all recipients of the services.*

**FINDING:** The Plan will facilitate the development of public services for the Area. Developing services will allow for new development to occur in the Area. The Plan is in conformance with the Public Facilities and Services section of the Comprehensive Plan.

### **10.600 Housing**

#### *Housing Goal*

*Everyone in Gresham can live in a secure and reliable place they call home, and no one experiences housing uncertainty. All Gresham community members can access housing that meets their changing needs.*

#### *Housing Equity Policy*

*All housing related policies and actions will affirmatively further fair housing for all state and federal protected classes and other underserved populations by: addressing disproportionate access to housing, furthering patterns of integration and lessening racial or ethnic segregation, deconcentrating areas of poverty and wealth, and decreasing disparities in access to housing services and opportunity.*

#### *Housing Stability Policy*

*Increase housing stability for residents; mitigate the impacts of gentrification and the economic and physical displacement of existing residents resulting from investment or redevelopment.*

#### *Housing Choice and Location Policy*

*Facilitate housing choice for all, particularly for state and federally protected classes, communities of color, low-income communities, people with disabilities, and other under-served populations. Foster access to existing or new quality housing that is located in neighborhoods with high-quality community amenities, schooling, employment and business opportunities, and a healthy and safe environment.*

#### *Housing for Individuals Experiencing Homelessness or Housing Insecurity Policy*

*Reduce the number of individuals experiencing homelessness or housing insecurity by supporting the development of housing options and housing services.*

## *Affordable Housing Ownership Policy*

*Encourage opportunities for housing stability and wealth creation via housing ownership with particular focus on state and federal protected classes that have been disproportionately impacted by past inequitable housing policies.*

### **B. City of Gresham Strategic Plan**

The City of Gresham Strategic Plan was adopted by the City Council in 2022. The following Gresham Strategic Plan goals and objectives apply to the Plan:

*Gresham is a safe and resilient place. The City works to reduce risk, harm and violence and meet the community's needs. And, in partnership with the public, produces solutions around crime prevention and intervention.*

*Explore creative ways to supply community safety that maintain core service levels, adapt to community needs, and public safety best practices.*

*Improve livability and increase the community's sense of safety and security*

*Enhance safety around the city's streets, parks, neighborhoods, and transportation networks.*

*Gresham creates greater opportunities for economic well-being and shared wealth for all.*

- *Promote economic growth by supporting business owners, creating partnerships, and developing a strong local workforce.*
- *Develop creative ways to keep existing businesses and recruit new ones with a focus on the diversity of business owners.*

*Everyone in Gresham can live in a secure and reliable place they call home, and no one experiences housing uncertainty. All Gresham community members can access housing that meets their changing needs and wants.*

- *Promote and support housing development that is affordable to the Gresham community across all housing types.*
- *Serve as a community partner to support housing stability by providing access to tools and resources.*

*Community Vibrancy: Community members and visitors come and find a wide choice of activities and opportunities to enjoy recreation and nature. We celebrate Gresham's many cultures and vibrant neighborhoods. Community events bring us together and build a shared sense of belonging.*

- *Prioritize long-range planning that supports designing and building quality community gathering spaces, public or private. Create welcoming and inclusive environments with amenities for all.*
- *Maintain the quality of Gresham's natural resources and increase public access to parks and natural areas for recreation and enjoyment.*

**FINDING:** The Plan meets the goals and related objectives of the City of Gresham Strategic Plan through the following project activities:

- Providing private development leverage to encourage private development investment in the Area including investments in housing development

- Establishing a community identity by investing in parks and funding pedestrian facilities which aim to create a safer environment.
- Providing improved safety and function of transportation infrastructure.
- Supporting business owners and recruiting new businesses through Business Development grants and Commercial Rehabilitation grants

The Plan is in conformance with the City of Gresham Strategic Plan.

### **C. Mayor's Economic Development Action Plan**

The following Economic Development goals and objectives of the Mayor's Economic Development Action Plan apply to the Downtown/Civic Plan:

*Goal A: To Promote and foster business prosperity and living wage job creation by focusing on business retention, expansion, and recruitment of jobs that complement our vision.*

*Objective 2: Create a package of business recruitment and expansion tools.*

*Action A: Encourage full-service districts along the light rail and build in incentives to attract living wage jobs and encourage employees to reside in Gresham and East Multnomah County.*

**FINDING:** A goal of the Plan is to create greater opportunities for economic well-being and shared wealth for all through programs aimed at assisting local businesses and providing opportunities for new businesses in the Area through development and redevelopment activities. The Plan will participate in funding for improving the appearance and safety of the MAX light rail corridor and promoting transit- supported development with links to transit stations.

*Objective 7: Enhance growth opportunities for Gresham and East Multnomah County small businesses.*

*Action B: Encourage new business establishments and work to retain existing businesses.*

**FINDING:** The Plan provides for funding to physically improve the Area to promote business retention and development and to establish programs that will provide funding for storefront improvements and assistance for development and redevelopment in the Area.

*Goal C: To support business development through an effective transportation system, targeted land (re)development, and adequate infrastructure.*

*Objective 3: Be proactive in planning and developing public infrastructure (water, sewer, transportation, and stormwater) to support targeted economic development.*

*Action C: Establish development support of CIP projects in all areas.*

**FINDING:** The Plan provides for participating in funding of public facilities that are identified through the City's Capital Improvements Program (CIP) that will increase opportunities for family-wage jobs and will support the safety and optimal function of transportation facilities and provide adequate infrastructure.

*Objective 7: Develop a transportation financing program.*

*Action A. Adopt a funding strategy for the Transportation System Plan.*

*Action C. Implement financial strategies such as a major street bond measure and transportation utility fee.*

**FINDING:** The Plan provides for participation in funding transportation projects noted in the Transportation System Plan and other public facilities plans. As per the Transportation System Plan (adopted August 2002 and updated in 2014), part of the funding strategy includes use of funds from urban renewal district(s).

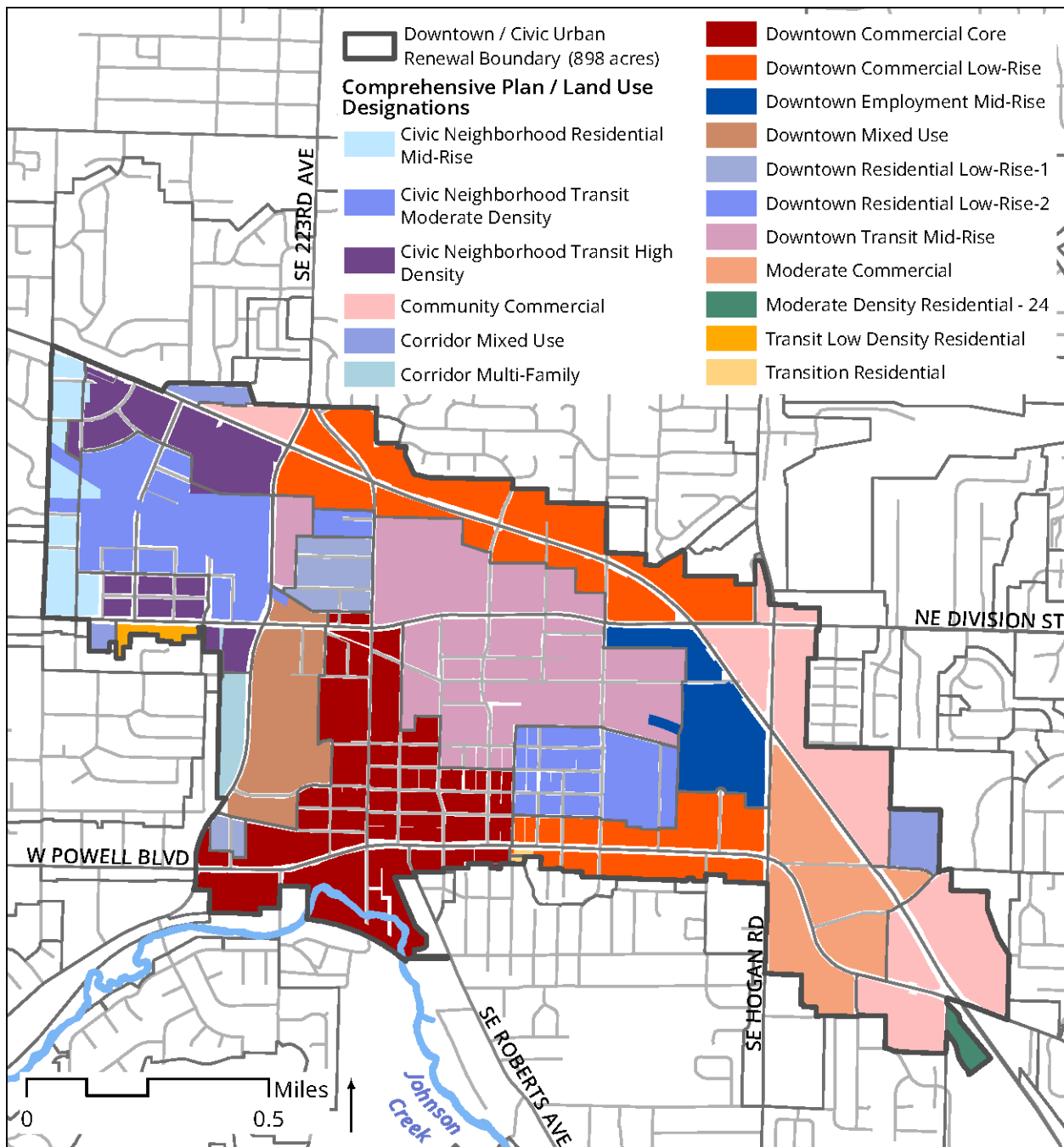
*Objective 8: Expand public and private partnerships to revitalize town and regional centers and underused industrial areas.*

*Action A. Explore urban renewal options to revitalize town and regional centers and industrial areas.*

**FINDING:** The Plan addresses revitalization needs for the Gresham Regional Center which is located in downtown Gresham. Revitalization under the Plan will occur through participation in funding of projects in partnership with private investors and developers through a variety of private investment leverage programs in the Plan.



Figure 2 – Land Use and Comprehensive Plan Designations



Source: Tiberius Solutions

## **D. City of Gresham Development Code**

Article 4 of the City of Gresham Development Code covers Land Use Districts and Plan Districts for the Area. Article 5 includes standards for Overlay Districts. The land use designations and description for each district within the Area are as follows:

### **Community**

#### **4.0412 Corridor Multifamily (CMF)**

This district designation is applied to properties along segments of Transit Streets. The CMF district primarily provides opportunities for moderate-density residential development, including multifamily and middle housing. It also allows single detached dwellings along the NE Glisan and NE 162nd Avenue corridors. To help create a pleasant pedestrian environment, most new residential buildings will be oriented to public sidewalks, with parking lots behind or beside buildings. Standards will require that the scale of new housing diminish as buildings approach abutting lower density residential districts.

#### **4.0413 Corridor Mixed Use (CMU)**

This district designation is applied to certain clusters of properties along Transit Streets. In addition to moderate-density residential uses, the CMU district permits small-scale commercial uses and mixed-use developments. Commercial businesses operating in this district will serve primarily the day-to-day needs of residents in nearby housing developments and neighborhoods. Design standards in the Development Code Section 7.0400 for duplexes, triplexes, quadplexes, and townhouses, and in the Development Code Section 7.0100 for new construction and remodels which meet the thresholds described in the Development Code Section 7.0003 will help to ensure that new buildings become attractive additions to existing and developing neighborhoods.

#### **4.0414 Community Commercial (CC)**

This district designation is applied to larger nodes of primarily commercial development clustered around the intersections of major and/or standard arterial streets. This district services the surrounding community with a larger trade area than the Moderate Commercial district but still has building size limitations for compatibility with the adjacent residential properties. The CC district will accommodate a wide range of community-scale commercial uses, including retail, services, and offices. This district also permits housing as a secondary use, with multifamily being developed in conjunction with commercial construction. New buildings will be pedestrian-oriented, with parking placed behind or beside buildings. Design Standards in the Development Code Section 7.0100 for new construction and remodels which meet the thresholds described in Development Code Section 7.0003 will help to ensure that new buildings become attractive additions to existing and developing neighborhoods.

#### **4.0112 Transit Low Density Residential (TLDR)**

The Transit Low Density Residential District designation is applied primarily to existing low-density residential neighborhoods within close proximity of light rail and/or bus transit service and is intended for residential uses including single detached dwellings and manufactured homes, duplexes, triplexes, quadplexes, townhouses, and cottage clusters at a maximum net density for single detached units of 20 units per acre and for townhouses of 25 units per acre. For all subdivisions, and for those partitions of parent parcels greater than 13,000 square feet, a minimum net density of 10 units per acre is required. This district is intended to continue as a

lower-density neighborhood, with housing on small lots. Manufactured dwelling parks are allowed at a maximum net density of 14 units per acre and a minimum net density of 7 units per acre.

#### **4.0113 Transition Residential (TR)**

The Transition Residential District designation is intended for a mix of residential uses including single detached dwellings, manufactured homes, duplexes, triplexes, quadplexes, townhouses, and cottage clusters. It is applied primarily to locations between more intense land use districts (such as those that allow multifamily residential and commercial uses) and less intense land use districts such as LDR-5 and LDR-7. TR provides a transition between these intensities while providing for a variety of housing types. The residential net density for single detached units is 6.22 to 14.52 or 18.15 units per acre, depending on site size, and 25 units per acre for townhouses.

#### **4.0114 Moderate Density Residential (MDR-12)**

The Moderate Density Residential District-12 is primarily intended for housing at a maximum net density for single detached dwellings of 12.1 units per acre, manufactured dwelling parks at a maximum net density of 8.71 units per acre, and townhouses at a maximum net density of 25 units per acre. Manufactured dwelling parks shall be designed in conformance with standards and procedures of the Oregon Department of Consumer and Business Services, Building Codes Division as contained in Oregon Administrative Rules Chapter 918 Div. 600. Where standards of OAR 918-600 conflict with the following standards, the more restrictive standard shall apply.

#### **4.1110 Downtown Commercial Core (DCC)**

The DCC is the City's long-standing center and features unique local businesses, small-scale storefronts, and intimate sidewalks. Main Avenue has a small-scale, walkable quality appreciated by residents and visitors. This sub-district is intended to preserve this small-scale character on Main Avenue while encouraging an active, engaging mix of old and new uses.

The DCC sub-district allows a wide range of uses – retail, service, office and residential – that will help create a vibrant sub-district that is active all day and much of the night.

#### **4.1111 Downtown Mixed Use (DMU)**

This sub-district is intended to evolve over time from a shopping center largely organized around automobile trips and parking into a mixed-use sub-district with jobs, housing and commercial opportunities. This full-service sub-district will contain new shopping streets, public spaces and better pedestrian and automobile connections to the DCC sub-district and to the Civic Neighborhood.

This DMU sub-district allows a mixture of employment, retail, office and residential uses in a very dense, compact urban form by permitting the most intense, tallest development in Downtown.

#### **4.1112 Downtown Transit Mid-Rise (DTM)**

This mixed-use sub-district will encourage some residential areas to gently transform into a broader mix of residential uses. This sub-district is intended to create distinctive, walkable neighborhoods within a short distance of transit and the Downtown core.

The sub-district encourages single detached dwellings to remain and allows duplexes, triplexes, quadplexes, townhouses, and cottage clusters, but not multifamily. This sub-district also will allow small-scale commercial uses only on certain streets where it is most appropriate.

#### **4.1113 Downtown Employment Mid-Rise (DEM)**

This mixed-use area is envisioned as one that could support significant employment, whether retail or office in nature. It has excellent access to light rail as well as several major streets – Hogan, Burnside, and Division. Buildings are allowed to have multiple stories with larger footprints here to accommodate market demand.

This sub-district allows for a substantial amount of general office, financial, corporate and institutional uses that employ large numbers of people. It also allows a significant retail presence and residential uses.

#### **4.1114 Downtown Residential Low-Rise 1 (DRL-1)**

This mixed-use sub-district will encourage some residential areas to gently transform into a broader mix of residential uses. This sub-district is intended to create distinctive, walkable neighborhoods within a short distance of transit and the Downtown core.

The sub-district encourages single detached dwellings to remain and allows duplexes, triplexes, quadplexes, townhouses, and cottage clusters, but not multifamily. This sub-district also will allow small-scale commercial uses only on certain streets where it is most appropriate.

#### **4.1115 Downtown Residential Low-Rise 2 (DRL-2)**

This mixed-use sub-district will allow a gradual transformation into more varied and full-service residential neighborhoods that can take advantage of their proximity to transit and nearby shopping and job centers.

This predominantly residential sub-district will allow single detached dwellings to remain while also allowing duplexes, triplexes, quadplexes, townhouses, cottage clusters, small-scale multifamily, and small-scale commercial activities.

#### **4.1116 Downtown Commercial Low-Rise (DCL)**

This sub-district contains major corridors with the types of businesses, services, stores, and offices that demand a higher level of automobile access to employees and customers. Structures may be single use and aimed at regional traffic. This sub-district will still serve this role, but the corridors will become more balanced over time to meet the needs of pedestrians as well as automobile traffic. The sub-district's character will evolve as buildings and more walkable streets become prominent and parking is located to the side or rear of properties. This sub-district allows commercial, residential, and employment uses, including auto-related uses such as service stations, auto repair, and car washes.

#### **4.1222 Civic Neighborhood Residential Mid-Rise (CNRM)**

This predominantly residential sub-district supports a transition between the lower-scale neighborhood west of NW Wallula Avenue into the more urban scale at the core of the Civic Neighborhood. Areas designated CNRM are moderate to high density residential uses, with a lower scale fronting NW Wallula Avenue. Typical forms of housing include row houses, garden apartments, condominiums, and multifamily apartments. Commercial uses are allowed to locate on sites fronting an Arterial Street.

#### **4.1223 Civic Neighborhood Transit Moderate Density (CNTM)**

The CNTM sub-district includes convenient access to arterial streets as well as local and regional transit routes including light rail stations, bus lines, and bike and pedestrian paths. This sub-district is intended to evolve over time from a shopping center largely organized around automobile trips and parking, into a full-service area with a diverse mix of jobs, housing, and commercial opportunities. The sub-district allows for the widest range of intensities in the neighborhood, supporting diverse projects with varied uses, scales, and ownership structures.

#### **4.1224 Civic Neighborhood Transit High Density (CNTH)**

This sub-district, centered around the two light rail stations, is the core of the Civic Neighborhood and permits the highest intensity of development. This walkable urban center includes a range of public spaces, paths, and amenities connected by active street fronts and multi-modal paths. The CNTH sub-district includes an active, engaging mix of uses – retail, service, office, and residential – that will help create a vibrant area that is active all day and through the evening.

#### **5.0311 Historic and Cultural Landmarks Overlay District**

##### **Purpose**

The purpose of the Historic and Cultural Landmarks Overlay District is to identify resources which have been designated as landmarks on the Historic and Cultural Landmarks List, adopted as an appendix to the Community Development Plan. Parcels on which a landmark is located shall be designated HL on the Community Development Special Purpose District Map. It is also the purpose of this district to regulate certain actions affecting these landmarks with the intent of substantially protecting and preserving those characteristics which make the landmark a visible link to the heritage of the community and enhance the quality of life for all residents of Gresham. It is also the purpose of this section to have a process for adding and removing a landmark to/from the Historic and Cultural Landmarks List.

**OVERALL FINDING:** The potential development in the Plan including the land uses, maximum densities and building requirements will conform to the Gresham Development Code. The Plan makes no changes to any land use district or overlay provision.

## **XII. LEGAL DESCRIPTION**

The legal description will be inserted before final adoption of this Plan.

# Report Accompanying the Gresham Downtown/Civic Urban Renewal Plan

This document remains in draft form until adoption by the Gresham City Council

Adopted by the City of Gresham

Date

Ordinance No.

The Gresham Downtown/Civic Urban Renewal Plan Task Group provided input on the development of the Gresham Downtown/Civic Urban Renewal Plan and Report Accompanying the Gresham Downtown/Civic Urban Renewal Plan. They met four times and reviewed and provided input on the goals and objectives, projects and finances of this Plan. This list shows the individuals who participated and the organization they represented at the time the Gresham Downtown/Civic Urban Renewal Plan was developed.

#### **Downtown/Civic Urban Renewal Plan Task Group**

Ashley Miller	City of Gresham
Brian Monberg	City of Gresham
Claire Lider	Historic Downtown Gresham Association
Dennis Clague	Gresham-Barlow School District
Elaine Howard	City Consultant
Elizabeth McCann	City of Gresham
Eric Schmidt	City of Gresham
Erika Fitzgerald	City of Gresham
Ian Peterson	City of Gresham
Jack Hollis	Gresham Redevelopment Commission Advisory Committee
Jay Fetherston	Schnitzer Properties_– Gresham Station
Jonathan Trutt	Home Forward
Kayla Brown	Gresham Property and Business Owner
Kristin Chiles	City of Gresham
Michael Gonzales	City of Gresham
Michael McKeel	Developer/McKeel Family Dentistry
Rebecca Stavenjord	Multnomah County
Sharron Monohon	City of Gresham
Sue O'Halloran	KMO Real Estate
Sue Piazza	Gresham City Council
Teresa Carr	Port of Portland
Vicki Moen	Gresham Area Chamber of Commerce



## **Acknowledgements**

### **Mayor**

Travis Stovall

### **City Council**

Council Position 1: Kayla Brown

Council Position 2: Eddy Morales

Council Position 3: Cathy Keathley

Council Position 4: Jerry Hinton, Council President

Council Position 5: Sue Piazza

Council Position 6: Janine Gladfelter

### **Gresham Redevelopment Commission**

Travis Stovall, Chair

Cathy Keathley, Vice Chair

Kayla Brown, Acting Chair

Janine Gladfelter

Jerry Hinton

Eddy Morales

Sue Piazza

### **Planning Commission**

Tim Kamp, Chair

John Hartstock, Vice Chair

Douglas Walker

Frank Stevens

Gregory Schroeder

Chloe Anderson

Kent Zook

Delmi Manzanares

Mary Phillips, Staff Liaison

Jerry Hinton, Council Liaison

Eddy Morales, Council Liaison alternate

### **Gresham Redevelopment Commission**

#### **Citizen Advisory Committee**

Jack Hollis, Chair

Celso Naranjo, Vice Chair

Marissa Clarke

Ibrahim Moustafa

Jennifer McMillian

Gregory Schroeder

Dimitrios Zourkos

Kayla Brown, GRDC Liaison

### **City Administration**

Eric Schmidt, City Manager

Kristin Chiles, Policy Analyst

Steve Fancher, Assistant City Manager

Ellen Van Riper, City Attorney

### **Gresham Redevelopment Commission Staff**

Justin Douglas, Executive Director

Michael Gonzales, Redevelopment Project Coordinator

Johntae Ivory, Program

Technician/Recording Secretary

### **Urban Design & Planning**

Ashley Miller, Director

Terra Wilcoxson, Comprehensive Planning Manager

### **Public Works**

Chris Strong, Public Works Director

### **Finance**

Elizabeth McCann, Director

Ian Peterson, Financial Analyst

### **Economic Development**

Erika Fitzgerald, Senior Economic Development Specialist

Gerry Van Beek, Economic Development Specialist

### **Consulting Team**

#### **Elaine Howard Consulting, LLC**

Elaine Howard

Scott Vanden Bos

#### **Tiberius Solutions LLC**

Nick Popenuk

Ali Danko

Margaret Raimann

## TABLE OF CONTENTS

I.	DEFINITIONS.....	1
II.	INTRODUCTION.....	3
III.	THE PROJECTS IN THE AREA AND THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA.....	6
IV.	THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS.....	14
V.	FINANCIAL ANALYSIS OF THE PLAN .....	15
VI.	THE ESTIMATED AMOUNT OF TAX INCREMENT REVENUES REQUIRED AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED .....	17
VII.	THE ANTICIPATED COMPLETION DATE FOR EACH P ROJECT .....	23
VIII.	REVENUE SHARING .....	28
IX.	IMPACT OF THE TAX INCREMENT FINANCING.....	28
X.	COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE AND SIZE OF URBAN RENEWAL AREA.....	32
XI.	EXISTING PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS AND IMPACTS ON MUNICIPAL SERVICES.....	33
XII.	REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN	47
XIII.	RELOCATION REPORT .....	47

## **I. DEFINITIONS**

This plan contains statutory references to ORS 457 as it reads in 2025.

“Area” means the properties and rights-of-way located within the Gresham Downtown/Civic Urban Renewal Area.

“Agency” is the Gresham Redevelopment Commission or GRDC.

“Blight” is defined in ORS 457.010(1)(a)(A-E) and identified in the ordinance adopting the Gresham Downtown/Civic Urban Renewal Plan.

“City” means the City of Gresham, Oregon.

“City Council” or “Council” means the Gresham City Council.

“Community Development Plan” means the City of Gresham Comprehensive Plan and its implementing ordinances, policies, and standards. The terms Community Development Plan and Comprehensive Plan are used interchangeably.

“County” means Multnomah County, Oregon.

“Frozen base” means the total assessed value including all real, personal, manufactured, and utility values within the Gresham Downtown/Civic Urban Renewal Plan at the time of adoption. The county assessor certifies the assessed value after the adoption of the Gresham Downtown/Civic Urban Renewal Plan.

“Gresham Downtown/Civic Urban Renewal Plan” means a plan, as it exists or is changed or modified from time to time, as provided in ORS 457.

“GRDC” is the Gresham Redevelopment Commission created under ORS 457.035 and 457.045.

“Increment” means that part of the assessed value of a taxing district attributable to any increase in the assessed value of the property located in the Gresham Downtown/Civic Urban Renewal Plan, or portion thereof, over the assessed value specified in the certified statement.

“Maximum Indebtedness” means the maximum principal amount of indebtedness that may be incurred by a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness.

“ORS” means the Oregon Revised Statutes and specifically Chapter 457, which relates to urban renewal and tax increment financing. There are references in the Plan to specific sections of the statute and these references are to the 2024 statute.

“Plan” means the official plan for the Gresham Downtown/Civic Urban Renewal Plan pursuant to ORS 457.

“Plan Area” means a blighted area included in the Gresham Downtown/Civic Urban Renewal Plan under ORS 457.010.

“Planning Commission” means the Gresham Planning Commission.

“Project(s)” means any work or undertaking carried out under the Gresham Downtown/Civic Urban Renewal Plan.

“Report Accompanying Gresham Downtown/Civic Urban Renewal Plan” or “Report” means the official report that accompanies the Gresham Downtown/Civic Urban Renewal Plan pursuant to ORS 457.087.

“Revenue sharing” means sharing tax increment proceeds as defined in ORS 457.470 and refers to the funds that are associated with the division of taxes accomplished through the adoption of the Gresham Downtown/Civic Urban Renewal Plan.

“Tax increment revenues” means the funds allocated by the assessor to the Gresham Urban Renewal GRDC due to increases in assessed value over the frozen base within the area.

“Urban Renewal” means the statutory authority provided in ORS 457.

“Urban renewal area” means a blighted area included in an urban renewal plan or an area included in an urban renewal plan under ORS 457.010.

“Urban renewal plan” or “Plan” means a plan, as it exists or is changed or modified from time to time, for one or more urban renewal areas, as provided in ORS 457.085, 457.095, 457.105, 457.115, 457.120, 457.125, 457.135 and 457.220.

“Urban renewal project” or “Project” means any work or undertaking carried out under ORS 457.170 in an urban renewal area.

“Urban renewal report” or “Report” means the official report that accompanies the urban renewal plan pursuant to ORS 457.087.

## II. INTRODUCTION

The Report Accompanying the Gresham Downtown/Civic Urban Renewal Plan ("Report") contains background information and project details that pertain to the Gresham Downtown/Civic Urban Renewal Plan ("Plan"). The Report is not a legal part of the Plan but is intended to provide public information and support the findings made by the Gresham City Council ("City Council") as part of the approval of the Plan.

The Report provides the analysis and contains the information required to meet the standards of ORS 457.087, including financial feasibility. The Report requirements include:

1. A description of the physical, social, and economic conditions in the Area and expected impact of the plan, including fiscal impact in light of increased services; (ORS 457.087(1))
2. Reasons for selection of the plan Area; (ORS 457.087(2))
3. The relationship between each project to be undertaken and the existing conditions; (ORS 457.087(3))
4. The estimated total cost of each project and the source of funds to pay such costs; (ORS 457.087(4))
5. The estimated completion date of each project; (ORS 457.087(5))The estimated amount of funds required in the Area and the anticipated year in which the debt will be retired; (ORS 457.087(6))
6. A financial analysis of the plan; (ORS 457.087(7))
7. A fiscal impact statement that estimates the impact of tax increment financing (TIF) upon all entities levying taxes upon property in the urban renewal area; (ORS 457.087(8)) and
8. A relocation report. (ORS 457.087(9))

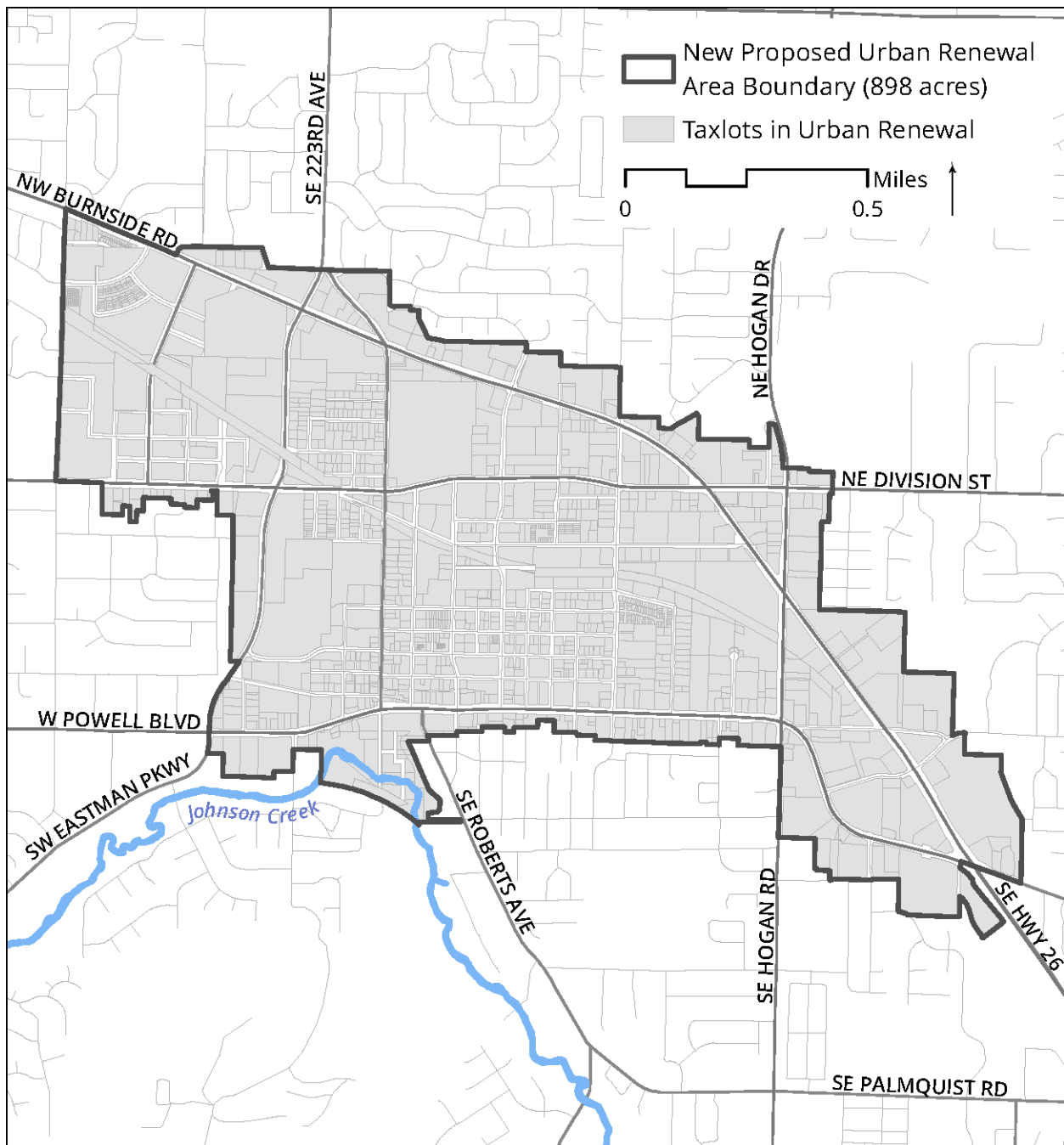
The relationship between the sections of the Report and ORS 457.087 requirements is shown in Table 1. The specific reference shown is the section of this Report that most addresses the statutory reference. There may be other sections of the Report that also address the statute.

The Report provides guidance on how the Plan might be implemented. As the Gresham Redevelopment Commission (GRDC) reviews revenues and potential projects each year, it has the authority to make adjustments to the implementation assumptions in this Report. The GRDC may allocate budgets differently, adjust the timing of the projects, decide to incur debt at different times than assumed in this Report, and make other adjustments to the financials as determined by the GRDC. The GRDC may also make changes as allowed in the Amendments section of the Plan.

Table 1. Statutory References

<b>Statutory Requirement</b>	<b>Report Section</b>
ORS 457.087 (1)	XI
ORS 457.087 (2)	XII
ORS 457.087 (3)	III
ORS 457.087 (4)	IV
ORS 457.087 (5)	VI
ORS 457.087 (6)	V,VI
ORS 457.087 (7)	V,VI
ORS 457.087 (8)	IX
ORS 457.087 (9)	XIII

Figure 1. Gresham Downtown/Civic Urban Renewal District Boundary



Source: Tiberius Solutions

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

The projects identified for the Gresham Downton/Civic Urban Renewal Area (Area) are described below, including how they relate to the existing conditions in the Area.

#### ***A. Private Development Leverage - Establish programs to facilitate leveraging private development investment in the Area.***

- 1) Property Acquisition Fund: Funding to acquire property for development and could also include funding to develop publicly owned land/properties.
- 2) Business Development Grants: Competitive grants for space upgrades and/or tenant improvements to increase jobs.
- 3) Commercial Rehabilitation Grants: Program for commercial improvements, (e.g., seismic rehabilitation).
- 4) Housing Development Fund: Funding to assist in gap financing to complete construction of new housing.
- 5) Downtown & Civic Mobility Hubs: Increase structured parking, Electric Vehicle (EV), bicycle parking and other infrastructure such as solar power generation.

EXISTING CONDITIONS: There is no funding source for the city of Gresham to complete these activities that will leverage private development investments within the Area. There is a lack of full investment in the Area (see Table 27. Improvement to Land Ratios in the Area) and there are a number of buildings that are in need of rehabilitation. To improve investment in the Area, the GRDC needs to be able to provide resources to help incentivize that development.

#### ***B. Community Identity***

- 1) Civic Neighborhood Park: Construct the second phase of the approximately 2-acre neighborhood park in the Civic Neighborhood Plan Area.

EXISTING CONDITIONS: The second phase of the Civic Neighborhood Park is identified on the Park's Department CIP, #725000.

- 2) The Gresham Arts Plaza: Improve the Gresham Arts Plaza to provide improvements including wider internal paths to accommodate vendors, permanent storage area, and an outdoor stage which could include storage within such a structure.

EXISTING CONDITIONS:

The paved Arts Plaza, framed by adjacent lawns, provides a versatile space with the following conditions:

- Capacity: 3,100 people
- Total Square Footage: 86,400 square feet
- Electricity: multiple electrical outlets to meet the majority of electrical needs
- Accessibility: fully compliant with the Americans with Disabilities Act



- Restrooms: four single-use, accessible restrooms

The Arts Plaza's internal pathways need to be widened. There is no permanent storage area and is identified on the Park's Department CIP, #723500.

- 3) Main Avenue - Division Street to 5th Street: Provide enhanced pedestrian and bicyclist facilities on Main Avenue to improve pedestrian and bicycle access between downtown and light rail transit. The project includes curb extensions, crosswalks, pavement markings, and signage.

#### EXISTING CONDITIONS:

Main Avenue is not constructed to standards, with a curb-tight sidewalk and no street tree planter. This creates a wide paved area with 14-foot travel lanes with no visual clues to slow traffic. There are no pedestrian crossings or traffic calming measures between 5th Street and Division Street.

- 4) Burnside Road Boulevard: Reconstruct Burnside from Wallula Avenue to Eastman to better support the pedestrian orientation of the Gresham Civic Neighborhood. Boulevard improvements may include street trees, pedestrian-scale street lighting, wide sidewalks, curb extensions, medians, pedestrian refuges, and bike lanes.

#### EXISTING CONDITIONS:

Burnside Road is not constructed to standards, with a curb tight sidewalk and no street tree planter for most of its length. There is no pedestrian crossing between Wallula Avenue and Eastman Parkway, a distance of almost a ¼ mile.

- 5) Storefront Improvement Grants: Establish a program for competitive grants to local businesses for storefront improvements.

#### EXISTING CONDITIONS:

The Area has many of the historic storefronts in downtown Gresham. Many of those buildings are in need of repairs or upgrading.

- 6) Residential Rehabilitation Grants: Establish a program for residential exterior improvements.

#### EXISTING CONDITIONS:

There is not presently a program for residential rehabilitation grants in the Area.

- 7) Downtown LID Retrofit and Heat Island Effect Mitigation: Provide Low Impact Development ("LID") water quality treatment by constructing dual purpose vegetated facilities. These facilities will be designed to collect stormwater runoff from adjacent sidewalks and roadways and filter pollutants through a water quality soil mixture. Plantings will consist of select tree species that can grow in this type of environment, and as the trees mature, they will provide shade for pedestrians and mitigate heat island effects.

#### EXISTING CONDITIONS:

The existing conditions within areas where these facilities are proposed currently have very little to no shade, and no water quality treatment facilities. Stormwater runs directly into the storm system from adjacent sidewalks and roadways with no attenuation or treatment before eventually discharging either to an underground injection control or to a stormwater outfall in one of our creeks. These areas also tend to become very hot during the summer months, which present harsh conditions for sidewalk users.

- 8) Creative Placemaking Grants: Establish a program for creative placemaking including arts related projects in the Area.

EXISTING CONDITIONS: There is not presently funding for this activity in the Area.

### ***C. Transportation***

- 1) 16th Street - Norman to Eastman: Extends 16th Street as a Civic Connector, from its current end at approximately NW Norman Avenue through to Eastman Parkway including new curbs, sidewalks, street trees, storm drainage, and a new traffic signal at Eastman.

EXISTING CONDITIONS:

There is no connectivity through the large block that is bounded by Civic Drive, Burnside Road, Eastman Parkway, and the MAX tracks. This prevents development and the use of walking and bicycling in the district. 16th Street will provide the main east west connectivity in the district.

- 2) Norman Avenue - Burnside Road to Division Street: Construct Norman Avenue as a Civic Connector including new curb, sidewalks, street trees, storm drainage, and a new signal at Burnside Road.

EXISTING CONDITIONS:

There is no connectivity through the large block that is bounded by Civic Drive, Burnside Road, Eastman Parkway, and the MAX tracks. This prevents development and the use of walking and bicycling in the district. Norman Avenue will provide the main north south connectivity in the district.

- 3) Downtown Plan Improvements: Extends downtown streets through large blocks to create connectivity and constructs unimproved streets and missing sidewalks per the Gresham Downtown Plan.

EXISTING CONDITIONS:

Several large blocks at the east and west edges of the downtown grid prevent local circulation and reduce connectivity to the downtown area.

- 4) Civic Neighborhood Transit Oriented Development (T.O.D. – TIF): Enhanced pedestrian streetscape amenities including street furniture, wide sidewalks, textured crosswalks, and decorative streetlights.

#### EXISTING CONDITIONS:

The Civic district's identity is based on the streetscape of Civic Drive. This extends an identifiable streetscape identity throughout the Civic district.

- 5) Gresham Greenway Route 10 - Main Avenue to Hogan Road: Enhanced bicycle facilities on 1st Street and Cleveland Avenue and a two-way cycle track on the north side of Powell Boulevard and on 1st Street east of Powell Boulevard.

#### EXISTING CONDITIONS:

Powell Boulevard has bicycle lanes, but these are not comfortable or desirable for bicyclists of all ages and abilities on a high-speed and high-volume road. Cleveland has substandard width bicycle lanes and 1st Street has no bicycle facilities at all. The new route improves bicyclist access to downtown from the east and connects downtown to the commercial area of Kane Road and 1st Street.

- 6) 5th Street - Hood to Cleveland: Reconstruct roadway and installation of storm drainage. Pedestrian enhancements include curb extensions, crosswalks, street trees, utility undergrounding, streetlights and street furniture.

#### EXISTING CONDITIONS:

5th Street has no sidewalks or curb extensions making it less safe for pedestrians than other parts of downtown. Completing 5th Street to standards will create a safe pedestrian corridor to Cleveland Avenue.

- 7) Division Street - Kelly Avenue to Burnside Road: Construct boulevard improvements on Division Street including street trees, pedestrian-scale lighting, wider sidewalks, curb extensions, medians, and pedestrian refuges.

#### EXISTING CONDITIONS:

Division Street is not built to a boulevard standard as it has narrow curb-tight sidewalk. Constructing planter strips and medians will allow for street tree planting and will reduce speeds for pedestrian safety.

- 8) Powell and Hogan Intersection: Widen Hogan to add a second northbound and through lane and replace the signal to accommodate the new lane.

#### EXISTING CONDITIONS:

Hogan Road is planned as a 5-lane arterial bringing traffic from the Springwater future growth area. The Powell and Hogan intersection has only one north bound through lane.

- 9) Minor Intersection Improvements: Complete minor striping, ADA improvements and signal time modification projects at the following intersections to help decrease traffic congestion and improve safety. Burnside Road & Eastman Pkwy, Burnside Road & Main Avenue, Burnside Road & Kelly Avenue, Burnside Road & Division Street.

#### EXISTING CONDITIONS:

This project supports minor intersection improvements that are not likely to be triggered through development review but are needed for pedestrian safety and congestion reduction.

- 10) Intersection and Rail Crossing Reconstruction Program: Reconstruct paver intersections and crosswalks along Civic Drive and pavement reconstruction adjacent to light rail crossings.

**EXISTING CONDITIONS:**

Paver intersections installed 20 years ago are deteriorating and have high maintenance costs.

***D. Utilities***

- 1) Civic K-Mart Pipe Improvements: This project includes replacing 1,630 LF of existing 54" diameter pipe with 84" diameter pipe. Replacement and upsizing of this existing pipe helps to reduce predicted surface flooding. The project also includes installation of five manhole vaults along the alignment to accommodate the increased pipe size.

**EXISTING CONDITIONS:**

This area is a prime candidate for redevelopment, and the existing downstream stormwater trunk line has been identified as undersized and at risk of flooding based on the City's current design standards.

- 2) Division Street Pipe Improvements: This project will replace existing 15" and 24" pipes along Division Street and Hogan with new upsized HDPE piping. The new system will consist of installing 2,540' of 36" pipe, as well as adding one additional manhole along Hogan per the City's Public Works Standards.

**EXISTING CONDITIONS:** This area has experienced surface flooding, indicating a need to provide more conveyance capacity.

- 3) Civic Drive Improvements: This project includes the installation of 322 LF of 84" HDPE pipe to bypass a portion of an existing 66" concrete pipe that crosses a currently vacant property. The 300 LF of existing 66" pipe will be abandoned, and the current public drainage easement is to be vacated. On the downstream connection of the proposed 84" HDPE pipe, a vault structure will be installed to connect to the parallel 48" pipes that continue to the southwest. The vault structure will tie directly into the northern 48" pipe and tie into the southern 48" pipe via 40 LF of new 48" HDPE pipe.

**EXISTING CONDITIONS:**

This area has a number of pipe capacity limitations where many of the pipes shown to be at or over capacity in the model are located on private property and have low burial depths. This CIP addresses the lower portion of this storm drain system that is subject to the 50-year design storm event. The combination of this project with adjacent projects helps to alleviate upstream flooding by increasing peak flow capacity.

- 4) NE Burnside Road Pipe Replacements: This project includes replacing 1,090 LF of existing 48" diameter pipe with 72" diameter pipe. It also includes installation of three manholes along the right-hand eastbound lane of NE Burnside Road and one manhole at NW Eastman Parkway to meet the minimum 500 ft. spacing.

EXISTING CONDITIONS:

Addressing capacity limitations in this area can be challenging, as many of the pipes shown to be at or over capacity in the model are located through private property and have low burial depths. This CIP addresses the middle portion of this storm drain system that is subject to the 50-year design storm event.

Flooding occurs at the southwest corner of the intersection of NE Burnside Road and NW Fairview Drive and in the existing K-mart parking lot just west of NW Eastman Parkway.

- 5) NE 19th Avenue. The existing 48" pipe will remain in place and a 48" parallel pipe will be installed for 1,900 feet to the intersection of NE Main Ave and NE 19th Street. This project will also install a new manhole at this location on top of the existing 18" main, replace 220 feet of existing 18" pipe with 48" to a manhole at the intersection of N Main Avenue and NE 18th Street, install four manholes along NE 19th Street, and install a new manhole at N Main Ave and NE 19th Street and a new manhole at the intersection of N Main Avenue and NE 18th Street. These improvements will increase conveyance capacity and reduce flooding within the roadway.

EXISTING CONDITIONS:

Addressing capacity limitations in this area can be challenging, as many of the pipes shown to be at or over capacity in the model are located through private property and have low burial depths. This CIP addresses the uppermost portion of this storm drain system that is subject to the 50-year design storm event. The flooding addressed by this CIP occurs in backyards between N Main Avenue to just past NE 20th Drive and also near NW 22nd Street. The most significant flooding occurs in the model where the storm drain crosses NE Beech Avenue.

- 6) Elliot Avenue. Pipe Improvements: This project will install 1,040 lf of new stormwater infrastructure along Linden Avenue. to convey stormwater to the south and away from an area with observed flooding. This project will also replace existing pipes with larger diameter pipes to add capacity to the conveyance system.

EXISTING CONDITIONS:

The segment of stormwater piping along NW 1st St. and Ava Ave. is undersized and causes flooding at the northern catch basin located at the intersection of NW 1st St. and Ava Ave. Historically this catch basin has overflowed and caused street flooding along 1st St. prior to draining into the adjacent catch basin to the south. The current pipe system in this area is old and contains minimal pipe cover.

- 7) Channel Replacement Southeast of Division and Cleveland: This project will replace an open channel by 760' of 60" CMP pipe to alleviate flooding and ease

maintenance demand. Piping the entire section will decrease energy loss due to transitions and reduce blockage that can come from debris falling into the open channel.

This improvement will increase capacity in preparation for future development and to correct deficiencies in the existing inlet and drainage capacity.

#### EXISTING CONDITIONS:

The open channel parallel to Division Street and east of Cleveland Avenue flows from east to west into a piped system behind Honke Heating (840 NE Cleveland Avenue). City staff have reported this is a location where trash collects (from dumping) and there is debris in the channel. The inlet pipe at the west end of the open channel is a protruding corrugated metal pipe with poor safeguards to prevent blockage. Debris accumulates at this existing inlet pipe. This area experienced significant flooding during the December 2015 storm event. Water levels overtopped the banks of the open channel and flooded nearby businesses and a portion of the roadway along Division Street.

- 8) Powell and Highway (Hwy.) 26 Pipe Improvements: This project provides capacity relief to the Powell and Hwy 26 intersection by upsizing a portion of the downstream piped system. Upsizing includes the installation of 2,390 LF of 84" HDPE pipe within the existing pipe alignment. With the installation of larger diameter pipe, installation of replacement manholes along this alignment will be required. While the proposed improvements will not meet current Public Works Standards (PWS) for pipe design, they will provide a much-needed benefit within this system\_during the 10-year storm event.

#### EXISTING CONDITIONS:

An open channel section of Burlingame Creek transitions to a piped system at Powell prior to continuing north along Hwy 26 (Burnside Rd.). This transition consists of a large inlet grate (approximately 20 ft long by 10 ft wide) to the east of Chang's Mongolian Grill. Historically this inlet and piped system that conveys flows north across Powell has been a bottleneck and resulted in reported issues at this intersection. Modeling of the Burlingame system has indicated that the downstream pipe system (along Hwy 26) of this problem area becomes surcharged during storm events, resulting in the predicted flooding indicated at Powell and Hwy 26. This location receives drainage from approximately 750 acres. of the Burlingame Creek watershed.

### ***E. Debt Service and Plan Administration***

This project will allow for the repayment of costs associated with the initial development of the Plan and ongoing implementation of the Plan. It includes ongoing administration and any financing costs associated with issuing long- and short-term debt, relocation costs and other administrative costs as identified by the GRDC.

#### **EXISTING CONDITIONS:**

This area in Gresham is not presently in an urban renewal area, so requires no administrative responsibilities from the GRDC. Once an urban renewal plan with its associated requirements for administration exists for the Area, there will be a need for administrative funds to be allocated for that administration.

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

Table 2 shows the costs of the projects in Fiscal Year Ending (“FYE”) 2025 constant dollars and projected year of expenditure (“YOE”) dollars. These estimates will be refined in the future in the annual budgeting process, understanding the limiting total cost factor of the maximum indebtedness. Different allocations may be made to different line items within the Plan without any formal amendment to the Plan.

The scenario presented in this Report is only one scenario for how the GRDC may decide to implement this Plan, and this scenario is financially feasible.

Table 2. Estimated Cost of Each Project in Constant FYE 2025\$

	<b>Estimated Cost 2025\$</b>	<b>YOE Cost</b>	<b>Percentage of Total</b>
Private Development	53,000,000	102,840,943	27%
Community Identity	54,345,068	94,359,581	25%
Transportation	31,130,240	54,799,697	14%
Utilities	24,358,470	44,952,026	12%
Financing Fees	1,480,992	2,070,000	1%
Admin	46,868,365	82,638,436	22%
<b>Total</b>	<b>\$211,183,135</b>	<b>\$381,660,683</b>	<b>100%</b>

Source: Tiberius Solutions with input from the City of Gresham



## V. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues from FYE 2027 through FYE 2056 are calculated based on projections of the assessed value within the Area and the consolidated tax rate that will apply in the Area. It is anticipated that this Plan will be adopted after January 1, 2025, receiving the first year of increment in FYE 2027.

The long-term projections for FYE 2027 and beyond assume an annual growth rate of 4.5% for existing assessed value in the Area plus anticipating future growth in the Area. These assumptions were reviewed by the Gresham Development Association and city of Gresham staff.

If actual assessed value growth is less than forecast, then it would reduce the financial capacity of the Area to fund projects listed in the Plan over the anticipated duration of the Plan. Therefore, the duration would be automatically extended, or the GRDC could decide to terminate before the full maximum indebtedness is reached. There is no set duration in the Plan, only assumptions made for the length of the Plan to determine financial feasibility.

Table 3 shows the incremental assessed value, tax rates, and tax increment revenues each year, adjusted for discounts, delinquencies, and truncation loss. The narrative analysis for Table 3 is shown below:

- Total AV is the estimated total assessed value of the Area on an annual basis.
- Frozen base is the estimate of the assessed value of the Area at its formation.
- Increment applied is the total assessed value minus the frozen base.
- Increment shared is the amount that will be distributed to all taxing Areas according to their permanent rate due to revenue sharing. In this Plan, there is no assumption for revenue sharing as the financial projections do not meet the statutory thresholds. See Section VIII for a definition of revenue sharing.
- Tax rate is the total permanent rate levy for the Area.
- Gross tax increment financing revenue (TIF) is calculated by multiplying the tax rate times the assessed value used. The tax rate is per thousand dollars of assessed value, so the calculation is "tax rate times assessed value used divided by one thousand."
- Adjustments are calculated at 5% of the Gross TIF and are for discounts, delinquencies, and rate truncation. This is basically those tax payments that receive the 3% discount for paying the full amount in November, delinquencies are the tax payments not paid on time and truncation is a term assessors use for the process or operation that shortens or cuts off a piece of data, by removing numbers from the end.
- Current Year Net reflects subtracting the 5% adjustment factor defined above from Gross TIF.
- Prior Year Net is the tax increment revenue that was delinquent the prior year and is paid by the assessor's office once it is received. It is estimated that this amount is 1.5% of total TIF.
- Total TIF is the amount of tax increment revenues estimated to be received by the GRDC.

Table 3. Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues

FYE	Total AV	Frozen Base AV	Increment Applied	Tax Rate	Gross TIF	Adjustments	Current Year Net	Prior Year Net	Total TIF
2027	907,836,401	831,332,982	76,503,419	14.9191	1,141,362	(57,068)	1,084,294	-	1,084,294
2028	948,689,037	831,332,982	117,356,055	14.9191	1,750,847	(87,542)	1,663,304	16,264	1,679,569
2029	991,380,043	831,332,982	160,047,061	14.9191	2,387,758	(119,388)	2,268,370	24,950	2,293,320
2030	1,035,992,144	831,332,982	204,659,162	14.9191	3,053,331	(152,667)	2,900,664	34,026	2,934,690
2031	1,082,611,791	831,332,982	251,278,809	14.9191	3,748,854	(187,443)	3,561,411	43,510	3,604,921
2032	1,131,329,323	831,332,982	299,996,341	14.9191	4,475,675	(223,784)	4,251,892	53,421	4,305,313
2033	1,182,239,142	831,332,982	350,906,160	14.9191	5,235,204	(261,760)	4,973,444	63,778	5,037,222
2034	1,235,439,904	831,332,982	404,106,922	14.9191	6,028,912	(301,446)	5,727,466	74,602	5,802,068
2035	1,291,034,700	831,332,982	459,701,718	14.9191	6,858,336	(342,917)	6,515,419	85,912	6,601,331
2036	1,349,131,262	831,332,982	517,798,280	14.9191	7,725,084	(386,254)	7,338,830	97,731	7,436,561
2037	1,409,842,169	831,332,982	578,509,187	14.9191	8,630,836	(431,542)	8,199,295	110,082	8,309,377
2038	1,473,285,067	831,332,982	641,952,085	14.9191	9,577,347	(478,867)	9,098,480	122,989	9,221,469
2039	1,539,582,895	831,332,982	708,249,913	14.9191	10,566,451	(528,323)	10,038,129	136,477	10,174,606
2040	1,608,864,124	831,332,982	777,531,142	14.9191	11,600,065	(580,003)	11,020,062	150,572	11,170,634
2041	1,681,263,009	831,332,982	849,930,027	14.9191	12,680,191	(634,010)	12,046,182	165,301	12,211,482
2042	1,756,919,844	831,332,982	925,586,862	14.9191	13,808,923	(690,446)	13,118,477	180,693	13,299,170
2043	1,835,981,236	831,332,982	1,004,648,254	14.9191	14,988,448	(749,422)	14,239,025	196,777	14,435,803
2044	1,918,600,392	831,332,982	1,087,267,410	14.9191	16,221,051	(811,053)	15,409,999	213,585	15,623,584
2045	2,004,937,409	831,332,982	1,173,604,427	14.9191	17,509,122	(875,456)	16,633,666	231,150	16,864,816
2046	2,095,159,591	831,332,982	1,263,826,609	14.9191	18,855,156	(942,758)	17,912,398	249,505	18,161,903
2047	2,189,441,772	831,332,982	1,358,108,790	14.9191	20,261,761	(1,013,088)	19,248,673	268,686	19,517,359
2048	2,287,966,652	831,332,982	1,456,633,670	14.9191	21,731,663	(1,086,583)	20,645,080	288,730	20,933,810
2049	2,390,925,152	831,332,982	1,559,592,170	14.9191	23,267,712	(1,163,386)	22,104,326	309,676	22,414,002
2050	2,498,516,784	831,332,982	1,667,183,802	14.9191	24,872,882	(1,243,644)	23,629,238	331,565	23,960,803
2051	2,610,950,040	831,332,982	1,779,617,058	14.9191	26,550,285	(1,327,514)	25,222,771	354,439	25,577,209
2052	2,728,442,792	831,332,982	1,897,109,810	14.9191	28,303,171	(1,415,159)	26,888,012	378,342	27,266,354
2053	2,851,222,717	831,332,982	2,019,889,735	14.9191	30,134,937	(1,506,747)	28,628,190	403,320	29,031,510
2054	2,979,527,739	831,332,982	2,148,194,757	14.9191	32,049,132	(1,602,457)	30,446,676	429,423	30,876,099
2055	3,113,606,487	831,332,982	2,282,273,505	14.9191	34,049,467	(1,702,473)	32,346,993	456,700	32,803,693
2056	3,253,718,778	831,332,982	2,422,385,796	14.9191	36,139,816	(1,806,991)	34,332,825	485,205	34,818,030
TOTAL:					454,203,778	(22,710,189)	431,493,589	5,957,411	437,451,001

Source: Tiberius Solutions

## **VI. THE ESTIMATED AMOUNT OF TAX INCREMENT REVENUES REQUIRED AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED**

Table 4 shows a summary of the financial capacity of the Area, including how total TIF revenue translates to the ability to fund urban renewal projects in constant 2025 dollars in five-year increments. Table 6 through Table 9 show more detailed tables on the allocation of tax revenues to debt service. Table 10 through Table 13 show potential allocations to projects and administration over time.

The Area is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the Area in FYE 2056, a 30-year time frame for taking division of tax revenues. If growth in assessed value is slower than projected, the GRDC may not be able to complete all projects in the Plan in this timeframe and would therefore continue taking division of tax proceeds until the GRDC reaches the maximum indebtedness. If growth in assessed value is more robust than the projections, it may take a shorter period. These assumptions show one scenario for financing and that this scenario is financially feasible.

The maximum indebtedness is \$381,000,000 (three hundred eight one million dollars). The estimated total amount of tax increment revenues required to service the maximum indebtedness of \$381,000,000 is \$437,500,000 and is from permanent rate tax levies. The difference between the total amount of tax increment revenues (Net TIF) and maximum indebtedness is due the cost of borrowing to complete projects. If the GRDC decides to accelerate projects in the future by using loans or bonds, then the interest on those loans and bonds is not calculated as part of the maximum indebtedness and may be repaid through tax increment proceeds. If the GRDC does not borrow funds, or borrow them at different interest rates, then the Net TIF number will change.

Table 4. TIF Capacity of the Area in FYE 2025 Constant Rounded Numbers

<b>Net TIF</b>	<b>\$437,500,000</b>
<b>Maximum Indebtedness</b>	<b>\$381,000,000</b>
<b>Capacity (2025\$)</b>	<b>\$211,200,000</b>
Years 1-5	\$18,100,000
Years 6-10	\$29,800,000
Years 11-15	\$14,200,000
Years 16-20	\$50,200,000
Years 21-25	\$35,500,000
Years 26-30	\$63,400,000

Source: Tiberius Solutions

This financial analysis shows borrowings as identified in Table 5. The GRDC may decide to do borrowings at different times or for different amounts, depending on their analysis at the time. The timeframes on these borrowings are designed to have all borrowings repaid at the termination of the Area in FYE 2056. The amounts shown are the principal amounts of the borrowings. The total amounts, including interest, are shown in the second column of The total amounts, including interest, are shown in the second column of Table 6.

Table 5. Projected Loan Amounts and Loan Terms

	<b>Loan A</b>	<b>Loan B</b>	<b>Loan C</b>	<b>Loan D</b>
Principal Amount	\$16,000,000	\$19,700,000	\$33,300,000	\$34,500,000
Interest Rate	5.00%	5.00%	5.00%	5.00%
Loan Term	20	20	20	15
Loan Year	2030	2032	2037	2042
Interest Payment Start	2030	2032	2037	2042
Principal Payment Start	2030	2032	2037	2042
Annual Payment	(\$1,283,881)	(\$1,580,779)	(\$2,672,078)	(\$3,323,809)

Source: Tiberius Solutions

Table 6. Tax Increment Revenues and Allocations to Debt Service, Through FYE 2033

	Total	FYE 2027	FYE 2028	FYE 2029	FYE 2030	FYE 2031	FYE 2032	FYE 2033
<b>Resources</b>								
Beginning Balance		-	-	-	-	-	-	-
TIF: Current Year	431,493,589	1,084,294	1,663,304	2,268,370	2,900,664	3,561,411	4,251,892	4,973,444
TIF: Prior Years	5,957,411	-	16,264	24,950	34,026	43,510	53,421	63,778
Total Resources	437,451,001	1,084,294	1,679,569	2,293,320	2,934,690	3,604,921	4,305,313	5,037,222
<b>Expenditures</b>								
Debt Service								
Scheduled Payments								
Loan A	(25,677,628)	-	-	-	(1,283,881)	(1,283,881)	(1,283,881)	(1,283,881)
Loan B	(31,615,579)	-	-	-	-	-	(1,580,779)	(1,580,779)
Loan C	(53,441,563)	-	-	-	-	-	-	-
Loan D	(49,857,134)	-	-	-	-	-	-	-
Total Debt Service	(160,591,904)	-	-	-	(1,283,881)	(1,283,881)	(2,864,660)	(2,864,660)
Debt Service Coverage Ratio					2.29	2.81	1.50	1.76
Transfer to URA Projects Fund	(276,859,097)	(1,084,294)	(1,679,569)	(2,293,320)	(1,650,808)	(2,321,040)	(1,440,652)	(2,172,562)
Total Expenditures	(437,451,001)	(1,084,294)	(1,679,569)	(2,293,320)	(2,934,690)	(3,604,921)	(4,305,313)	(5,037,222)
Ending Balance		-	-	-	-	-	-	-

Source: Tiberius Solutions

Table 7. Tax Increment Revenues and Allocations to Debt Service, Through FYE 2041

	FYE 2034	FYE 2035	FYE 2036	FYE 2037	FYE 2038	FYE 2039	FYE 2040	FYE 2041
<b>Resources</b>								
Beginning Balance	-	-	-	-	-	-	-	-
TIF: Current Year	5,727,466	6,515,419	7,338,830	8,199,295	9,098,480	10,038,129	11,020,062	12,046,182
TIF: Prior Years	74,602	85,912	97,731	110,082	122,989	136,477	150,572	165,301
Total Resources	5,802,068	6,601,331	7,436,561	8,309,377	9,221,469	10,174,606	11,170,634	12,211,482
<b>Expenditures</b>								
Debt Service								
Scheduled Payments								
Loan A	(1,283,881)	(1,283,881)	(1,283,881)	(1,283,881)	(1,283,881)	(1,283,881)	(1,283,881)	(1,283,881)
Loan B	(1,580,779)	(1,580,779)	(1,580,779)	(1,580,779)	(1,580,779)	(1,580,779)	(1,580,779)	(1,580,779)
Loan C	-	-	-	(2,672,078)	(2,672,078)	(2,672,078)	(2,672,078)	(2,672,078)
Loan D	-	-	-	-	-	-	-	-
Total Debt Service	(2,864,660)	(2,864,660)	(2,864,660)	(5,536,739)	(5,536,739)	(5,536,739)	(5,536,739)	(5,536,739)
Debt Service Coverage Ratio	2.03	2.30	2.60	1.50	1.67	1.84	2.02	2.21
Transfer to URA Projects Fund	(2,937,407)	(3,736,671)	(4,571,901)	(2,772,639)	(3,684,731)	(4,637,867)	(5,633,895)	(6,674,744)
Total Expenditures	(5,802,068)	(6,601,331)	(7,436,561)	(8,309,377)	(9,221,469)	(10,174,606)	(11,170,634)	(12,211,482)
Ending Balance	-	-	-	-	-	-	-	-

Source: Tiberius Solutions

Table 8. Tax Increment Revenues and Allocations to Debt Service, Through FYE 2049

	FYE 2042	FYE 2043	FYE 2044	FYE 2045	FYE 2046	FYE 2047	FYE 2048	FYE 2049
<b>Resources</b>								
Beginning Balance	-	-	-	-	-	-	-	-
TIF: Current Year	13,118,477	14,239,025	15,409,999	16,633,666	17,912,398	19,248,673	20,645,080	22,104,326
TIF: Prior Years	180,693	196,777	213,585	231,150	249,505	268,686	288,730	309,676
Total Resources	13,299,170	14,435,803	15,623,584	16,864,816	18,161,903	19,517,359	20,933,810	22,414,002
<b>Expenditures</b>								
Debt Service								
Scheduled Payments								
Loan A	(1,283,881)	(1,283,881)	(1,283,881)	(1,283,881)	(1,283,881)	(1,283,881)	(1,283,881)	(1,283,881)
Loan B	(1,580,779)	(1,580,779)	(1,580,779)	(1,580,779)	(1,580,779)	(1,580,779)	(1,580,779)	(1,580,779)
Loan C	(2,672,078)	(2,672,078)	(2,672,078)	(2,672,078)	(2,672,078)	(2,672,078)	(2,672,078)	(2,672,078)
Loan D	(3,323,809)	(3,323,809)	(3,323,809)	(3,323,809)	(3,323,809)	(3,323,809)	(3,323,809)	(3,323,809)
Total Debt Service	(8,860,547)	(8,860,547)	(8,860,547)	(8,860,547)	(8,860,547)	(8,860,547)	(8,860,547)	(8,860,547)
Debt Service Coverage Ratio	1.50	1.63	1.76	1.90	2.05	2.20	2.36	2.53
Transfer to URA Projects Fund	(4,438,622)	(5,575,255)	(6,763,037)	(8,004,268)	(9,301,355)	(10,656,811)	(12,073,263)	(13,553,455)
Total Expenditures	(13,299,170)	(14,435,803)	(15,623,584)	(16,864,816)	(18,161,903)	(19,517,359)	(20,933,810)	(22,414,002)
Ending Balance	-	-	-	-	-	-	-	-

Source: Tiberius Solutions

Table 9. Tax Increment Revenues and Allocations to Debt Service, Through FYE 2056

	FYE 2050	FYE 2051	FYE 2052	FYE 2053	FYE 2054	FYE 2055	FYE 2056
<b>Resources</b>							
Beginning Balance	-	-	-	-	-	-	-
TIF: Current Year	23,629,238	25,222,771	26,888,012	28,628,190	30,446,676	32,346,993	34,332,825
TIF: Prior Years	331,565	354,439	378,342	403,320	429,423	456,700	485,205
Total Resources	23,960,803	25,577,209	27,266,354	29,031,510	30,876,099	32,803,693	34,818,030
<b>Expenditures</b>							
Debt Service							
Scheduled Payments							
Loan A	-	-	-	-	-	-	-
Loan B	(1,580,779)	(1,580,779)	-	-	-	-	-
Loan C	(2,672,078)	(2,672,078)	(2,672,078)	(2,672,078)	(2,672,078)	(2,672,078)	(2,672,078)
Loan D	(3,323,809)	(3,323,809)	(3,323,809)	(3,323,809)	(3,323,809)	(3,323,809)	(3,323,809)
Total Debt Service							
Debt Service Coverage Ratio	3.16	3.38	4.55	4.84	5.15	5.47	5.81
Transfer to URA Projects Fund	(16,384,137)	(18,000,543)	(21,270,467)	(23,035,623)	(24,880,212)	(26,807,806)	(28,822,143)
Total Expenditures	(23,960,803)	(25,577,209)	(27,266,354)	(29,031,510)	(30,876,099)	(32,803,693)	(34,818,030)
Ending Balance	-	-	-	-	-	-	-

Source: Tiberius Solutions



## **VII. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT**

The schedule for construction of projects will be based on the availability of funding. The projects will be ongoing and will be completed as directed by the GRDC.

The Area is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the Area in FYE 2056, a 30-year program of tax increment collections.

The amount of money available for projects in 2025 constant dollars for the Area is approximately \$211,183,135. See Table 2 for the individual project analysis.

Table 10 through Table 13 show the approximate \$211,183,135 of 2025 constant dollars for projects inflated over the life of the Area, totaling the maximum indebtedness of \$381,000,000. All costs shown in Table 10 through Table 13 are in year-of-expenditure dollars, which are adjusted by 3.0% annually to account for inflation.

The 3% inflation rate is the rate to use in the future if any amendment to increase maximum indebtedness is pursued in accordance with ORS 457.470.

The GRDC may change the completion dates in their annual budgeting process or as project decisions are made in administering the Plan. The following tables are prepared to show that the Area is financially feasible as required by ORS 457.

Table 10. Programs and Costs in Year of Expenditure Dollars, Through FYE 2032

	Total	FYE 2027	FYE 2028	FYE 2029	FYE 2030	FYE 2031	FYE 2032	FYE 2033
<b>Resources</b>								
Beginning Balance		-	-	-	-	3,578,682	4,236,951	-
Interest Earnings	1,301,587	-	-	-	-	17,893	21,185	-
Transfer from TIF Fund	276,859,097	1,084,294	1,679,569	2,293,320	1,650,808	2,321,040	1,440,652	2,172,562
Bond/Loan Proceeds	103,500,000	-	-	-	16,000,000	-	19,700,000	-
Total Resources								
<b>Expenditures (YOE \$)</b>	381,660,684	1,084,294	1,679,569	2,293,320	17,650,808	5,917,615	25,398,788	2,172,562
Community Identity	(94,359,581)	(45,716)	(108,451)	(174,375)	(1,394,322)	-	(7,611,814)	(114,160)
Transportation	(54,799,697)	(200,854)	(476,482)	(766,124)	(6,126,005)	-	(230,597)	(3,458)
Utilities	(44,952,026)	(151,401)	(359,166)	(577,495)	(4,617,705)	-	(4,912,812)	(73,681)
Private Development Leverage	(102,840,943)	-	-	-	-	-	(10,499,054)	(157,462)
Financing Fees	(2,070,000)	-	-	-	(320,000)	-	(394,000)	-
Administration	(82,638,436)	(686,323)	(735,471)	(775,326)	(1,614,095)	(1,680,663)	(1,750,511)	(1,823,800)
Total Expenditures	(381,660,682)	(1,084,294)	(1,679,569)	(2,293,320)	(14,072,126)	(1,680,663)	(25,398,788)	(2,172,562)
Ending Balance		-	-	-	3,578,682	4,236,951	-	-

Source: Tiberius Solutions

Table 11. Programs and Costs in Year of Expenditure Dollars, Through FYE 2041

	FYE 2034	FYE 2035	FYE 2036	FYE 2037	FYE 2038	FYE 2039	FYE 2040	FYE 2041
<b>Resources</b>								
Beginning Balance	-	-	-	1,307,773	26,011,833	27,578,473	30,008,248	33,343,535
Interest Earnings	-	-	-	6,539	130,059	137,892	150,041	166,718
Transfer from TIF Fund	2,937,407	3,736,671	4,571,901	2,772,639	3,684,731	4,637,867	5,633,895	6,674,744
Bond/Loan Proceeds	-	-	-	33,300,000	-	-	-	-
Total Resources	2,975,884	3,787,080	4,634,780	36,569,645	29,826,623	32,354,232	35,792,184	40,184,997
<b>Expenditures (YOE \$)</b>								
Community Identity	(339,344)	(574,554)	(392,161)	(8,554,200)	-	-	-	-
Transportation	(10,280)	(17,406)	(11,880)	-	-	-	-	-
Utilities	(219,019)	(370,828)	(253,108)	-	-	-	-	-
Private Development Leverage	(468,061)	(792,488)	(540,911)	-	(124,501)	(196,962)	(272,648)	(341,587)
Financing Fees	-	-	-	(666,000)	-	-	-	-
Administration	(1,900,702)	(1,981,395)	(2,066,068)	(2,154,917)	(2,248,150)	(2,345,985)	(2,448,649)	(2,556,382)
Total Expenditures	(2,937,407)	(3,736,671)	(3,264,128)	(11,375,117)	(2,248,150)	(2,345,985)	(2,448,649)	(2,556,382)
Ending Balance			1,307,773	26,011,833	27,578,473	30,008,248	33,343,535	37,628,615

Source: Tiberius Solutions

Table 12. Programs and Costs in Year of Expenditure Dollars, Through FYE 2049

	FYE 2042	FYE 2043	FYE 2044	FYE 2045	FYE 2046	FYE 2047	FYE 2048	FYE 2049
<b>Resources</b>								
Beginning Balance	37,628,615	4,903,087	7,714,783	11,603,819	16,622,878	22,827,007	-	-
Interest Earnings	188,143	24,515	38,574	58,019	83,114	114,135	-	-
Transfer from TIF Fund	4,438,622	5,575,255	6,763,037	8,004,268	9,301,355	10,656,811	12,073,263	13,553,455
Bond/Loan Proceeds	34,500,000	-	-	-	-	-	-	-
Total Resources	76,755,380	10,502,857	14,516,394	19,666,106	26,007,347	33,597,953	12,073,263	13,553,455
<b>Expenditures (YOE \$)</b>								
Community Identity	(33,056,000)	(1,205,346)	(1,658,675)	(2,132,172)	(2,521,168)	(11,407,722)	(3,239,902)	(3,737,950)
Transportation	(23,867,257)	(1,112,627)	(1,531,084)	(1,968,159)	(2,327,232)	-	-	-
Utilities	0	-	-	-	-	(2,895,189)	(822,261)	(948,662)
Private Development Leverage	(11,569,600)	(556,314)	(765,542)	(984,079)	(1,163,616)	(15,970,811)	(4,535,862)	(5,233,130)
Financing Fees	(690,000)	-	-	-	-	-	-	-
Administration	(2,669,436)	(2,788,074)	(2,912,575)	(3,043,228)	(3,180,340)	(3,324,231)	(3,475,237)	(3,633,713)
Total Expenditures	(71,852,293)	(2,788,074)	(2,912,575)	(3,043,228)	(3,180,340)	(33,597,953)	(12,073,263)	(13,553,455)
Ending Balance	4,903,087	7,714,783	11,603,819	16,622,878	22,827,007	-	-	-

Source: Tiberius Solutions

Table 13. Programs and Costs in Year of Expenditure Dollars, Through FYE 2056

	FYE 2050	FYE 2051	FYE 2052	FYE 2053	FYE 2054	FYE 2055	FYE 2056
<b>Resources</b>							
Beginning Balance	-	9,439,423	23,512,588	-	-	-	-
Interest Earnings	-	47,197	117,563	-	-	-	-
Transfer from TIF Fund	16,384,137	18,000,543	21,270,467	23,035,623	24,880,212	26,807,806	28,822,143
Bond/Loan Proceeds	-	-	-	-	-	-	-
Total Resources	16,384,137	27,487,163	44,900,618	23,035,623	24,880,212	26,807,806	28,822,143
<b>Expenditures (YOE \$)</b>							
Community Identity	(1,184,978)	(5,285,446)	(7,286,895)	(3,341,937)	(3,635,757)	(3,942,748)	(4,216,596)
Transportation	-	-	(7,503,130)	(3,441,108)	(3,743,646)	(4,059,747)	(4,341,722)
Utilities	(300,738)	(1,302,334)	(9,245,117)	(4,240,023)	(4,612,801)	(5,002,290)	(5,349,731)
Private Development Leverage	(1,658,969)	(6,606,807)	(16,707,717)	(7,662,543)	(8,336,225)	(9,040,108)	(9,668,000)
Financing Fees	-	-	-	-	-	-	-
Administration	(3,800,029)	(3,974,575)	(4,157,760)	(4,350,012)	(4,551,783)	(4,762,913)	(5,246,094)
Total Expenditures	(6,944,714)	(3,974,575)	(44,900,618)	(23,035,623)	(24,880,212)	(26,807,806)	(28,822,143)
Ending Balance	9,439,423	23,512,588	-	-	-	-	-

Source: Tiberius Solutions

## VIII. REVENUE SHARING

Revenue sharing targets defined in ORS 457.470 are not projected to be reached as the threshold set (annual tax increment revenues in excess of 10 percent of the maximum indebtedness) is not projected to be met during the expected life of the Area.

Revenue sharing means that, at thresholds defined in ORS 457.470, the impacted taxing jurisdictions will receive a share of the incremental growth in the Area. The first threshold is when annual tax increment finance revenues exceed 10% of the original maximum indebtedness of the Plan (original maximum indebtedness is \$381,000,000)  $10\% = 38,100,000$ ). At the 10% threshold, the GRDC will receive the full 10% of the initial maximum indebtedness plus 25% of the increment above the 10% threshold, and the taxing jurisdictions will receive 75% of the increment above the 10% threshold.

The second threshold is set at 12.5% of the maximum indebtedness ( $12.5\% = \$47,625,000$ ). If this threshold is met, revenue for the Area would be capped at 12.5% of the maximum indebtedness, with all additional tax revenue being shared with affected taxing districts.

If assessed value in the Area grows more quickly than projected, the revenue sharing triggers could be reached during the life of the Area.

## IX. IMPACT OF THE TAX INCREMENT FINANCING

This section describes the impact of tax increment financing of the maximum indebtedness, both until and after the indebtedness is repaid, upon all entities levying taxes upon property in the Area.

The impact of tax increment financing on overlapping taxing Areas consists of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value in the Area. These projections are for impacts estimated from FYE 2027 through FYE 2056 and are shown in Table 14 and Table 15. The tax increment revenues are not anticipated to begin until FYE 2027 as this Plan is anticipated to be adopted after January 1, 2025.

The Gresham Barlow School District and the Multnomah Education Service District are not *directly* affected by the tax increment financing, but the amounts of their taxes divided for the urban renewal plan are shown in the following tables. Under current school funding law, property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes foregone, due to the use of tax increment financing, are substantially replaced with State School Fund revenues, as determined by a funding formula at the state level.

Table 14 and Table 15 show the projected impacts to permanent rate levies of taxing Areas as a result of this Plan. Table 14 shows the general government levies, and Table 15 shows the education levies

Table 14. Projected Impact on Taxing Area Permanent Rate Levies - General Government

FYE	Multnomah County	Port of Portland	East Multnomah Soil/Water	Metro	City of Gresham	Mult. Co Library	Subtotal General Government
2027	(\$315,671)	(\$5,095)	(\$7,268)	(\$7,021)	(\$262,579)	(\$88,667)	(\$686,301)
2028	(\$488,973)	(\$7,892)	(\$11,258)	(\$10,875)	(\$406,735)	(\$137,346)	(\$1,063,078)
2029	(\$667,655)	(\$10,776)	(\$15,372)	(\$14,849)	(\$555,364)	(\$187,535)	(\$1,451,550)
2030	(\$854,377)	(\$13,789)	(\$19,671)	(\$19,002)	(\$710,682)	(\$239,982)	(\$1,857,503)
2031	(\$1,049,501)	(\$16,938)	(\$24,163)	(\$23,342)	(\$872,990)	(\$294,790)	(\$2,281,724)
2032	(\$1,253,406)	(\$20,229)	(\$28,858)	(\$27,877)	(\$1,042,601)	(\$352,064)	(\$2,725,035)
2033	(\$1,466,487)	(\$23,668)	(\$33,764)	(\$32,616)	(\$1,219,844)	(\$411,916)	(\$3,188,295)
2034	(\$1,689,157)	(\$27,262)	(\$38,890)	(\$37,568)	(\$1,405,064)	(\$474,460)	(\$3,672,401)
2035	(\$1,921,847)	(\$31,018)	(\$44,248)	(\$42,743)	(\$1,598,618)	(\$539,820)	(\$4,178,293)
2036	(\$2,165,007)	(\$34,942)	(\$49,846)	(\$48,151)	(\$1,800,883)	(\$608,120)	(\$4,706,949)
2037	(\$2,419,110)	(\$39,043)	(\$55,696)	(\$53,803)	(\$2,012,249)	(\$679,494)	(\$5,259,396)
2038	(\$2,684,648)	(\$43,329)	(\$61,810)	(\$59,708)	(\$2,233,127)	(\$754,080)	(\$5,836,702)
2039	(\$2,962,135)	(\$47,807)	(\$68,199)	(\$65,880)	(\$2,463,944)	(\$832,022)	(\$6,439,987)
2040	(\$3,252,108)	(\$52,487)	(\$74,875)	(\$72,329)	(\$2,705,149)	(\$913,472)	(\$7,070,419)
2041	(\$3,555,131)	(\$57,378)	(\$81,851)	(\$79,068)	(\$2,957,207)	(\$998,586)	(\$7,729,221)
2042	(\$3,871,789)	(\$62,488)	(\$89,142)	(\$86,111)	(\$3,220,608)	(\$1,087,531)	(\$8,417,670)
2043	(\$4,202,698)	(\$67,829)	(\$96,761)	(\$93,471)	(\$3,495,862)	(\$1,180,479)	(\$9,137,098)
2044	(\$4,548,497)	(\$73,410)	(\$104,722)	(\$101,161)	(\$3,783,502)	(\$1,277,609)	(\$9,888,901)
2045	(\$4,909,857)	(\$79,242)	(\$113,042)	(\$109,198)	(\$4,084,086)	(\$1,379,110)	(\$10,674,535)
2046	(\$5,287,478)	(\$85,337)	(\$121,736)	(\$117,597)	(\$4,398,197)	(\$1,485,178)	(\$11,495,522)
2047	(\$5,682,092)	(\$91,706)	(\$130,821)	(\$126,373)	(\$4,726,442)	(\$1,596,020)	(\$12,353,454)
2048	(\$6,094,464)	(\$98,361)	(\$140,316)	(\$135,545)	(\$5,069,459)	(\$1,711,849)	(\$13,249,993)
2049	(\$6,525,392)	(\$105,316)	(\$150,237)	(\$145,129)	(\$5,427,911)	(\$1,832,891)	(\$14,186,876)
2050	(\$6,975,712)	(\$112,584)	(\$160,605)	(\$155,144)	(\$5,802,494)	(\$1,959,380)	(\$15,165,919)
2051	(\$7,446,297)	(\$120,179)	(\$171,439)	(\$165,610)	(\$6,193,933)	(\$2,091,560)	(\$16,189,019)
2052	(\$7,938,058)	(\$128,116)	(\$182,761)	(\$176,548)	(\$6,602,986)	(\$2,229,689)	(\$17,258,158)
2053	(\$8,451,948)	(\$136,410)	(\$194,593)	(\$187,977)	(\$7,030,447)	(\$2,374,033)	(\$18,375,408)
2054	(\$8,988,964)	(\$145,077)	(\$206,957)	(\$199,920)	(\$7,477,144)	(\$2,524,874)	(\$19,542,935)
2055	(\$9,550,145)	(\$154,134)	(\$219,877)	(\$212,401)	(\$7,943,942)	(\$2,682,501)	(\$20,763,000)
2056	(\$10,136,579)	(\$163,599)	(\$233,379)	(\$225,444)	(\$8,431,746)	(\$2,847,222)	(\$22,037,969)
<b>Total:</b>	<b>(\$127,355,181)</b>	<b>(\$2,055,440)</b>	<b>(\$2,932,154)</b>	<b>(\$2,832,461)</b>	<b>(\$105,935,795)</b>	<b>(\$35,772,280)</b>	<b>(\$276,883,311)</b>

Source: Tiberius Solutions

Table 15. Projected Impact on Taxing Area Permanent Rate Levies – Education

FYE	Gresham-Barlow School District #10	Multnomah ESD	Mt. Hood Community College	Subtotal Education	Total
2027	(\$329,000)	(\$33,258)	(\$35,736)	(\$397,993)	(\$1,084,294)
2028	(\$509,620)	(\$51,516)	(\$55,355)	(\$616,491)	(\$1,679,569)
2029	(\$695,846)	(\$70,341)	(\$75,583)	(\$841,770)	(\$2,293,320)
2030	(\$890,453)	(\$90,013)	(\$96,721)	(\$1,077,187)	(\$2,934,690)
2031	(\$1,093,816)	(\$110,570)	(\$118,810)	(\$1,323,197)	(\$3,604,921)
2032	(\$1,306,331)	(\$132,053)	(\$141,893)	(\$1,580,278)	(\$4,305,313)
2033	(\$1,528,410)	(\$154,502)	(\$166,016)	(\$1,848,927)	(\$5,037,222)
2034	(\$1,760,482)	(\$177,962)	(\$191,223)	(\$2,129,666)	(\$5,802,068)
2035	(\$2,002,997)	(\$202,477)	(\$217,565)	(\$2,423,038)	(\$6,601,331)
2036	(\$2,256,425)	(\$228,095)	(\$245,092)	(\$2,729,612)	(\$7,436,561)
2037	(\$2,521,257)	(\$254,866)	(\$273,858)	(\$3,049,982)	(\$8,309,377)
2038	(\$2,798,007)	(\$282,842)	(\$303,919)	(\$3,384,768)	(\$9,221,469)
2039	(\$3,087,211)	(\$312,076)	(\$335,332)	(\$3,734,619)	(\$10,174,606)
2040	(\$3,389,429)	(\$342,627)	(\$368,159)	(\$4,100,214)	(\$11,170,634)
2041	(\$3,705,246)	(\$374,552)	(\$402,463)	(\$4,482,261)	(\$12,211,482)
2042	(\$4,035,276)	(\$407,913)	(\$438,311)	(\$4,881,500)	(\$13,299,170)
2043	(\$4,380,156)	(\$442,776)	(\$475,772)	(\$5,298,704)	(\$14,435,803)
2044	(\$4,740,557)	(\$479,208)	(\$514,918)	(\$5,734,683)	(\$15,623,584)
2045	(\$5,117,175)	(\$517,279)	(\$555,826)	(\$6,190,281)	(\$16,864,816)
2046	(\$5,510,741)	(\$557,064)	(\$598,575)	(\$6,666,380)	(\$18,161,903)
2047	(\$5,922,018)	(\$598,638)	(\$643,248)	(\$7,163,905)	(\$19,517,359)
2048	(\$6,351,802)	(\$642,084)	(\$689,931)	(\$7,683,817)	(\$20,933,810)
2049	(\$6,800,927)	(\$687,484)	(\$738,715)	(\$8,227,126)	(\$22,414,002)
2050	(\$7,270,262)	(\$734,928)	(\$789,694)	(\$8,794,884)	(\$23,960,803)
2051	(\$7,760,717)	(\$784,507)	(\$842,967)	(\$9,388,191)	(\$25,577,209)
2052	(\$8,273,242)	(\$836,316)	(\$898,638)	(\$10,008,196)	(\$27,266,354)
2053	(\$8,808,832)	(\$890,457)	(\$956,813)	(\$10,656,102)	(\$29,031,510)
2054	(\$9,368,522)	(\$947,035)	(\$1,017,607)	(\$11,333,164)	(\$30,876,099)
2055	(\$9,953,399)	(\$1,006,158)	(\$1,081,136)	(\$12,040,693)	(\$32,803,693)
2056	(\$10,564,596)	(\$1,067,942)	(\$1,147,524)	(\$12,780,061)	(\$34,818,030)
<b>Total:</b>	<b>(\$132,732,751)</b>	<b>(\$13,417,537)</b>	<b>(\$14,417,402)</b>	<b>(\$160,567,690)</b>	<b>(\$437,451,000)</b>

Source: Tiberius Solutions Please refer to the explanation of the schools funding in the preceding section



Table 16 shows the projected increased revenue to the taxing jurisdictions in FYE 2057, the year after tax increment collections are projected to be terminated (FYE 2056).

The Frozen Base is the assessed value of the Area established by the County Assessor at the time the Area is established. Excess Value is the increased assessed value in the Area above the Frozen Base.

Table 16. Additional Revenues Obtained after Termination of TIF - FYE 2057

<b>Taxing District</b>	<b>Tax Rate</b>	<b>From Frozen Base</b>	<b>From Excess Value</b>	<b>Total</b>
Taxing District				
<b>General Government</b>				
Multnomah County	4.3434	3,610,812	11,157,340	14,768,152
Port of Portland	0.0701	58,277	180,073	238,350
East Multnomah Soil/Water	0.1000	83,134	256,880	340,014
Metro	0.0966	80,307	248,147	328,454
Multnomah County Library	1.2200	1,014,226	3,133,940	4,148,166
City of Gresham	3.6129	3,003,523	9,280,829	12,284,352
<i>Subtotal Gen. Govt.</i>	<i>9.4430</i>	<i>7,850,279</i>	<i>24,257,209</i>	<i>32,107,488</i>
<b>Education</b>				
Gresham-Barlow School District #10	4.5268	\$3,763,278	\$11,628,458	\$15,391,736
Multnomah ESD	0.4576	\$380,418	\$1,175,484	\$1,555,902
Mt. Hood Community College	0.4917	\$408,766	\$1,263,081	\$1,671,847
<i>Subtotal Education</i>	<i>5.4761</i>	<i>\$4,552,462</i>	<i>\$14,067,023</i>	<i>\$18,619,485</i>
<b>Total</b>	<b>14.9191</b>	<b>\$12,402,741</b>	<b>\$38,324,232</b>	<b>\$50,726,973</b>

Source: Tiberius Solutions

## X. COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE AND SIZE OF URBAN RENEWAL AREA

State law limits the percentage of both a municipality's total assessed value and the total land area that can be contained in an urban renewal Area at the time of its establishment to 15% for municipalities over 50,000 in population. As noted below, the frozen base (assumed to be FYE 2025 values), including all real, personal, manufactured, and utility properties in the Area, is projected to be \$831,332,982. The frozen base is the assessed value of the Area at the time it is adopted. The Multnomah County Assessor will establish the frozen base once the urban renewal plan is adopted. The frozen base of the Rockwood Urban Renewal Area is \$437,507,294. The percentage of total City assessed value in urban renewal area is 11.84%, below the 15% threshold. To find this percentage, the sum of the frozen bases of the two urban renewal areas is divided by the total assessed value of the City of Gresham minus the excess value of the Rockwood Urban Renewal Area.

The Area contains approximately 897.6 acres, including public rights-of-way. The City of Gresham has 15,141.91 acres. The existing Rockwood Urban Renewal Area has 1,199.75 acres. This puts 13.85% of the City's acreage in an urban renewal area, which is below the 15% threshold.

Table 17. Urban Renewal Area Conformance with Assessed Value and Acreage Limits

	<b>Acreage</b>
City of Gresham	15,141.91
15%	2,271.29
Rockwood West Gresham URA acreage	1,199.75
Remaining available before Civic/Downtown	1,071.54
Civic Center/ Downtown	897.6
Remaining	173.94
Percentages	13.85%

	<b>Assessed Value</b>
A. City of Gresham	\$11,297,398,620
B. Rockwood West Gresham URA excess value	\$583,802,466
C. Rockwood West Gresham URA frozen base	\$437,507,294
D. Civic Center/ Downtown	\$831,332,982
Percentages = (C+D)/(A-B)	11.84%

Source: Compiled by Elaine Howard Consulting using Assessor's SAL 4a table FY 2024/25. The frozen base is estimated for a FYE 2025 value, but the overall assessed value of the city has not been increased.

## **XI. EXISTING PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS AND IMPACTS ON MUNICIPAL SERVICES**

This section of the Report describes existing conditions within the Area and documents the occurrence of “blighted areas,” as defined by ORS 457. 010(1).

### **A. Physical Conditions**

#### **9) Land Use: Assessor’s designations**

The Area measures 897.6 total acres in size, which is composed of 1,404 individual parcels encompassing 693.67 acres, and an additional 203.93 acres in public rights-of-way. An analysis of FYE 2024 property classification data from the Multnomah County Department of Assessment and Taxation database was used to determine the land use designation of parcels in the Area. By acreage, Commercial land uses (76.88%) account for the most prevalent land use within the Area. This was followed by Residential uses (12.51%). Detailed land use designations in the Area can be seen in Table 18.

Table 18. Land Use in the Area

<b>Land Use</b>	<b>Parcels</b>	<b>Acres</b>	<b>Percent of Acres</b>
Commercial	667	533.32	76.88%
Residential	714	86.76	12.51%
Multi-Family	52	76.31	11.00%
Miscellaneous	14	22.63	3.26%
<b>TOTAL:</b>	<b>1,404</b>	<b>693.67</b>	<b>100.00%</b>

Source: Compiled by Elaine Howard Consulting with data from the City of Gresham (FYE 2024)

#### 10) Comprehensive Plan and Land Use Designations - City of Gresham

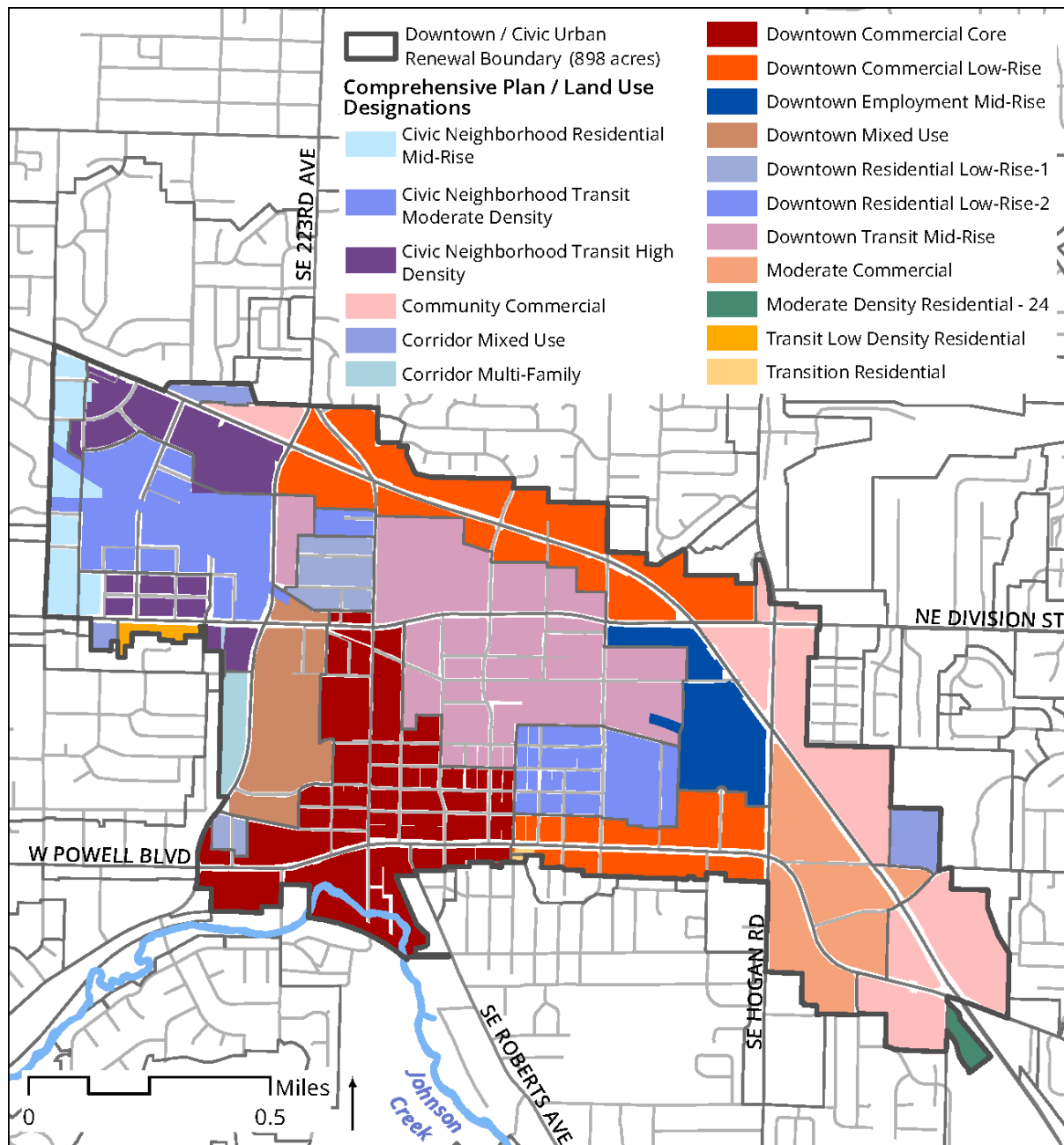
The Comprehensive Plan and land use designations in Gresham are the same. These designations are shown in Figure 2 and Table 19. The most prevalent comprehensive plan/land use designation by acreage in the Area is Downtown Transit Mid-Rise (16.63%). The second most prevalent comprehensive plan/land use designation in the Area is Downtown Commercial Low-Rise (14.96%). Detailed comprehensive plan/land use designations in the Area can be seen in Table 19.

Table 19. Comprehensive Plan and Land Use Designations in the Area

<b>Comprehensive Plan/Land Use Designations</b>	<b>Tax Lots</b>	<b>Acres</b>	<b>Percent of Acres</b>
Downtown Transit Mid-Rise	221	115.33	16.63%
Downtown Commercial Low-Rise	147	103.75	14.96%
Downtown Commercial Core	372	99.33	14.32%
Community Commercial	56	84.82	12.23%
Civic Neighborhood Transit High Density	28	56.54	8.15%
Moderate Commercial	48	52.57	7.58%
Civic Neighborhood Transit Moderate Density	107	41.43	5.97%
Downtown Mixed Use	41	37.16	5.36%
Downtown Residential Low-Rise-2	203	34.36	4.95%
Downtown Employment Mid-Rise	33	31.76	4.58%
CNeighborhood Residential Mid-Rise	82	18.68	2.69%
Downtown Residential Low-Rise-1	80	15.15	2.18%
Corridor Mixed Use	13	12.89	1.86%
Corridor Multi-Family	2	7.96	1.15%
Moderate Density Residential - 24	1	3.42	0.49%
Transit Low Density Residential	12	3.23	0.47%
Transition Residential	1	0.64	0.09%
<b>TOTAL:</b>	<b>1,404</b>	<b>693.67</b>	<b>100.00%</b>

Source: Compiled by Elaine Howard Consulting with data from the City of Gresham (FYE 2024)

Figure 2. Comprehensive Plan Designations



Source: Tiberius Solutions

## ***B. Infrastructure***

This section identifies the existing conditions in the Area to assist in **establishing blight in the ordinance adopting the urban renewal plan.** These are projects identified by the City of Gresham staff in identifying infrastructure needs in the Area for establishing blighting conditions in the Area. The majority of these projects came from the Gresham Capital Improvement Plan. The CIP number is identified for those projects. **This does not mean that all of these projects are included in the urban renewal plan.** The specific projects that are included in the Plan are listed in Sections III and IV of this Report. “CIP” means City of Gresham Capital Improvement Plan.

### **1) Transportation**

- Widen 16th from its current end at approximately NW Norman Avenue through to Eastman Parkway, including a new traffic signal at Eastman. Project includes new curbs, sidewalks, street trees, and storm drainage. CIP # 523000
- Fund the reconstruction of Burnside from 181st to Eastman to better support the transit orientation of the Rockwood Town Center and the Gresham Civic Neighborhood. Boulevard improvements may include street trees, pedestrian-scale street lighting, wide sidewalks, curb extensions, medians, pedestrian refuges, and bike lanes. CIP # 523200
- Fund the reconstruction of paver intersections and crosswalks along Civic Dr. as well as pavement reconstruction adjacent to light rail crossings. Paver intersections and crosswalks on Civic Dr. are showing wear and settlement and therefore require repair. Likewise, the pavement adjacent to rail crossings throughout the MAX light rail alignment is in need of repair and replacement. Due to the scale of these repairs, the type of construction and the coordination effort required, these repairs cannot be accomplished with operations staff and must be contracted. CIP # 527000
- Widen the roadway to a major arterial section from Powell to Palmquist; acquiring right-of-way; undergrounding utilities; installing streetlights; and constructing new curb and gutter, sidewalks, bike lanes, storm drains, and intersection improvements. CIP # SW5008
- Increased street connectivity, and enhanced pedestrian streetscape amenities such as street furniture, wide sidewalks, textured crosswalks, and decorative streetlights. CIP # Transportation CIPTR00004
- Wallula Avenue to Hogan Road. Construct to standard arterial cross section with boulevard design. CIP # TSP (2014) 31
- Burnside Road to Division Street. Construct to major collector cross section consistent with Civic Neighborhood Plan design. CIP # TSP (2014) 25
- Eastman Parkway to NW Civic Drive. Construct to major collector cross section consistent with Civic Neighborhood Plan design. CIP # TSP (2014) 27
- Division Street to Burnside Road \*(part of larger project). Construct to standard collector cross section. CIP # TSP (2014) 19

- Kelly Avenue to Burnside Road. Construct to standard arterial and boulevard cross section. CIP # TSP (2014) 23
- Main Avenue to Cleveland Avenue. Construct to minor collector cross section consistent with Green Shared Street designation per the Downtown Plan. CIP #TSP (2014) 24
- Division Street to 5th Street. Ped to MAX project, improve pedestrian access to light rail transit. CIP # TSP (2014) 28
- 4th Avenue to 5th Avenue. Complete street. CIP # TSP (2014) 30
- Hogan Road to Powell Boulevard. Safety improvements and reconstruction. CIP # TSP (2014) 34
- Division Street to Powell Boulevard \*(part of larger project). Widen to major arterial cross section, construct sidewalks and planter strips. CIP # TSP (2014) 32b
- Powell Boulevard to Palmquist Road\*. Construct to major arterial cross section. CIP # TSP (2014) 32c
- Kelly Avenue and 8th Street crossing enhancements. CIP # ATP (2018) C25
- Wallula Avenue to Main Avenue \*(part of a larger project). Bicycle Routes for All Route 9: Signage and pavement marking on various streets. CIP # ATP (2018) BR9
- Main Avenue to Hogan Road \*(part of a larger project). Bicycle Routes for All Route 10: Signage and pavement marking on various streets. CIP # ATP (2018) BR10
- Powell Boulevard to Burnside Road. Bicycle Routes for All Route 12: Signage and pavement marking on various streets. CIP # ATP (2018)BR12
- Reconstruction of roadway and installation of storm drainage. Pedestrian enhancements. Construction of facilities and utilities for growth. CIP # 503900
- Construct a shared street on NE Beech Ave from 4th to 5th Street. Phase I completed in 2008. Construction of facilities and utilities for growth. CIP # 506303
- Widens roadway from 20' to 36' from Stark to Burnside. Widens 8' to the west from Burnside to Max Light Rail to accommodate growth and pedestrian enhancements. Construction of facilities and utilities for growth. CIP # 511200
- Improves/extends eight downtown streets, including pedestrian enhancements per the Gresham Downtown Plan. Construction of facilities and utilities for growth. CIP # 513300
- Widens NW 16th from NW Norman Ave to Eastman Pkwy with pedestrian enhancements. Construction of facilities and utilities for growth. CIP # 523000
- Construct boulevard improvements on Division Street between Kelly and Burnside. Construction of facilities and utilities for growth. CIP # 523100

- Reconstruction of Burnside from 181st to Eastman to better support the transit orientation of the Rockwood Town Center and Gresham Civic Neighborhood. Construction of facilities and utilities for growth. CIP # 523200
- Constructs a raised intersection at NE 3rd Street and Beech Avenue with paving stones, patterned to match the Central Arts Plaza with pedestrian enhancements. CIP # 524100
- Upgrade substandard local streets with paving, curbs, sidewalks and other pedestrian enhancements throughout various neighborhood districts. Construction of facilities and utilities to correct deficiencies. CIP # 524700
- Add a 200' southbound right turn pocket . Construction of facilities for growth. CIP # 525800
- Widen Hogan to add a second northbound and southbound through lane. Construction of facilities for growth. CIP # 525900
- Complete minor striping and signal time modification projects at multiple intersections citywide to help decrease traffic congestion and improve safety. Construction of facilities for growth. CIP # 526600
- Funds the reconstruction of paver intersections and crosswalks along Civic Dr. as well as pavement reconstruction adjacent to light rail crossings. CIP # 527000
- Upgrade SE 1st Street to a collector street standard, including curbs, sidewalk, bike lanes, utility undergrounding, streetlighting and storm drainage. CIP # "510400"
- Provide enhanced pedestrian facilities, curb extensions, and crosswalks to improve pedestrian access to light rail transit. CIP # 610200
- Designs and constructs improved bicycle and pedestrian access onto the Springwater Trail from Walters Road, Eastman, and Roberts. CIP # 607000
- Provide enhanced pedestrian facilities, curb extensions, and crosswalks to improve pedestrian access to light rail transit. Construction of facilities and utilities for growth. CIP # 610200

## 2) Water

- Construct 1,250 linear feet of 12" D.I. Waterline in the Grant Butte Service Level. In 2008/2009 part of this project was completed to accommodate the construction of the new Center for the Arts Plaza project. The remaining section between NE Kelly and NE Cleveland is still needed. CIP # 420550

## 3) Stormwater

- Small portion inside UR boundary. Adds stormwater conveyance capacity consisting of 2,300' of improvements. Design and construction of facilities to correct deficiencies. CIP # 909600



- Portion inside UR boundary. Adds stormwater conveyance capacity consisting of 2,920' of storm drain pipe from E. Burnside to Kelly Creek. Design and construction of facilities to correct deficiencies. CIP # 909900
- Upsize main trunkline on Division from 12" diameter to 24". Storm drain improvements. CIP # 910700
- Addresses degraded stream bank and channel conditions of Johnson Creek within Main City Park. Conducted assessment in conjunction with implementation of MCP phase II master plan. CIP # 919500
- Install of 142' (LF) of 48" pipe between two existing manholes on the west side of NW Wallula Ave and includes a 75' overflow channel. Construction of facilities to correct existing deficiencies and prepare for impacts from upstream projects. CIP # FC-3a-C
- Replace 1,090' of 48" pipe between two existing manholes with 72" pipe. Project includes installation of three manholes on NE Burnside and one manhole at NW Eastman Pkwy. CIP # FC-3b-C
- Install a 48" pipe from NE 19th St to the intersection of N Main Ave and NE 19th St. Replace existing 18" pipe with 48" pipe from NE 19th St and N Main Ave to the intersection of N Main Ave and NE 18th St. CIP # FC-3c-C
- Install 322' of 84" HDPE pipe to bypass a portion of existing 66" concrete pipe that crosses a vacant property. Construction of facilities to correct existing capacity deficiencies. CIP # FC-3f-C
- Replace 1,630' of 54" diameter pipe with 84" pipe to help reduce surface flooding. Project includes installation of five manhole vaults to accommodate increased pipe size. Construction of facilities to correct existing capacity deficiencies. CIP # FC-3g-C
- Replace existing 12" and 15" lateral pipes along NW 1st St. and Ava Ave. and the 18" main pipe along Powell Blvd with 1,040' of 24" HDPE pipes and tie into existing stormwater main along Powell Blvd to improve hydraulics, add capacity to the conveyance system and comply with current PWS. CIP # JC-1-C
- Install new stormwater infrastructure along the Linded Ave. right-of-way to convey stormwater to the south and away from observed flooding area. Replace existing pipes with larger diameter pipes to add capacity to the conveyance system. CIP # JC-11-C
- Provide 2,800 sf of stormwater water quality facilities along Elliot Ave from 3rd St to 5th St. These facilities will provide stormwater treatment for residential properties located on both sides of Elliot Ave. Includes curbing and associated drainage infrastructure to improve water quality in drainage basin. CIP # JC-1-WQ
- Replace the open channel by 760' of 60" CMP pipe to alleviate flooding. Piping the entire section will decrease energy loss due to transitions and reduce blockage. Construction of facilities related to growth and to correct deficiencies inlet and drainage capacity. CIP # KC-2-C

- Replace capacity deficient piping along NE Divisions Street and NE Hogan Drive with 1,630 LF of 36-inch and 910 LF of HDPE piping. CIP # KC-12-C
- Replace capacity deficient piping downstream of intersection of Powell Boulevard and Highway 26 with 84-inch HDPE pipe. Install 2,390 LF of pipe from Powell Boulevard to north of NE 1st Street. CIP # KC-19-C

#### 4) Sewer/wastewater

- Upsize an existing 12" sanitary sewer line to a 24" diameter line to meet increased flow demands as identified in the Wastewater Masterplan. CIP # 314100
- This multi-year seismic project designs and constructs an effort to stabilize banks along Johnson Creek that hold a sewer line and have a moderate threat of landslide that would threaten the alignment of the sewer line. Destruction of the sewer line would result in sewage flowing directly into the creek. CIP # 322600
- 2020 WMP - near term (0-10 year) collection system improvements. Tier 1 seismic upgrade: Hospitals, surgery centers, dialysis centers (in general, emergency facilities requiring no interruption of sewer service) CIP # C-15
- 2020 WMP - medium term (10-20 year) collection system improvements. Tier 1 seismic upgrade: Hospitals, surgery centers, dialysis centers (in general, emergency facilities requiring no interruption of sewer service) CIP # C-15

#### 5) Parks

- Construct additional improvements to the Skate Park. These improvements are broken into two phases. The first phase is additional skating features, ramps and bowls. The second phase is a fabric cover for the skate park. CIP #723300
- Enhance the Arts Center to provide more positive recreational activities, visual interest and increase park usage. CIP #723500
- Renovate and enhance Main City Park to accommodate community-wide events. Due to the park location as a designated regional town center and relationship with the regional Springwater Trail, Main City Park is being repositioned to become the flagship community park of Gresham. CIP # 723700
- Construct the second phase of the approximately 2-acre neighborhood park in the Civic Neighborhood Plan Area. CIP # 725000
- Master plan, design and construct a 1-acre plaza on Metro owned property north of the Civic Drive Max Station to serve the surrounding neighborhood. This project is located in the Northwest Neighborhood District. "Other" funding could be options such as: developer contribution, Metro contribution, or a state grant to be determined at a later date. CIP # 724700
- Reimburse a developer for construction of park infrastructure related to the Civic Neighborhood Project as reflected in the City's potential obligation as described in the 1996 Gresham Civic Neighborhood Financing Agreement (City Agreement 1996-083) to. The project is located in the Northwest Neighborhood District. CIP PK00005

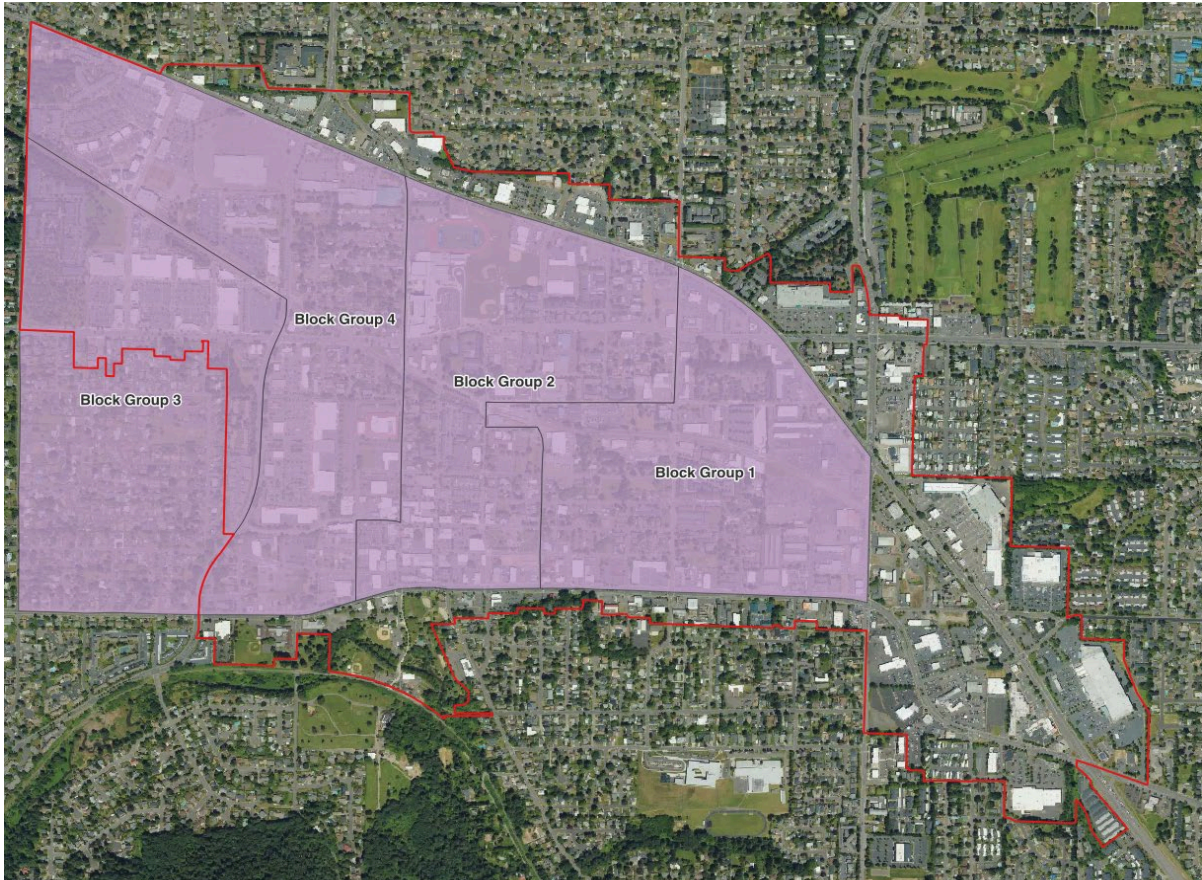
- Acquire land, master plan, design and construct an up to 2-acre neighborhood park in the Downtown plan boundary. CIP #722400
- Acquire land, master plan, design and construct an approximately 2- acre neighborhood park in the Downtown boundary east of Kelly Avenue. CIP # 72520

6) Natural Resources

- Restoration and enhancement of the Johnson Creek and riparian corridor near the Main City Park. CIP #9JC009

### C. Social Conditions

According to information from the Multnomah County Assessor's office, the Area contains 224 tax lots containing twenty-four acres that have residential uses. The following demographics are presented for the Census Block Groups 1,2,3 and 4 Census Tract 100.01 using at from the American Community Survey 2017-2021 Five Year Estimates.



According to the US Census Bureau, American Community Survey 2016-2020 Five Year Estimates, the block groups which overlap the Area have 5,876 residents, 73.5% of whom identify as white.

Table 20 - Race in the Area

Race	Number	Percent
White alone	4,320	73.5%
Black or African American alone	275	4.7%
American Indian and Alaska Native alone	190	3.2%
Asian alone	143	2.4%
Some other race alone	311	5.3%
Two or more races	637	10.8%
TOTAL:	5,876	100%

Source: American Community Survey 2016-2020 Five Year Estimates

Eighty-four percent of the residents identify as not-Hispanic or Latino. Twenty six percent of the residents in Gresham speak a language other than English at home compared to 15% in Oregon.

Table 21. Hispanic or Latino Origin by Race

<b>Hispanic or Latino Origin by Race</b>	<b>Number</b>	<b>Percentage</b>
Not Hispanic or Latino	4,923	84%
White alone	4,023	68%
Black or African American alone	188	3%
Asian alone	143	2%
Some other race alone	20	0%
Two or more races	549	9%
Hispanic or Latino	953	16%
White alone	297	5%
Black or African American alone	87	1%
American Indian and Alaska Native alone	190	3%
Some other race alone	291	5%
Two or more races	88	1%

The largest percentage of residents are between 24 to 34 years of age (17%).

Table 22 - Age in the Area

<b>Age</b>	<b>Number</b>	<b>Percent</b>
Under 5 years	402	7%
5 to 9 years	137	2%
10 to 14 years	317	5%
15 to 17 years	163	3%
18 to 24 years	385	7%
25 to 34 years	1,028	17%
35 to 44 years	797	14%
45 to 54 years	751	13%
55 to 64 years	813	14%
65 to 74 years	577	10%
75 to 84 years	353	6%
85 years and over	153	3%
<b>TOTAL:</b>	<b>5,876</b>	<b>100%</b>

Source: American Community Survey 2016-2020 Five Year Estimates

In the block groups, 26% of adult residents have earned a bachelor's degree or higher. Another 34% have some college education without a degree, and another 28% have graduated from high school with no college experience.

Table 23 - Educational Attainment in the Area

<b>Education</b>	<b>Number</b>	<b>Percent</b>
Less than high school	551	12%
High school graduate (includes equivalency)	1,257	28%
Some college	1,120	25%
Associate's degree	387	9%
Bachelor's degree	604	14%
Master's degree	478	11%
Professional school degree	41	1%
Doctorate degree	34	1%

Source: American Community Survey 2016-2020 Five Year Estimates

The most common travel time to work class was between 20 to 29 minutes, with 27% of journeys being in this class. This was followed by the 10 to 19 minutes travel time class, which represented 25% of journeys.

Table 24 - Travel Time to Work in the Area

<b>Travel Time</b>	<b>Number</b>	<b>Percent</b>
Less than 10 minutes	354	14%
10 to 19 minutes	610	25%
20 to 29 minutes	678	27%
30 to 39 minutes	330	13%
40 to 59 minutes	381	15%
60 to 89 minutes	114	5%
90 or more minutes	21	1%

Source: American Community Survey 2016-2020 Five Year Estimates

Of the means of transportation used to travel to work, the majority, 78.85%, drove alone while 13.20% carpooled.

Table 25 - Means of Transportation to Work in the Area

<b>Means of Transportation</b>	<b>Number</b>	<b>Percent</b>
Drove alone	1,709	60%
Carpooled	330	12%
Public transportation (includes taxicab)	141	5%
Bicycle	62	2%
Walked	184	6%
Other means	62	2%
Worked at home	378	13%
<b>TOTAL:</b>	<b>2,866</b>	<b>100%</b>

Source: American Community Survey 2016-2020 Five Year Estimates

The median household income for the City of Gresham is \$71,006 according to the 2022 American Community Survey 1 Year Estimates. The median household income in these block groups is in the range of \$40,000 to \$49,999, s lower than the median household income in the City of Gresham.

Table 26. Household Income

<b>Household Income</b>	<b>Number</b>	<b>Percentage</b>
Less than \$10,000	231	9%
\$10,000 to \$19,999	440	17%
\$20,000 to \$29,999	283	11%
\$30,000 to \$39,999	282	11%
\$40,000 to \$49,999	313	12%
\$50,000 to \$59,999	152	6%
\$60,000 to \$74,999	102	4%
\$75,000 to \$99,999	183	7%
\$100,000 to \$124,999	168	6%
\$125,000 to \$149,999	119	5%
\$150,000 to \$199,999	165	6%
\$200,000 or more	202	8%
\$100,000 to \$124,999	168	6%
\$125,000 to \$149,999	119	5%
\$150,000 to \$199,999	165	6%
\$200,000 or more	202	8%

Source: American Community Survey 2016-2020 Five Year Estimates

#### **D. Economic Conditions**

##### **1) Taxable Value of Property within the Area**

The estimated total assessed value of the Area calculated with data from the Multnomah County Department of Assessment and Taxation for FYE 2025 including all real, personal, manufactured, and utility properties, is estimated to be \$831,332,982.

##### **2) Building to Land Value Ratio**

Table 27 shows the improvement to land ratios (I:L) for properties within the Area. Four hundred thirteen tax lots representing 18.75% of the Area have no improvements. Seven hundred fifty one tax lots representing 42.65% of the acreage have I:L ratios less than 2.0. A minimally reasonable I:L ratio for properties in the Area is 2.0. If a property has the capacity to develop over two floors, the I:L would be expected to be higher. In summary, much of the Area is underdeveloped and not contributing significantly to the tax base in Gresham.

Table 27. Improvement to Land Ratios in the Area

<b>Improvement to Land Ratio</b>	<b>Parcels</b>	<b>Acres</b>	<b>Percent of Acres</b>
No Improvement Value	413	130.03	18.75%
0. 01-0. 50	139	85.57	12.34%
0. 51-1. 00	255	111.52	16.08%
1. 01-1. 50	271	58.84	8.48%
1. 51-2. 00	86	39.92	5.75%
2. 01-2. 50	60	48.81	7.04%
2. 51-3. 00	33	37.32	5.38%
3. 01-4. 00	40	50.16	7.23%
> 4. 00	107	131.50	18.96%
<b>TOTAL:</b>	<b>1,404</b>	<b>693.67</b>	<b>100.00%</b>

Source: Compiled by Elaine Howard Consulting with data from Tiberius Solutions received from the Multnomah County Department of Assessment and Taxation (FYE 2024)



### ***E. Impact on Municipal Services***

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

The projects being considered for future use of urban renewal funding are for improving the overall conditions of the Area including improvements to the sidewalks, streets and streetscape, utilities, recreation facilities, façade improvements, redevelopment of buildings, and encouraging new development.. It is anticipated that these improvements will catalyze development on the undeveloped parcels in the Area, incentivize further redevelopment on parcels in the Area, provide more employment opportunities, create additional shopping venues and provide increased locations for services for Gresham residents and tourists.

The financial impacts from tax increment collections will be countered by future economic development, and, in the future, adding increases in assessed value to the tax base for all taxing jurisdictions, including the city.

## **XII. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN**

The reason for selecting the Area is to provide the ability to fund projects and programs necessary to cure blight within the Area. The outcome of implementing these projects is anticipated to be an increase to the economic growth in Gresham by providing improvements to improve the overall environment of the Area, providing more employment opportunities, shopping and services for Gresham residents and tourists and constructing vital public safety facilities.

## **XIII. RELOCATION REPORT**

When the occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, the GRDC shall adopt rules and regulations, as necessary, for the administration of relocation assistance. The GRDC will comply with all applicable state law in providing these potential benefits.