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# River District

URBAN RENEWAL PLAN

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*Investing in Portland's Future*

**PDC**

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PORTLAND DEVELOPMENT COMMISSION

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September 25, 1998

# RIVER DISTRICT URBAN RENEWAL PLAN

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## I. INTRODUCTION

### A. The River District

The “River District” is the area of Portland’s Central City generally north of the central business district and east of the Stadium Freeway (I-405), an area defined by its strong orientation to the Willamette River. The River District Urban Renewal Area (the “Area”) includes a portion of the River District as well as a sixteen block area south of Burnside Street. The River District is bounded generally by Burnside Street on the south, Interstate 405 and the main freight rail lines on the west, the northern end of the Port of Portland’s Terminal One on the north and the Willamette River and the boundaries of the Downtown Waterfront Urban Renewal District on the east. Figure 1 shows the boundaries of the River District and the River District Urban Renewal Area.

The River District unites five distinct neighborhoods:

The *Pearl District* extends from Burnside to Lovejoy and from Broadway to I-405. It includes an historic industrial area, in which industrial uses continue on many blocks while redevelopment of historic warehouses into housing and commercial space is occurring rapidly. This subdistrict contains the Hoyt Street Railyards, formerly a rail yard of Burlington Northern Railroad. The redevelopment of this area for a mix of housing and commercial uses has recently begun.

*Terminal One* of the Port of Portland extends from the Fremont Bridge along the River to the northwest. The terminal is no longer in active port usage and redevelopment of the 17 acre site for a mix of new uses has been in planning for years.

*Tanner Basin/Waterfront* extends from Lovejoy to Terminal One and from the Northwest Industrial Sanctuary on the west to the River. Currently a transitional industrial area, this neighborhood will be created by a series of open spaces, including the possible daylighting of Tanner Creek as both a public amenity and a part of the City of Portland’s program to virtually eliminate the Combined Sewer Overflow (CSO) problem.

*The Industrial Sanctuary* is roughly bounded by I-405 on the west, the Hoyt Street Railyards on the east, Lovejoy Street on the south and Naito Parkway on the north. It has long been an industrial area and is intended to remain in active industrial use although the area may see a transition into more mixed uses over time.

*Union Station/Old Town* extends from Burnside Street to the Broadway Bridge and from the River to Broadway, and includes Old Town, Chinatown and Union Station. Most of this subdistrict is being revitalized as part of the City's Downtown Waterfront Urban Renewal Plan.

**B. The River District Vision and Goals**

In 1994, the River District Steering Committee, representing citizens, business owners, property owners and others with an interest in the revitalization of the River District, completed a Development Plan for Portland's North Downtown. The River District Development Plan started with the River District Vision, a document that was prepared in 1992 and submitted to the Portland City Council for consideration. Much of the River District Vision and Development Plan will be carried out under the River District Urban Renewal Plan. It is important to keep sight of the goals of the Development Plan, as they are the basis for the redevelopment of this area:

<p>Goal 1</p>	<p>To Develop a Functional And Symbolic Relationship with the River.</p> <p>The River District enjoys one regional asset shared by no others. The biased orientation of the Willamette River to the street grid within the District provides a strong association between the river and the land that cannot be replicated in other Portland neighborhoods. The development of a significant physical and symbolic relationship between the river and the River District can provide an image and focus for development.</p>
<p>Goal 2</p>	<p>To Promote the Development of a Diverse Inventory of Housing</p> <p>For the past three decades, Portland has pursued a strategy to develop its downtown as the heart of a livable, sustainable city. Future growth in the region prescribes an even larger effort to attract and accommodate new residents to live and work in the Central City. The River District encourages and supports economic, social, and cultural diversity and will provide a range of multi-family housing in terms of style and economics. The opportunity for these new residents to work and play near where they live is fundamental.</p>
<p>Goal 3</p>	<p>To Become a Community of Distinct Neighborhoods</p> <p>The River District is an area of two established and several emerging neighborhoods, sub-districts of distinct physical character and varied cultural traditions. Few share social or economic links but all occupy a singular land area bordered by barriers of physical prominence. It is the goal of the River District to secure a future which binds all of these existing and potential neighborhoods while providing them with the support they require to become self-sufficient.</p>

Goal 4	<p>To Enhance the Best of What Exists</p> <p>While much of the River District is undeveloped, some areas are healthy and secure and others are demonstrating an unusual ability to renew themselves. As the River District develops, it should balance its enthusiasm for a new future with a commitment to respect and improve existing structures, activities and characteristics which are strong and indigenous. A creative and constructive use of the area's resources will accelerate its development and provide a framework which will enhance its success.</p>
Goal 5	<p>To Strengthen Connections Between the River District and its Neighbors</p> <p>The River District's distinct physical boundaries are an asset to development. However, those boundaries must be bridged by strong connections to neighboring communities to attract their support and secure complimentary relationships.</p> <p>Many of the improvements which would link the District to the downtown, northwest neighborhoods, and the Lloyd District have been identified. A few have recently been completed or are underway.</p>
Goal 6	<p>To Enhance the Economy and Functional Efficiency of the City</p> <p>It is an objective of the City to provide adequate access between home, work, services and recreational destinations. It is also an objective of the City to provide that access with economy, efficiency, and sensitivity to natural and man-made environments. More than any other transportation or land use measure, the attraction and accommodation of a large resident population, proximate to the region's greatest concentration of employment, service and recreational opportunities, will effectively improve access while limiting car trips.</p>

**C. River District Urban Renewal Plan**

The River District Urban Renewal Plan continues the work of the River District Steering Committee and builds on the River District Development Plan, the Strategic Investment Plan, and many other planning efforts. The Plan authorizes the Portland Development Commission, the Urban Renewal Agency of the City of Portland (the "Commission"), to use urban renewal powers to carry out the goals and objectives of this Plan. The Plan has been prepared pursuant to Oregon Revised Statutes (ORS) Chapter 457, and all applicable laws and ordinances of the State of Oregon and the City of Portland.

## **II. GOALS AND OBJECTIVES**

The Plan will help implement the goals and objectives of Portland's Comprehensive Plan and the Central City Plan which relate to the development of the River District. The Plan will increase housing and jobs, improve transportation and utilities in the area and create public amenities which make the area an exciting one in which to live, work and visit.

The Plan is also designed to help carry out the vision of the River District as stated by the Steering Committee: create a community which is philosophically complete, composed of self-sufficient but complementary parts and capable of making a collective contribution to the well being of this region.

The goals of the Plan relate to housing, transportation, utilities, job creation and public amenities.

### **A. Housing**

**To stimulate the development of a substantial stock of housing accessible to households with a range of incomes which reflect the income distribution of the city as a whole.**

Objectives:

#### **1. Achieve a Mix of Units by Household Income Categories**

The table below shows the guidelines for new housing development in the River District which were established in the River District Housing Implementation Strategy, adopted by City Council in 1994, and apply to the River District as a whole. The City Council will review the housing targets annually and may adjust them based on market conditions, development priorities, shifting demographics in the Portland market, loss of low income or Single Room Occupancy (SRO) units, or financial resources. The overall number of units may also be modified based on these factors.

To meet the housing objectives in the Plan, the Commission will provide financial resources to support the development of new housing and the preservation or replacement of existing housing for extremely low, low and moderate-income households. The Plan projects that there could be approximately \$53 million (1998 dollars) for this purpose. This is based on the need to support the development of an estimated 823 extremely low/low income units (0-50% MFI) at a cost of approximately \$24,690,000; an estimated 1,028 moderate-income units (51-80% MFI) at a cost of approximately \$18,505,000; and approximately \$12,000,000 to support the acquisition or replacement of extremely low and low-income housing projects. The Commission may also provide financing for housing projects above 80% MFI, however, the estimate of financial resources

and expenditures does not currently anticipate this.

The housing targets for new housing developed in the River District are:

<b>Household Income Category</b>	<b>Housing Targets (% of New Units at Total Buildout)</b>	<b># of New Housing Units Needed to Meet Target</b>
Extremely Low (0-30% MFI) Low (31-50% MFI)	15% - 25%	800 – 1400
Moderate (51-80% MFI)	20% - 30%	1100 – 1700
Middle (81-150% MFI) Upper (151%+ MFI)	50% - 60%	3100 – 3600
<b>BUILDOUT TOTAL</b>		5555

Since the Housing Implementation Strategy was adopted in 1994, almost 1,400 housing units have been, or are in the process of being developed in the District. The income mix of these units has, thus far, met the established targets.

To meet housing objectives in the Plan, financial assistance will be required, especially to support the development of housing for extremely low, low and moderate-income households. PDC will prioritize available resources to these income categories on an annual basis.

The City Council may adjust development priorities to meet the timing and phasing of the housing targets and may direct that other modifications in the development program for housing be implemented to ensure progress in meeting the targets. If an update of the Housing Implementation Strategy demonstrates a loss of extremely low income (0-30% MFI) units in the River District, PDC will target financial resources to the development of 0-30% MFI units.

Housing targets are applied to the District as a whole, not to individual housing projects.

## 2. Promote Development of Services and Amenities to Support Housing

Housing should be targeted to as wide a market as possible, including downtown workers, empty-nesters and retirees. To the extent possible, families with children should be encouraged, and specific development plans should include services and amenities to support this effort and encourage households at all income levels.

### 3. Promote Ownership Housing

Whenever practical and feasible, ownership housing should be encouraged, recognizing the value of neighborhood stability associated with pride of ownership.

### 4. Implement City of Portland Shelter Reconfiguration Plan

Except as provided for in the City's Shelter Reconfiguration Plan, no new shelter beds should be added to the District. This is consistent with the City's policy to transition people living in shelters into permanent housing and requires a no net loss of low income housing in the River District.

### 5. Preserve Access to Affordable Housing for Low Income Residents of the River District.

The River District Housing Implementation Strategy assumes that the number of existing housing units affordable to low income households in the River District will be maintained. The targets established in the River District Housing Implementation Strategy are for new housing developments and are intended to supplement the existing housing inventory to produce a mix of housing reflective of the city as a whole. Therefore, preservation and/or replacement of low income housing in the River District is essential to meeting the established income level targets and is vital for maintaining the district's diversity and livability. Extremely low and low income housing stock at risk of demolition, conversion to market rate housing or other uses will need to be preserved or replaced through public acquisition, public financing or other public or private actions. Approximately \$12 million is currently identified in the Plan to support this activity.

## **B. Transportation**

**To improve transportation linkages with other parts of the Central City and the region and to modify and improve transportation within the Area to enhance livability.**

Objectives:

### 1. Promote Alternative Modes of Transportation

Transit systems, including the Central City Streetcar and, possibly, South/North Light Rail, should be improved into and through the area in order to relieve

congestion and pollution from private automobiles. Pedestrian and bicycle routes should be provided to be attractive alternatives to automobiles in the area.

2. Create and Enhance Connections Between the District and the Willamette River

Use the extension of existing streets, modification of rail crossings, the creation of new above, below or at-grade rail crossings, the Central City Streetcar and creation of the Tanner Creek Park and Water Feature as methods to connect the interior of the Area to the River.

3. Remove the Lovejoy Ramp

The elevated Lovejoy Ramp to the Broadway Bridge, which serves as a barrier and blighting influence within the area, will be removed to allow redevelopment of Lovejoy Street and 10th Avenue at grade. A new ramp will be constructed east of NW 9th Avenue.

4. Improve Streets and Streetscapes

Streets within the Area will be improved. This will provide more attractive streetscapes for pedestrians, bicyclists and transit. It will also provide more efficient traffic flow and better connections to adjacent districts of the City.

5. Parking

Create convenient, accessible surface and structured parking facilities at locations which support full utilization of private parcels and public amenities.

**C. Utilities**

**Improve utilities to allow efficient development of the Area and, where possible, use a public utility as a visible asset.**

Objectives:

1. Enhance Street Lighting For Public Safety And Aesthetics

Enhance street lighting where appropriate to create visual connections to the remainder of the Central City. Coordinate the installation of street lighting into streetscape projects.

2. Reconstruct Utilities As Necessary To Permit Development Of Private Parcels And Public Amenities

Reconstruct utilities including water, sewer, storm sewer, and other public utilities as necessary to encourage development of both public and private parcels.

3. Daylight Tanner Creek

In conjunction with the City's Combined Sewer Overflow Program, pursue "daylighting" (replace the piped drainage facility with an open air creek) Tanner Creek within the District. Utilize the daylighted creek as a basis for open space and educational amenities. The specific blocks which will be developed for parks and open spaces in conjunction with the creek will be determined based on overall development plans and open space needs within the Area.

**D. Job Creation**

**Maximize the potential for economic development and job creation in the Area.**

Objectives:

1. Promote the Development of Commercial Uses That Create Jobs

Help create a range of jobs within the area in order to maximize the potential of a dense population and transit improvements within the area. This can include assistance to property owners for improvements to retain or create jobs.

2. Keep Job Producing Activities in the Industrial Sanctuary

Maintain and enhance a range of job producing activities in the area of the district designated as industrial sanctuary by the City.

3. Strengthen Downtown as the Heart of the Region

Foster the growth and attractiveness of the Downtown, enhancing its competitive position in retailing, employment and tourism.

**E. Parks, Open Spaces and Other Public Amenities**

**Using a combination of parks, open spaces and public attractors, create amenities which make the Area a comfortable and pleasant place for people to live and a resource for all the citizens of Portland.**

Objectives:

1. Reclaim And Enhance The Willamette Riverfront Between The Steel Bridge And Terminal One

Construct amenities which benefit residents and employees of the Area as well as the City as a whole. Provide a continuous riverfront pedestrian pathway and pedestrian connections into the District.

2. Extend the North Park Blocks into the Area

Extend the North Park Blocks into the River District. This will bring the City closer to a long-standing goal to create a linear parkway on the Park Blocks which connects downtown and the River District.

3. Create Open Spaces

Create an attractive setting for area residents. Specific areas for open space development will be determined as public and private development plans in the area are finalized.

4. Create A Public Attractor

Create a public attractor such as a conservatory or an aviary along the Willamette River near the Tanner Creek outfall. It is anticipated that this facility would be developed in partnership with other public agencies and non-profit organizations.

### **III. PUBLIC INVOLVEMENT**

The goals, policies and projects in this Plan have been developed under the guidance of the River District Steering Committee, affected neighborhood groups, the City of Portland Planning Commission and other interested parties.

Public input is solicited for all significant issues facing the Commission, in particular the implementation of major projects, short and long term financial planning and the monitoring of plan progress. In addition, substantial and council approved Plan amendments (see Chapter XIII) are approved by the Commission, and adopted by the City Council at public meetings for which public notice is provided in conformance with state law.

### **IV. URBAN RENEWAL AREA OUTLINE**

There are five distinct neighborhoods within the River District Urban Renewal Area: Pearl District, South of Burnside, Tanner Creek Basin/Park, Terminal One and the Industrial Sanctuary. Each area has specific, yet interrelated, improvements and projects proposed to

further the objectives of the Plan. This section of the Plan outlines what activities will be undertaken in each neighborhood.

### **A. Pearl District**

The Pearl District has become a vital and eclectic neighborhood of lofts, galleries, restaurants and shops mixed with industrial and commercial uses. It is a neighborhood in transition from industrial and warehousing uses to a mixed use area with commercial and residential uses alongside industrial activities. The Pearl District also includes the approximate eight block area of NW 13th Avenue which has been designated as a National Register Historic District.

Housing will be extended into the Hoyt Street Railyards south of Lovejoy within the Pearl District. The area will accommodate approximately 1,200 new housing units as well as 84,000 square feet of neighborhood retail and commercial space, and parking facilities to support the uses.

In spite of the exciting activity which has occurred recently in this District, a number of serious obstacles exist to creating the housing density, affordable housing and connections with the remainder of downtown which are necessary to fully realize the potential of this close-in gem.

Projects in this sub-area will include reconstructing the Lovejoy viaduct with an at-grade street to remove a substantial barrier to housing development in the area, and to create a "Main Street" of shops and retail activity. The Central City Streetcar will pass through the Pearl District on 10th and 11th Avenues allowing the area to develop with a lesser reliance on the need to build expensive new parking spaces. The abandoned Hoyt Street Railyards will become a major focus for new housing and retail activity in the Pearl District, with park and pedestrian areas included as appropriate.

### **B. Tanner Creek Park And Water Feature**

The Tanner Creek Park and Water Feature will help connect the District to the Willamette River and will help create a focus for a compact urban community while acknowledging the natural history of the area and enhancing water quality. This area has the potential to be open and gregarious in character, and serve as an urban heart to the River District.

This area will contain the highest density residential development in the River District, as well as supportive commercial services. There will be approximately 1,800 new housing units, and 92,000 square feet of neighborhood retail and commercial space. In order to realize this vision, many critical infrastructure improvements called for in this Plan are essential. The area will be connected with improvements which will occur on the Waterfront of the Willamette River, to tie the area even closer to the river. The Central

City Streetcar will provide critical transit connections from this new housing to downtown, PSU and northwest Portland.

### **C. Terminal One**

The portion of Terminal One just downriver from the Fremont Bridge was formerly an active marine terminal, but has been declared surplus by the Port of Portland. While its use as an efficient marine facility is not viable, the property location presents an excellent opportunity to anchor the north end of the west bank of Waterfront Park, much as Riverplace anchors the south end.

Redevelopment of this site will create a community of homes, offices and shops directly on the Willamette River. The area will be developed into approximately 700 housing units, 45,000 square feet of neighborhood retail space and 90,000 square feet of offices. In order to integrate new private uses with the greenway and waterfront, development must be open and accessible. Pedestrian and visual connections should be provided which reinforce the connection to the river and to the remainder of the River District.

Several improvements are necessary in order to allow the full utilization of this important riverfront parcel for residential, commercial and office use. These include site improvements at Terminal One, improvements to Front Avenue, the greenway and railroad crossings to better connect this area to its neighbors.

### **D. Industrial Sanctuary**

It is vital to the City to have close-in industrial areas. They provide essential employment and often provide services which need to be near the Central City.

Assistance with job creation and maintenance activities will help ensure that this important industrial neighborhood can remain vital. The Central City Streetcar will pass through this area, enhancing transit service for employees in the area. Street and pedestrian improvements will occur as appropriate.

### **E. South Of Burnside**

A sixteen block area south of Burnside is included within this Plan area. This is an area which lies between the boundaries of the Downtown Waterfront Urban Renewal Plan and the South Park Blocks Urban Renewal Plan. This area is attracting hotel development but public needs exist to maintain the area's retail and mixed use vitality.

The primary projects which are necessary in this area include improvements to the existing transit mall, including the possibility of light rail; participation in renovation,

parking improvements and related site work and utilities for destination retail facilities; storefront and seismic rehabilitation programs to support and retain downtown businesses; and redevelopment of key underutilized parcels of land.

## **V. URBAN RENEWAL AREA MAP AND LEGAL DESCRIPTION**

Exhibit 1A. contains the narrative legal description of the boundary of the Area. Exhibit 1B is a map of the boundary.

## **VI. URBAN RENEWAL PROJECTS**

In order to achieve the objectives of this Plan, the following projects will be undertaken by the Commission, in accordance with applicable Federal, State, County and City laws, policies and procedures. General authority for categories of projects is included herein, as well as specific information on projects which are anticipated at the time of Plan adoption. Such projects may be modified, expanded or eliminated as needed to meet the objectives of the Plan, subject to Section XIII, Amendments to the Plan.

### **A. Public Improvements**

Public improvements include the construction, reconstruction, repair or replacement of sidewalks, streets, transit systems, parking, parks, pedestrian amenities, water, sanitary sewer and storm sewer facilities and other public infrastructure deemed appropriate for the achievement of the goals and objectives of this Plan.

#### **1. Hoyt Street Railyards Mixed Use/Income Housing**

The abandoned Hoyt Street railyards in the Plan Area are a significant opportunity site for high density residential use close to the Central City and in single ownership. However, the improvements reasonably necessary to develop the site, including removing the Lovejoy Ramp, building the Central City Streetcar and resolving environmental contamination issues, are so extensive, that they will not occur without public intervention.

Public assistance will also ensure that housing to serve a range of income groups will be developed on the site. The market rate housing now developing in other portions of the Pearl District is not affordable to a large number of households. Creation of a diverse neighborhood with mixed income groups means the area is more accessible to City residents as a whole.

Neighborhood commercial services, such as a grocery store, a daycare center, community facilities, etc. are important factors to creating a stable neighborhood where people can take care of daily needs with reduced need for a car.

## 2. Tanner Creek Housing-Related Site Improvements

The highest densities within the River District will occur within the Tanner Creek area. This undeveloped site can accommodate approximately 1,800 new housing units and 92,000 square feet of neighborhood retail and commercial space. These will combine to create a new neighborhood focused around the open spaces which will be constructed at its heart.

To accomplish this density of housing at rates affordable to a range of individuals, financial assistance for the housing, as well as public facility site improvements are required. The primary improvements required are street construction, with attendant water, sewer, storm drain and private utilities, the development of transit services (e.g. streetcar or light rail), the development of open spaces and environmental remediation, where needed to accommodate development.

## 3. Reconstruct Lovejoy at Grade

The existing Lovejoy viaduct approach to the Broadway Bridge was constructed to carry traffic over the railyards to the bridge. With the relocation of the rail switching yards, it is no longer necessary to carry traffic over the area. The viaduct, which once served a critical purpose, is an ugly remnant which serves as a major barrier in the District. Besides being an eyesore, this noisy street separates people in their cars from the street below, leaving an unappealing swath beneath.

Bringing the cars to street level by removing the viaduct will create two important results: removing the barrier and creating a "Main Street" of shops.

First, the visual and noise constraints from the elevated roadway will disappear, making the area much more attractive to residents and visitors. The non-human scale of an elevated roadway made sense over an active railroad yard. But, it is not a feature which is attractive to live near and seriously detracts from a neighborhood feel. The road's noise bears down on those below and it's grimy concrete blocks the sky. It serves as an effective barrier to the properties north and south of it. Removing the elevated roadway will remove this blight and result in connections between the properties north and south of Lovejoy.

Second, bringing the street to grade level gives an opportunity for a "Main Street" of shops, which would be similar to Broadway east of the Willamette. Although Lovejoy would be a busy street, commercial services for the growing neighborhood would be located here, as well as shops which would be attractive for all Portland residents. This strong east-west connection to the Broadway Bridge would also serve to better tie together the neighborhoods east and west of the River.

The project includes demolishing the existing viaduct, building a new ramp to the Broadway Bridge east of NW 9th Avenue, rebuilding Lovejoy from 9th to 14th Avenues, and rebuilding NW 10th Avenue from Hoyt to Northrup.

#### 4. New Street Construction

The construction of numerous neighborhood streets between Hoyt and NW Naito Parkway will complete a section of street grid in the area which is now missing. Maintaining the block grid system in this area continues the Portland tradition of a pedestrian friendly scale.

#### 5. Central City Streetcar

Placing high density residential development in close proximity to the highest density of employment in the region has the potential to create significant benefits to the Area and the region. One of the primary benefits is reduction of trips to work in private vehicles, reducing regional congestion and air pollution. Though some people in the Area will walk or bike to work, to truly take advantage of the potential to reduce automobile trips, an effective transit system is essential. The Central City Streetcar will provide benefits to the Area by increasing access to and from the Area, providing an important transportation amenity for Area housing and providing an expanded patron base for Area businesses.

The first leg of the Central City Streetcar will connect from Portland State University on the south, through downtown and the River District, turning west to extend to NW 23rd Avenue. Jobs, education and housing throughout the Central City will be tied together in a system which will complement other transit in the City. This focus on transit is a key to linking jobs and housing in the Central City.

The northbound streetcar will come up NW 10th Avenue and turn west at Northrup. The southbound streetcar will come from Northwest Portland on Lovejoy and turn south on NW 11th Avenue. The project includes laying track, providing necessary electrification and purchasing streetcar vehicles.

#### 6. NW Naito Parkway Avenue Improvements

NW Naito Parkway is a key transportation corridor serving the River District. The street will be enhanced and embellished to serve as the "front door" to the District. Improvements will include widened sidewalks, street trees and other landscaping, street lighting, crossings and other pedestrian amenities which will link the River District to the Willamette River.

#### 7. Railroad Crossings/ Connectivity

With a high density of residents and workers, it is essential to have efficient street connections to the rest of the District. The existing railroad crossing at 17th Street will be eliminated and replaced with crossings at 14th and 19th Streets, which form better connections into the Pearl District and Northwest neighborhoods. Safe and attractive pedestrian access across railroad corridors is essential to connecting the River District to the Willamette River. Other above, below or at-grade crossings are also encouraged as part of the Plan.

#### 8. Terminal One Site Improvements

Site improvements will include extension of trails along the riverfront to complete the connection of Waterfront Park from Riverplace north to Terminal One. Other infrastructure improvements to this abandoned industrial site, such as grading, fill, streets, utilities and parking, are also needed to make this site useable for residential, commercial and office uses.

#### 9. Tanner Creek Park and Water Feature

Tanner Creek represents an opportunity to restore a historic natural feature, create a valuable amenity for the area and help solve a stubborn and expensive storm water problem for the City. As part of the Combined Sewer Overflow Program, the City intends to separate the clean storm water from the Upper Basin near the Oregon Zoo and carry it in a pipeline to the Willamette River with an outfall into the Willamette.

Daylighting Tanner Creek could provide a year-round water feature which could be enjoyed by all. The creek could provide water flow for special water features integrated along its route to the Willamette.

The project will be pursued in conjunction with park design, land acquisition, utility construction, and park development.

#### 10. Waterfront Park Extension

Tom McCall Waterfront Park is the quintessential project which defines the spirit of Portland. Created in the 1960's and 1970's from an expressway, the success of the park can be measured by the hundreds of thousands of people who use it every year, as well as by the major private investments along its reach. Extending the riverfront park through the River District builds upon this success and creates new opportunities for the Area. Extension of the park will add a critical recreational amenity to the housing on the Terminal One site.

The Willamette River waterfront will be improved north and south of Tanner Creek outfall by acquiring property, extending the Greenway trail along the waterfront and developing connections to Tanner Creek. This creates an opportunity to locate a public attractor, such as a conservatory or aviary, along this portion of riverfront, to additionally enhance the area as a magnet for visitors and residents.

#### 11. Transit Mall Rehabilitation or Light Rail Construction

The deteriorated Sixth Avenue Transit Mall, between Morrison and Oak Streets, will be completely renovated with sidewalks, paving, bus shelters, street furniture and related site work and utilities. Alternatively, the construction of the proposed South/North Light Rail project on The Transit Mall would be financed in lieu of the rehabilitation project in this four-block area.

#### 12. Major Retail Redevelopment

In the South of Burnside area, a project will include participation in renovation, parking improvements and related site work and utilities for destination retail. This work is necessary to retain a major retail department store downtown, which serves as an anchor store helping to maintain a healthy retail environment downtown. Portland has been a national leader in the health of its retail downtown in the midst of a period when much of the retail market share was captured by suburban shopping malls. Maintenance of healthy retailing is key to a dynamic downtown.

#### 13. Parking Facilities

Sufficient and accessible parking is essential to maintaining healthy retail, residential and visitor levels downtown. Parking facilities will be developed to

- a) retain and enhance major and neighborhood retail activities
- b) support housing development
- c) to replace parking lost to redevelopment of surface parking lots.
- d) support new commercial development.

#### 14. Redevelop Block 86

This block is underutilized in terms of its capacity to fulfill Metro 2040 growth goals as well as Central City Plan objectives (specifically, Action Item D.5.- to establish a park.) This site has been identified as a pivotal redevelopment opportunity for this area of town.

#### **B. Rehabilitation, Development and Redevelopment Assistance**

The Commission will undertake loans and grant programs to assist property owners in rehabilitating or redeveloping property within the Area to achieve the objectives of the Plan. This may include residential or commercial loans or grants, financial assistance to improve older buildings to current code standards (including seismic standards), assistance to remediate environmental conditions or other programs to eliminate blight in the area.

The Commission, with funds available to it, is authorized to establish financial assistance programs and provide below-market rate interest and market rate interest loans and provide such other forms of financial assistance to property owners, owners of buildings which are in need of rehabilitation or persons desiring to acquire or lease property from the Commission, as it may deem appropriate in order to achieve the objectives of the Plan.

To meet the housing objectives in the Plan, the Commission will provide financial resources to support the development of new housing and the preservation or replacement of existing housing for extremely low, low and moderate-income households. The Plan projects that there could be approximately \$53 million (1998 dollars) for this purpose. This is based on the need to support the development of an estimated 823 extremely low/low income units (0-50% MFI) at a cost of approximately \$24,690,000; an estimated 1,028 moderate-income units (51-80% MFI) at a cost of approximately \$18,505,000; and approximately \$12,000,000 to support the acquisition or replacement of extremely low and low-income housing projects. The Commission may also provide financing for housing projects above 80% MFI, however, the estimate of financial resources and expenditures shown in the Report to the Plan does not currently anticipate this.

#### **C. Land Acquisition, Improvement and Disposition for Redevelopment Projects**

The Commission may acquire, improve and dispose of property for redevelopment in conformance with the Comprehensive Plan, Zoning Ordinance and specific Plan objectives. The detailed provisions pertaining to these activities are described in Sections VII and VIII below.

## **D. Planning**

The Commission may undertake planning activities which relate to projects designed to further the objectives of the Plan, whether or not such planning ultimately results in a project being constructed or funded.

## **E. Administration**

The Commission is authorized to expend funds, subject to other provisions of law, to carry out the objectives of the Plan. This includes staff and office expenses, consultant services, and necessary overhead expenses.

## **VII. PROPERTY ACQUISITION POLICIES AND PROCEDURES**

It is the intent of this Plan to acquire property within the Area, if necessary, by any legal means to achieve the objectives of this Plan. Specifically, property acquisition is authorized when the acquisition is from willing sellers or when the acquisition is accomplished by eminent domain for either public improvements or for disposition and redevelopment.

At the time of Plan adoption, no specific property has been identified for acquisition other than property required for public improvement projects authorized by the Plan. However, property acquisition, including limited interest acquisition, is hereby made a part of this Plan and may be used to achieve the objectives of this Plan. Accordingly the Commission may use any of its statutory authority in carrying out the following projects:

### **A. Property Acquisition From Willing Sellers**

For projects authorized by the Plan, the Commission may acquire property from owners that wish to convey title. Prior to acquiring such property, the Commission shall adopt a Resolution identifying the property and finding that the acquisition thereof is necessary to achieve the objectives of the Plan.

### **B. Property Acquisition by Eminent Domain for Public Improvements.**

The Commission may use all legal means including eminent domain to acquire property for public improvement projects specifically described in the Plan. These improvements shall be located within public rights of way or on land that will remain in public ownership. Property acquired for public improvements need not be specifically identified in the Plan provided that the public improvement project for which the acquisition is made is authorized by the Plan.

Properties which may be acquired by the Commission for public improvements include:

Albers Mill Parking Lot  
River Queen  
Liberty Ship Park  
Centennial Mills  
Weststar Electric  
Freemont Place I & II

**C. Property Acquisition by Eminent Domain for Disposition and Redevelopment.**

The Commission may use all legal means including eminent domain to acquire property for disposition and redevelopment. Property to be acquired by eminent domain, or under the threat of eminent domain, for disposition and redevelopment shall be identified as such by means of a minor amendment. Notwithstanding the above, the Commission may use eminent domain powers to acquire existing affordable housing that it finds to be at risk of demolition or conversion to non-affordable housing without further amendment to the Plan.

**VIII. PROPERTY DISPOSITION POLICIES AND PROCEDURES**

**A. Property Disposition**

The Commission is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property which has been acquired, in accordance with the provisions of this Urban Renewal Plan.

All real property acquired by the Commission in the Area shall be disposed of for development for the uses permitted in the Plan at its fair re-use value for the specific use to be permitted on the real property. All persons and entities obtaining property from the Commission shall use the property for the purposes designated in this Plan, and shall commence and complete development of the property within a period of time which the Commission fixes as reasonable, and shall comply with other conditions which the Commission deems necessary to carry out the purposes of this Plan.

To provide adequate safeguards to insure that the provisions of this Plan will be carried out to prevent the recurrence of blight, all real property disposed of by the Commission, as well as all real property owned or leased by participants which is assisted financially by the Commission, shall be made subject to this Plan. Leases, deeds, contracts, agreements, and declarations of restrictions by the Commission may contain restrictions, covenants, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes, or any other provisions necessary to carry out this Plan.

**B. Redeveloper's Obligations**

Any Redeveloper, and the Redeveloper's successors and assigns, within the Area, in addition to the other controls and obligations stipulated and required of the Redeveloper by the provisions of this Urban Renewal Plan, shall also be obligated by such requirements as may be determined by the Commission, including, but not limited to:

1. The Redeveloper shall obtain necessary approvals of proposed developments from all federal, state and/or local agencies which may have jurisdiction on properties and facilities to be developed within the Area.
2. The Redeveloper and the Redeveloper's successors or assigns shall develop such property in accordance with the land use provisions and building requirements specified in this Plan.
3. The Redeveloper shall submit all plans and specifications for construction of improvements on the land to the Commission for plan and design review and distribution to appropriate reviewing bodies as stipulated in this Plan and existing City codes and ordinances. Such plans and specifications shall comply with this Plan and the requirements of existing City codes and ordinances.
4. The Redeveloper shall accept all conditions and agreements as may be required by the Commission in return for receiving financial assistance from the Commission.
5. The Redeveloper shall commence and complete the development of such property for the uses provided in this Plan within a reasonable period of time as determined by the Commission.
6. The Redeveloper shall not effect or execute any agreement, lease, conveyance, or other instrument whereby the real property or part thereof is restricted upon the basis of age, race, color, religion, sex, sexual orientation or national origin in the sale, lease or occupancy thereof.
7. The Redeveloper shall maintain developed and/or undeveloped property under Redeveloper's ownership within the area in a clean, neat, and safe condition, in accordance with the approved plans for development.

## **IX. RELOCATION POLICIES AND PROCEDURES**

If in the implementation of this Plan, persons or businesses should be displaced by the action of the Commission, the Commission will provide assistance in finding replacement facilities to those persons or businesses displaced. Such displacees will be contacted to determine their individual relocation needs. All relocation activities will be undertaken and payments made in accordance with the requirements of ORS 281.045-281.105 and any other applicable laws or regulations.

Relocation payments will be made as provided in ORS 281.060. Persons displaced from dwellings will not be required to move until appropriate dwellings at costs or rents within their financial means are available to them. Payment for moving expenses will be made for businesses displaced.

The Commission maintains information in its office relating to the relocation programs and procedures, including eligibility for and amounts of relocation payments, services available and other relevant matters.

## **X. RELATIONSHIP TO LOCAL PLANS AND OBJECTIVES**

### **A. Portland Comprehensive Plan**

Effective on January 1, 1981 and last revised in October of 1996, the City of Portland's Comprehensive Plan is a guide for all land use related development within the City. The River District Urban Renewal Plan is especially supportive of the following Comprehensive Plan Goals and Policies:

**Goal 2 - Urban Development:** Maintain Portland's role as the major regional employment, population and cultural center through public policies that encourage expanded opportunity for housing and jobs, while retaining the character of established residential neighborhoods and business centers.

**Policy 2.2 - Urban Diversity:** Promote a range of living environments and employment opportunities for Portland residents in order to attract and retain a stable and diversified population.

**Policy 2.10 - Downtown Portland:** Reinforce the downtown's position as the principal commercial, service, cultural and high density housing center in the city and the region. Maintain the downtown as the city's principal retail center through implementation of the Downtown Plan.

**Policy 2.11 - Commercial Centers:** Expand the role of major established commercial centers which are well served by transit. Strengthen these centers with retail, office, service and labor-intensive industrial activities which are compatible with the surrounding area. Encourage the retention of existing medium and high density apartment zoning adjacent to these centers.

**Policy 2.14 - Industrial Sanctuaries:** Provide industrial sanctuaries. Encourage the growth of industrial activities in the city by preserving industrial land primarily for manufacturing purposes.

**Policy 2.15 - Living Closer to Work:** Locate greater residential densities near major employment centers, including Metro-designated regional and town centers, to reduce vehicle miles traveled per capita and maintain air quality.

Locate affordable housing close to employment centers. Encourage home-based work where the nature of the work is not disruptive to the neighborhood.

**Policy 2.25 - Northwest Triangle District:** Promote the historic character and quality of the Northwest Triangle District and the important role it plays in relation to the downtown office and retail core, by implementing the Northwest Triangle District Report.

**Objectives:**

**A. Land Use**

Promote a rich and diverse mix of compatible land uses within the area, including industrial, commercial, institutional and residential.

**B. Economic Development**

Promote and encourage existing businesses to remain in the area and encourage a healthy business atmosphere which attracts compatible new firms.

**C. Transportation**

Promote a transportation system which serves area users and provides efficient access and circulation in and through the district.

**Policy 4.4 - Housing Choice and Neighborhood Stability:** Support public and private actions which increase housing choices for Portlanders, with emphasis on housing and public improvement programs which: 1) improve the balance in the city's population by attracting and keeping in the city families with children; 2) maintain neighborhood schools; 3) increase the number of housing alternatives for both renter and owner; 4) improve the physical and environmental conditions of all neighborhoods.

**Policy 4.5 - Lower Income Assisted Housing**

**Objective A:** To provide decent housing for lower income households who cannot compete in the housing market.

**Objective H:** To insure availability of basic services of public housing sites such as a grocery store, public transportation, recreation and other necessities.

**Policy 5.1 - Urban Development and Revitalization:** Encourage investment in the development, redevelopment, rehabilitation and adaptive reuse of urban land and buildings for employment and housing opportunities.

**Policy 5.4 - Transportation System:** Promote a multi-modal regional transportation system that encourages economic development.

**Objective G:** Pursue special opportunities for alternative modes of transportation to serve as attractors themselves. Such projects include water taxis, streetcars and bicycle/ pedestrian facilities and amenities.

**Policy 5.8 - Diversity and Identity in Industrial Areas:** Promote a variety of efficient, safe and attractive industrial sanctuary and mixed employment areas in Portland.

**Goal 6 - Transportation:** Provide for and protect the public's interest and investment in the public right-of-way and transportation system by encouraging the development of a balanced, affordable and efficient transportation system consistent with the Arterial Streets Classifications and Policies by:

- Providing for the safe and efficient movement of people and goods while preserving, enhancing, or reclaiming neighborhood livability.
- Reducing reliance on the automobile and per capita vehicle miles traveled;

**Policy 6.7 - Public Transit:** Develop transit as the preferred form of person trips to and from the Central City, all regional and town centers, and light rail stations.

**Policy 8.4 - Ride Sharing, Bicycling, Walking, and Transit:** Promote the use of alternative modes of transportation such as ridesharing, bicycling, walking and transit throughout the metropolitan area.

**Goal 11A - Public Facilities:** Provide a timely, orderly and efficient arrangement of public facilities and services that support existing and planned land use patterns and densities.

**Objective 11.1 - Service Responsibility:**

- A. Within its boundaries of incorporation, the City of Portland will provide, where feasible and as sufficient funds are available from public or private sources, the following facilities and services at levels appropriate for all land use types:
- (1) streets and other public ways;
  - (2) sanitary and stormwater sewers;
  - (5) parks and recreation;
  - (6) water supply;

**Goal 12 - Urban Design:** Enhance Portland as a livable city, attractive in its setting and dynamic in its urban character by preserving its history and building a substantial legacy of quality private developments and public improvements for future generations.

**Policy 12.1 - Portland's Character**

**Objective G:** Extend urban linear features such as linear parks, park blocks and transit malls. Celebrate and enhance naturally occurring linear features such as rivers, creeks, sloughs and ridgelines. Tie public attractions, destinations and open spaces together by locating them in proximity to these linear features. Integrate the growing system of linear features into the City's transportation system, including routes and facilities for pedestrians, bicyclists and boaters.

## **B. Central City Plan**

Adopted by the Portland City Council on March 24, 1988, the Central City Plan established land use designations and policies as part of the City's Comprehensive Plan. The Plan was updated most recently in 1995 to include policies related to the River District. The following policies specifically relate to the River District Urban Renewal Plan

**Policy 1I:** Fulfill the vision of the River District development plan which identifies a projected investment of \$150 million in infrastructure to generate \$750 million of development, including approximately 5,500 housing units, 1.5 million square feet of office space, and 500,000 square feet of retail facilities, which will contribute to the economic vitality, diversity, and livability of the Central City.

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

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

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

**Policy 3C:** Encourage the development of housing to meet diverse needs by encouraging a range of housing types, prices, and rent levels. Avoid isolating higher, middle, moderate, low and very low income households.

**Policy 3D:** Foster housing development as a key component of a viable urban environment. Encourage a mix of rental and owner-occupied housing that accommodates the variety of households and families attracted to a Central City lifestyle. Include affordable housing in this mix.

**Policy 3H:** Facilitate housing ownership in order to foster a vested interest and "stewardship" in the Central City by residents.

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

**Policy 6A:** Foster the development of a vital "24-hour" city which encourages the presence of people that "provide eyes on the street", to deter crime.

**Policy 7B:** Improve water quality in the Willamette River.

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

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

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

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

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

**Policy 17 - River District:** Extend downtown development throughout the River District that is highly urban in character and which creates a unique community because of its diversity; its existing and emerging neighborhoods housing a substantial resident population, providing jobs, services and recreation; and most important, its embrace of the Willamette River.

Further, to become the kind of place where people would like to live, work, and play:

**Policy 17A:** Pursue implementation of the River District urban design and development plans through public/private projects (proposals for action) as described in each of the four action areas of the River District Development Plan: (1) Union Station/Old Town, (2) Terminal One, (3) Pearl District, and (4) Tanner Basin/Waterfront.

**Policy 17B:** Preserve and enhance the River District's history, architectural heritage, and international character.

**Policy 17D:** Accommodate housing needs for diverse family structures.

**Policy 17E:** Provide neighborhood amenities that support River District residents who work and use the services provided by the Central City. Amenities include commercial, educational, medical, recreational, transportation, entertainment, emergency and social services.

**Policy 17F:** Accommodate industrial growth in industrial zoned areas.

**Policy 17I:** Incorporate strategic public investments in infrastructure that will stimulate private sector redevelopment. The River District needs increased transit services, improved streets, and open space.

**Policy 17J:** In conjunction with the Combined Sewer Overflow (CSO) Tanner Creek Basin Project, daylight Tanner Creek through the center of the District and construct a large focal basin connecting Tanner Creek with the Willamette River to provide a tangible amenity that distinguishes the River District.

**Policy 17K:** Contribute to the efficiency of urban living with development density, diversity of land use, and quality of design that will result in significant savings in the infrastructure costs of transportation, water, sewer, electricity, communications and natural gas.

### **C. Prosperous Portland**

The document, Prosperous Portland, was adopted by the Portland City Council on September 21, 1994 as an addition to the Economic Development Policy, one of the twelve elements of the Portland Comprehensive Plan. The policies which are most relevant the River District Urban Renewal Plan are:

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

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

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

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

**Strategy 15D:** The City of Portland will work closely with Tri-Met and other public agencies to develop transit facilities and services that connect residential communities with work sites and an integrated circulator system connecting light rail and the bus mall with business districts.

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

**XI. LAND USE PLAN**

Land use within the Area is governed by the City of Portland’s Comprehensive Plan and implementing ordinances. Any adopted change in the Comprehensive Plan or implementing ordinance shall automatically amend Section XI. of this Urban Renewal Plan, as applicable, without the necessity of any further formal action. This Section XI. And Figure 2 (Comprehensive Plan and Zoning Designations) shall thereafter incorporate the relevant amendments, additions or deletions. On Figure 2 most areas have the same designation under the Comprehensive Plan Map and Zoning Map. Where the Comprehensive Plan designation differs from current zoning, it is shown in parentheses. To the extent this Section XI. and Figure 2 conflict with the Comprehensive Plan or Zoning Code, the Comprehensive Plan and Zoning Code shall govern.

**A. Comprehensive Plan and Zoning Designations**

The comprehensive plan and zoning designations (as defined within Title 33, Planning and Zoning Code of the City of Portland) which apply within the Area are shown in Figure 2 and are listed below. The underlying designations are modified when followed by small letters (e.g. d, g,) , as indicated below:

- CX Central Commercial
- EX Central Employment
- IG1 General Industrial - 1
- IH Heavy Industrial
- RX Central Residential
- RH High Density Residential
- d Design Overlay Zone
- g River Related

In addition to these zoning designations, the proposed River District Urban Renewal Plan area is within the zoning code’s Central City Plan District. The Plan further tailors the

provisions of the zoning code in ways tied to the implementation of the Central City and River District plans.

## **B. Additional Land Use Provisions**

The following are in addition to conditions, limitations or restrictions previously identified in this Section XI.

### 1. Plan and Design Review

The Commission shall facilitate coordination of regulatory procedures related to applications for land use approvals of all private and public development activities for which it provides financial assistance.

The Commission shall be notified of design review and conditional use permits requested within the Area. The Commission shall also be notified of proposed zoning and comprehensive plan changes and Historic Landmark designations requested within the Area.

Plan and Design Review of private and public development shall be as follows:

- (1) Within the Area, Plan and Design Review shall follow procedures established in Title 33, Planning and Zoning Code of the City of Portland
- (2) Redevelopers, as defined in this Plan, shall comply with the Redevelopers Obligations, Section VIII(B) of this Plan, which provides for supplementary plan and design review by the Commission.

### 2. Tanner Creek Park and Water Feature

The development of Tanner Creek to create a park will require a variety of permits by various agencies. The Commission will help facilitate the permits and any land use changes necessary to accomplish this project.

## **XII. PLAN FINANCING**

The Commission is authorized to finance the projects contained in the Plan using all legal sources of funding and specifically including funds raised under Article IX, Section 1c of the Oregon Constitution as authorized in Chapter 457 of Oregon Revised Statutes.

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

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

- Tax increment revenues, described in more detail below;
- Advances, loans, grants and any other form of financial assistance from the Federal, State or local governments or other public body;
- Loans, grants, dedications or other contributions from private developers and property owners; and
- any other source, public or private.

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

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

The Plan may be financed, in whole or in part, by funds allocated to the Commission as provided in section 1c, Article IX of the Oregon Constitution and ORS 457.420 through ORS 457.450. To the extent practical, the Commission shall seek a balance between revenues and expenditures of tax increment funds within each of the sectors of the Area north and south of Burnside Avenue.

### **C. Maximum Indebtedness**

The maximum indebtedness that may be issued or incurred under the Plan is \$224,780,350. No additional indebtedness would be incurred under the Plan when either (1) the maximum indebtedness amount is reached, (2) the urban renewal area no longer has indebtedness or any plan to incur indebtedness within the next year, or (3) on October 1, 2020, whichever comes first.

### **D. Prior Indebtedness**

Any indebtedness permitted by law and incurred by the Commission or the City of Portland in connection with the preparation of this Plan or prior planning efforts related to this Plan may be repaid from tax increment revenues from the Area when and if such funds are available.

## **XIII. AMENDMENTS TO THE PLAN**

This Plan may be reviewed and evaluated periodically, and may be amended as needed, in conformance with statutory requirements. All amendments to this Plan shall be made pursuant to the following procedures.

### **A. Substantial Amendments**

Substantial amendments shall require the notice, hearing and approval procedures required of the original plan by statute. Substantial amendments are defined as :

Adding land to the urban renewal area, except for an addition of land that totals not more than one percent of the existing area of the urban renewal area; or

Increasing the maximum amount of indebtedness (excluding bonded indebtedness issued to refinance or refund existing bonded indebtedness) to be issued under the Plan.

### **B. Minor Amendments Requiring Council Approval**

Amendments to the Plan defined in this section shall require approval by the Commission by Resolution and approval by the City Council by Ordinance. Such amendments are defined as:

Addition of a project substantially different from those identified in Section VI of the Plan or substantial modification of a project identified in Section VI if the addition or modification of the project requires an expenditure of over \$10 Million in 1998 dollars.

### **C. Other Minor Amendments**

Minor amendments other than those defined in Section XIII(C) shall require approval by the Commission by Resolution. Minor amendments include all amendments so defined within the text of the Plan (such as identifying property to be acquired by eminent domain for disposition and redevelopment), addition of a project substantially different from those identified in Section VI of the Plan or substantial modification of a project identified in Section VI if the addition or modification of the project requires an expenditure of over \$100,000 but less than \$10 Million in 1998 dollars and those amendments which are not substantial amendments or Council-approved amendments.