

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 Monohom	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

GeriLinn 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

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I. DEFINITIONS

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

Area: The properties and rights-of-way located within the Gresham Downtown/Civic Urban Renewal Area.

Agency: The Gresham Redevelopment Commission or GRDC.

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

City: The City of Gresham, Oregon.

City Council or Council: The Gresham City Council.

Community Development Plan: 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: Multnomah County, Oregon.

Frozen Base: 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: A plan, as it exists or is changed or modified from time to time, as provided in ORS 457.

GRDC: The Gresham Redevelopment Commission created under ORS 457.035 and 457.045.

Increment: 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: 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: 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: The official plan for the Gresham Downtown/Civic Urban Renewal Plan pursuant to ORS 457.

Plan Area: A blighted area included in the Gresham Downtown/Civic Urban Renewal Plan under ORS 457.010.

Planning Commission: The Gresham Planning Commission.

Project(s): Any work or undertaking carried out under the Gresham Downtown/Civic Urban Renewal Plan.

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

Revenue Sharing: 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: The funds allocated by the assessor to the GRDC due to increases in assessed value over the frozen base within the area.

Urban Renewal: The statutory authority provided in ORS 457.

Urban Renewal Area: 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: 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: Any work or undertaking carried out under ORS 457.170 in an urban renewal area.

Urban Renewal Report or Report: 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.

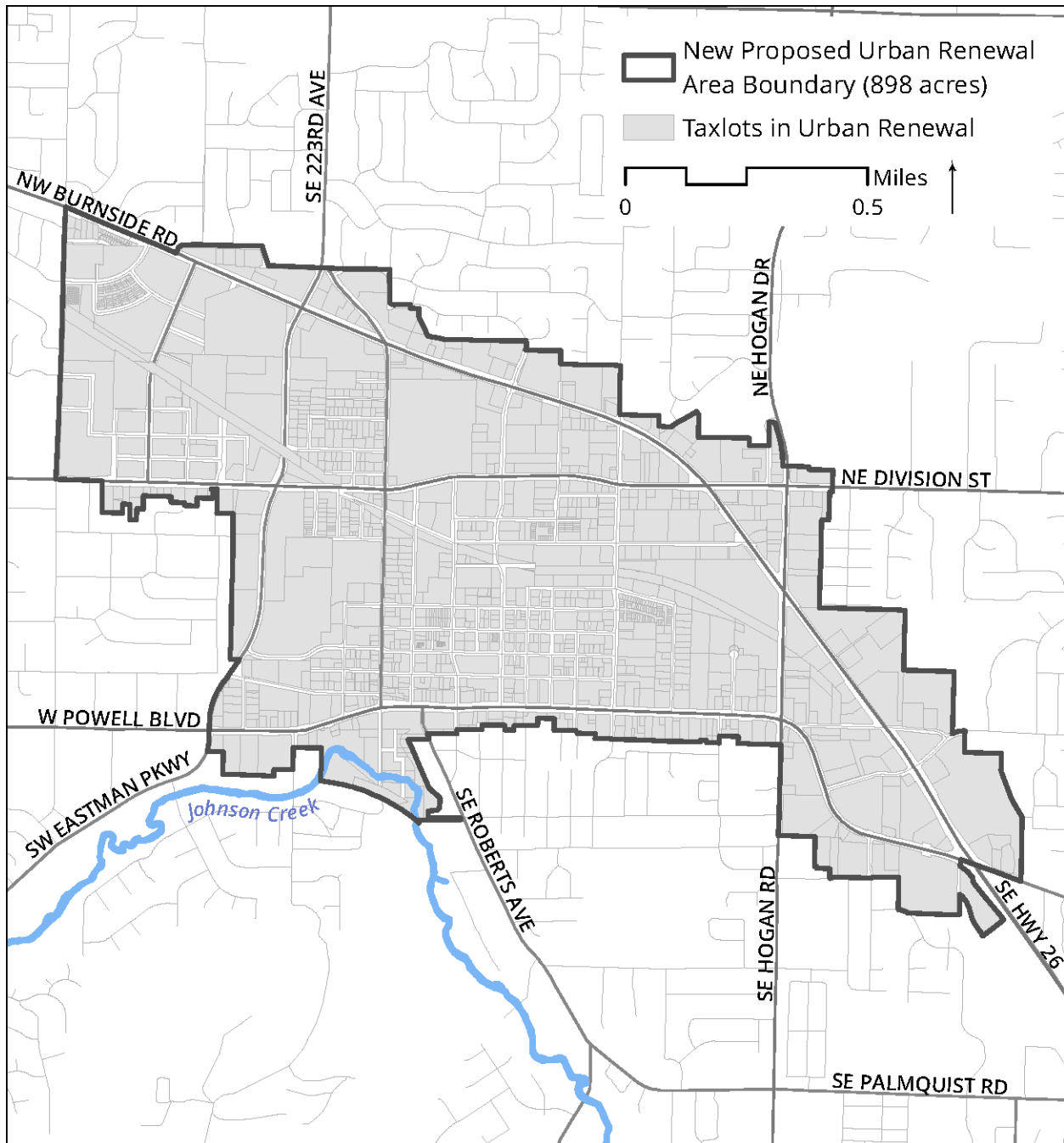
The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped, called blighted areas in ORS 457. These areas can have old or deteriorated buildings, public spaces that need improvements, streets and utilities in poor condition, a complete lack of streets 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. 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

PROJECT CATEGORY	GOALS
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 of 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 the 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:** Provide improvements to the Gresham Arts Plaza including wider internal paths to accommodate vendors, a 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 Road from Wallula Avenue to Eastman Parkway 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 Avenue to Eastman Parkway:** 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):** Enhance pedestrian streetscape amenities including street furniture, wide sidewalks, textured crosswalks, and decorative streetlights.
- 5) **Gresham Greenway Route 10 - Main Avenue to Hogan Road:** Enhance 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 Avenue to Cleveland Avenue:** 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 Boulevard and Hogan Drive/Road Intersection:** Widen Hogan Drive/Road 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 Parkway, Burnside Road & Main Avenue, Burnside Road & Kelly Avenue, and 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 Drive 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 Drive 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 Street 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 N Main Avenue 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 Avenue 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 Street and Cleveland Avenue: 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 Boulevard and Highway (Hwy.) 26 Pipe Improvements: This project provides capacity relief to the Powell Boulevard 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, the Gresham Development Code, and/or the Diversity Equity and Inclusion Statement

Amendments to the Gresham Community Development Plan including the Transportation System 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, and 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. 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 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.

Policies

- 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, and 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.

- 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, 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 Downtown Gresham, 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 1st 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 underserved 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.

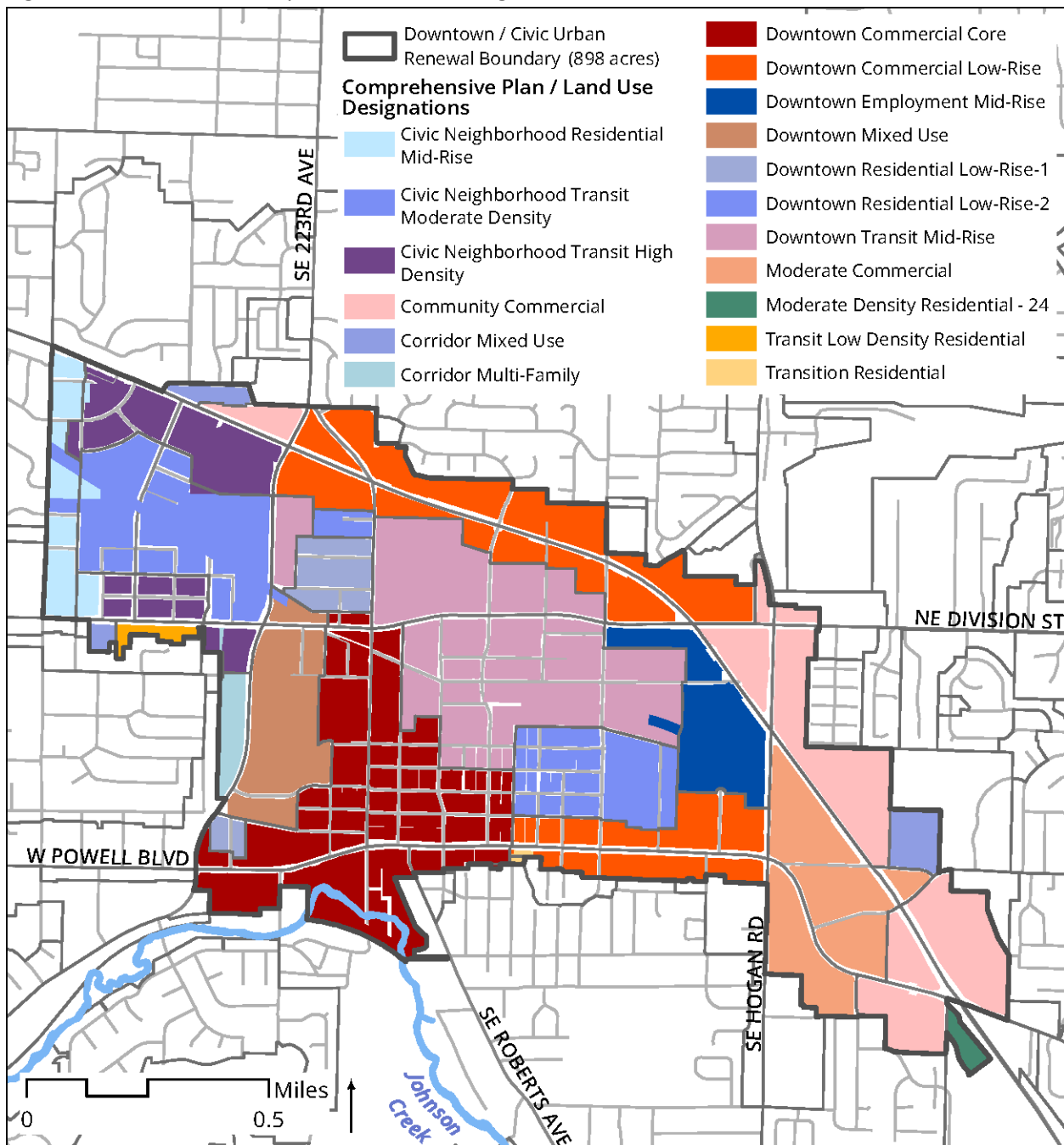
- Objective 7: Develop a transportation financing program.
- Action A. Adopt a funding strategy for the Transportation System Plan.
- Action C. Implement financial strategies such as a major street bond measure and transportation utility fee.

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



EXHIBIT A

City of Gresham

Downtown Civic Urban Renewal Area Description

Tracts of land and road rights-of-way, located in the Southwest One-Quarter of Section 2, Southwest and Southeast One-Quarters of Section 3, Northeast and Southeast One-Quarter of Section 4, Northeast and Southeast One-Quarters of Section 9, Northeast, Northwest, Southwest, and Southeast One-Quarters of Section 10, Northwest and Southwest One-Quarters of Section 11, Township 1 South, Range 3 East, Willamette Meridian, City of Gresham, Multnomah County, Oregon, and being more particularly described as follows:

Beginning at the southwest corner of Lot 11, Block 1 of "Sonco Estates", Multnomah County Plat Records, also being on the easterly line of Parcel 1 of Partition Plat No. 2021-027, Multnomah County Plat Records (Assessor's Map 1S.3E.11DB);

1. Thence along the easterly line of said Parcel 1 and the southerly extension thereof, Southerly 708 feet, more or less, to the centerline of SE Powell Valley Road (Assessor's Map 1S.3E.11CD);
2. Thence along said centerline and the centerline of SE Powel Boulevard, Westerly 701 feet, more or less, to the northerly extension of the westerly line of Document 2012-140861, Multnomah County Deed Records (Assessor's Map 1S.3E.11CD);
3. Thence along said northerly extension, Southerly 60 feet, more or less, to the southwesterly right-of-way line of SE Orient Drive (US Highway 26) (Assessor's Map 1S.3E.11CD);
4. Thence along said southwesterly right-of-way line, Southeasterly 768 feet, more or less, to the southeasterly line of said Deed (Assessor's Map 1S.3E.11CD);
5. Thence along said southeasterly line, Southwesterly 293 feet, more or less, to the southwesterly line of said Deed (Assessor's Map 1S.3E.11CD);
6. Thence along said southwesterly line, Northwesterly 583 feet, more or less, to the west line of Document Number 99125474, Multnomah County Deed Records (Assessor's Map 1S.3E.11CD);
7. Thence along said west line, Southerly 281 feet, more or less, to the southwest corner of said Deed (Assessor's Map 1S.3E.11CD);
8. Thence leaving said southwest corner, Westerly 32 feet, more or less, to the southeast corner of Document Number 2022-034708, Multnomah County Deed Records (Assessor's Map 1S.3E.11CD);
9. Thence along the south line of said Deed and the westerly extension thereof, Westerly 531 feet, more or less, to the centerline of SE 7th Street (Assessor's Map 1S.3E.11CD);
10. Thence along said centerline, Westerly 113 feet, more or less, to the southerly extension of the east line of Document Number 2016-095605, Multnomah County Deed Records (Assessor's Map 1S.3E.11CC);
11. Thence along said southerly extension and the east line of said Deed, Northerly 353 feet, more or less, to the north line of said Deed (Assessor's Map 1S.3E.11CC);

12. Thence along said north line and the westerly extension thereof, Westerly 301 feet, more or less, to the centerline of SE Rene Avenue (Assessor's Map 1S.3E.11CC);
13. Thence along said centerline, Southerly 11 feet, more or less, to the centerline of SE 6th Street (Assessor's Map 1S.3E.11CC);
14. Thence along said centerline, Westerly 466 feet, more or less, to the southerly extension of the east line of Document Number 2018-019709, Multnomah County Deed Records (Assessor's Map 1S.3E.11CC);
15. Thence along said southerly extension and the east line of said Deed, Northerly 103 feet, more or less, to the north line of said Deed (Assessor's Map 1S.3E.11CC);
16. Thence along said north line, Westerly 139 feet, more or less, to the easterly line of Document Number 2022-033604, Multnomah County Deed Records (Assessor's Map 1S.3E.11CC);
17. Thence along said easterly line, Northerly 368 feet, more or less, to the north line of said Deed (Assessor's Map 1S.3E.11CC);
18. Thence along said north line and the westerly extension thereof, Westerly 402 feet, more or less, to the centerline of SE Hogan Road (Assessor's Map 1S.3E.10DA);
19. Thence along said centerline, Northerly 988 feet, more or less, to the easterly extension of the south line of Lot 20 of "Shoemaker's Addition", Multnomah County Plat Records (Assessor's Map 1S.3E.10DA);
20. Thence along said easterly extension and the south line of said Lot 20 and the westerly extension thereof, Westerly 455 feet, more or less, to the east line of Document Number 2022-035571, Multnomah County Deed Records (Assessor's Map 1S.3E.10DA);
21. Thence along said east line, Northerly 75 feet, more or less, to the north line of said Deed (Assessor's Map 1S.3E.10DA);
22. Thence along said north line and the westerly extension thereof, Westerly 205 feet, more or less, to the centerline of SE Vista Avenue (Assessor's Map 1S.3E.10DA);
23. Thence along said centerline, Southerly 75 feet, more or less, to the easterly extension of the south line of Lot 10 of said "Shoemaker's Addition" (Assessor's Map 1S.3E.10DA);
24. Thence along said easterly extension and the south line of said Lot 10 and the westerly extension thereof, Westerly 140 feet, more or less, to the east line of Lot 1 of "Dar-Mae", Multnomah County Plat Records (Assessor's Map 1S.3E.10DA);
25. Thence along said east line, Northerly 25 feet, more or less, to the north line of said Lot 1 (Assessor's Map 1S.3E.10DA);
26. Thence along said north line, Westerly 65 feet, more or less, to the east line of Lot 7 of said "Shoemaker's Addition" (Assessor's Map 1S.3E.10DA);
27. Thence along said east line, Southerly 25 feet, more or less, to the south line of said Lot 7 (Assessor's Map 1S.3E.10DA);
28. Thence along said south line and the westerly extension thereof, Westerly 1,150 feet, more or less, to the east line of Document Number 2011-139265, Multnomah County Deed Records (Assessor's Map 1S.3E.10DB);
29. Thence along said east line, Northerly 52 feet, more or less, to the north line of said Deed (Assessor's Map 1S.3E.10DB);
30. Thence along said north line and the westerly extension thereof, Westerly 200 feet, more or less, to the centerline of SE Juniper Avenue (Assessor's Map 1S.3E.10DB);

31. Thence leaving said centerline, Northwesterly 34 feet, more or less, to the intersection of the northerly extension of the west right-of-way line of SE Juniper Avenue and the centerline of SE 1st Street (Assessor's Map 1S.3E.10DB);
32. Thence along said centerline, Westerly 225 feet, more or less, to the southerly extension of the east line of Document Number 2022-056858, Multnomah County Deed Records (Assessor's Map 1S.3E.10DB);
33. Thence along said southerly extension and the east line of said Deed, Northerly 125 feet, more or less, to the south line of Document Number 2003-298906, Multnomah County Deed Records (Assessor's Map 1S.3E.10DB);
34. Thence along said south line, Westerly 77 feet, more or less, to the easterly line of Document Number 2023-024470, Multnomah County Deed Records (Assessor's Map 1S.3E.10BD);
35. Thence along said easterly line, Southwesterly 187 feet, more or less, to the south line of the James Powell Donation Land Claim (D.L.C.) No. 58 (Assessor's Map 1S.3E.10BD);
36. Thence along said south line, Westerly 259 feet, more or less, to the east line of Lot 14, Block B1 of "Thompson's Addition to Gresham", Multnomah County Plat Records (Assessor's Map 1S.3E.10BD);
37. Thence along said east line, Southerly 50 feet, more or less, to the south line of said Lot 14 (Assessor's Map 1S.3E.10BD);
38. Thence along said south line, Westerly 100 feet, more or less, to the east right-of-way line of SE Kelly Avenue (Assessor's Map 1S.3E.10BD);
39. Thence along said east right-of-way line, Northerly 50 feet, more or less, to the north line of said plat (Assessor's Map 1S.3E.10BD);
40. Thence along said south line, Westerly 250 feet, more or less, to the east right-of-way line of SE Beech Avenue (Assessor's Map 1S.3E.10CA);
41. Thence along said east right-of-way line, Southerly 50 feet, more or less, to the easterly extension of the south line of Lot 1, Block B3 of said "Thompson's Addition to Gresham" (Assessor's Map 1S.3E.10CA);
42. Thence along said easterly extension and the south line of said Lot 1 and the westerly extension thereof, Westerly 275 feet, more or less, to the centerline of SE Hood Avenue (Assessor's Map 1S.3E.10CA);
43. Thence along said centerline, Southerly 50 feet, more or less, to the easterly extension of the south line of Lot 2, Block B4 of said "Thompson's Addition to Gresham" (Assessor's Map 1S.3E.10CA);
44. Thence along said easterly extension and the south line of said Lot 2 and the westerly extension thereof, Westerly 328 feet, more or less, to the centerline of SE Roberts Avenue (Assessor's Map 1S.3E.10CA);
45. Thence along said centerline, Southeasterly 62 feet, more or less, to the easterly extension of the south line of Lot 1, Block B1 of "Boone's Addition to Gresham", Multnomah County Plat Records (Assessor's Map 1S.3E.10CA);
46. Thence along said easterly extension and the south line of said Lot 1, Westerly 228 feet, more or less, to the easterly line of Document Number 71 64902, Multnomah County Deed Records (Assessor's Map 1S.3E.10CA);
47. Thence along said easterly line and the westerly line of Document Number 2004-208554, Multnomah County Deed Records, and the easterly line of Book 744, Page

- 693, Multnomah County Deed Records, Southeasterly 1,404 feet, more or less, to the southwesterly right-of-way line of SE Roberts Avenue (Assessor's Map 1S.3E.10CA);
48. Thence along said southwesterly right-of-way line, Southeasterly 27 feet, more or less, to the north line of Document Number 95 27195, Multnomah County Deed Records (Assessor's Map 1S.3E.10CA);
 49. Thence along said north line, Westerly 458 feet, more or less, to the northeasterly line of The Springwater Corridor (Assessor's Map 1S.3E.10CB);
 50. Thence along said northeasterly line, Northwesterly 1,214 feet, more or less, to the east line of "Escobar Cemetery", Multnomah County Plat Records (Assessor's Map 1S.3E.10CB);
 51. Thence along said east line and the east line of Document Number 98052181, Multnomah County Deed Records, Northerly 359 feet, more or less, to the north line of said Document Number 98052181 (Assessor's Map 1S.3E.10CB);
 52. Thence along said north line and the westerly extension thereof, Westerly 300 feet, more or less, to the centerline of SW Walters Drive (Assessor's Map 1S.3E.10CB);
 53. Thence along said centerline, Southerly 246 feet, more or less, to the easterly extension of the north line of "Gresham Cemetery", Multnomah County Plat Records (Assessor's Map 1S.3E.9DA);
 54. Thence along said easterly extension and the north line of said plat, Westerly 214 feet, more or less, to the west line of said plat (Assessor's Map 1S.3E.9DA);
 55. Thence along said west line, Southerly 73 feet, more or less, to the northerly line of said Springwater Corridor (Assessor's Map 1S.3E.9DA);
 56. Thence along said northerly line, Westerly 559 feet, more or less, to the east line of Document Number 2016-098185, Multnomah County Deed Records (Assessor's Map 1S.3E.9DA);
 57. Thence along said east line, Northerly 247 feet, more or less, to the north line of said Deed (Assessor's Map 1S.3E.9DA);
 58. Thence along said north line and the westerly extension thereof, Westerly 191 feet, more or less, to the centerline of SW Eastman Parkway (Assessor's Map 1S.3E.9AD);
 59. Thence along said centerline and the centerline of NW Eastman Parkway, Northerly 1,098 feet, more or less, to the easterly extension of the southerly line of Lot 27, Block 2 of "Westfair-Addition" (Assessor's Map 1S.3E.9AD);
 60. Thence along said easterly extension, Westerly 98 feet, more or less, to the east line of said Lot 27 (Assessor's Map 1S.3E.9AD);
 61. Thence along said east line and the northerly extension thereof and the west line of Block 3 of said plat, Northerly 1,588 feet, more or less, to the south line of Document Number 2012-164412, Multnomah County Deed Records (Assessor's Map 1S.3E.9AA);
 62. Thence along said south line, Westerly 178 feet, more or less, to the east right-of-way line of NW Norman Avenue (Assessor's Map 1S.3E.9AA);
 63. Thence along said east right-of-way line, Northerly 264 feet, more or less, to the south right-of-way line of NW Division Street (Assessor's Map 1S.3E.9AA);
 64. Thence along said south right-of-way line, Westerly 66 feet, more or less, to the west right-of-way of NW Norman Avenue (Assessor's Map 1S.3E.9AA);
 65. Thence along said west right-of-way line, Southerly 110 feet, more or less, to the north right-of-way line of NW 9th Terrace (Assessor's Map 1S.3E.9AA);

66. Thence along said north right-of-way line, Westerly 168 feet, more or less, to the east line of Lot 14 of "Cascade View Acres", Multnomah County Plat Records (Assessor's Map 1S.3E.9AA);
67. Thence along said east line, Southerly 86 feet, more or less, to the northerly line of Block 2 of "Vanir Estates", Multnomah County Plat Records (Assessor's Map 1S.3E.9AA);
68. Thence along said northerly line, Westerly 316 feet, more or less, to the east line of Lot 11 of said Block 2 (Assessor's Map 1S.3E.9AB);
69. Thence along said east line, Northerly 86 feet, more or less, to the north line of said Lot 11 (Assessor's Map 1S.3E.9AB);
70. Thence along said north line and the westerly extension thereof, Westerly 300 feet, more or less, to the west line of said Block 2 (Assessor's Map 1S.3E.9AB);
71. Thence along said west line, Southerly 145 feet, more or less, to the south line of Parcel I of Document Number 2019-122682, Multnomah County Deed Records (Assessor's Map 1S.3E.9AB);
72. Thence along said south line, Westerly 75 feet, more or less, to the east line of Parcel II of said Deed (Assessor's Map 1S.3E.9AB);
73. Thence along said east line, Southerly 122 feet, more or less, to the south line of said Parcel II (Assessor's Map 1S.3E.9AB);
74. Thence along said south line, Westerly 75 feet, more or less, to the east line of Lot 9 of said "Cascade View Acres" (Assessor's Map 1S.3E.9AB);
75. Thence along said east line, Northerly 172 feet, more or less, to the south line of Document Number 2023-001125, Multnomah County Deed Records (Assessor's Map 1S.3E.9AB);
76. Thence along said south line, Westerly 75 feet, more or less, to the east line of Document Number 2000-016756, Multnomah County Deed Records (Assessor's Map 1S.3E.9AB);
77. Thence along said east line, Southerly 100 feet, more or less, to the south line of said Deed (Assessor's Map 1S.3E.9AB);
78. Thence along said south line and the south line of Document Number 2016-133156, Multnomah County Deed Records, Westerly 225 feet, more or less, to the west line of Lot 8 of said "Cascade View Acres" (Assessor's Map 1S.3E.9AB);
79. Thence along said west line and the northerly extension thereof, Northerly 335 feet, more or less, to the centerline of NW Division Street (Assessor's Map 1S.3E.9AB);
80. Thence along said centerline, Westerly 504 feet, more or less, to the centerline of NW Wallula Avenue (Assessor's Map 1S.3E.9AB);
81. Thence along said centerline, Northerly 2,964 feet, more or less, to the centerline of NW Burnside Road (Assessor's Map 1S.3E.4AC);
82. Thence along said centerline, Southeasterly 1,315 feet, more or less, to the as-traveled centerline of NW Fariss Road (Assessor's Map 1S.3E.4DB);
83. Thence along said as-traveled centerline, Northerly 145 feet, more or less, to the centerline of NW Fariss Road (County Road No. 4455) (Assessor's Map 1S.3E.4AD);
84. Thence along said centerline, Easterly 1,751 feet, more or less, to the end of said NW Fariss Road (County Road No. 4455), also being the intersection of the centerlines of County Road No. 3807 and County Road No. 600 (Assessor's Map 1S.3E.3CB);

85. Thence along the centerline of said County Road No. 600, Easterly 664 feet, more or less, to the centerline of N Main Street (Assessor's Map 1S.3E.3CB);
86. Thence continuing along said County Road No. 600 centerline, Southerly 382 feet, more or less, to the centerline of NE 18th Street (Assessor's Map 1S.3E.3CB);
87. Thence along said centerline, Easterly 233 feet, more or less, to the southerly extension of the westerly right-of-way line of NE Roberts Avenue (Assessor's Map 1S.3E.3CB);
88. Thence along said southerly extension, Southerly 30 feet, more or less, to the southerly right-of-way line of NE 18th Street (Assessor's Map 1S.3E.3CB);
89. Thence along said southerly right-of-way line, Easterly 97 feet, more or less, to the westerly line of Block 3 of "Wy East", Multnomah County Plat Records (Assessor's Map 1S.3E.3CB);
90. Thence along said westerly line, Southerly 319 feet, more or less, to the southerly line of said Block 3 (Assessor's Map 1S.3E.3CB);
91. Thence along said southerly line and the easterly extension thereof, Easterly 1,079 feet, more or less, to the centerline of NE Kelly Avenue (Assessor's Map 1S.3E.3CA);
92. Thence along said centerline, Southerly 102 feet, more or less, to the westerly extension of the south line of Block 2 of said "Wy East" (Assessor's Map 1S.3E.3CA);
93. Thence along said westerly extension and the south line of said Block 2, Easterly 382 feet, more or less, to the west line of Block 2 of "Tiara – Fractional Blocks 2 & 3", Multnomah County Plat Records (Assessor's Map 1S.3E.3DB);
94. Thence along said west line, Southerly 145 feet, more or less, to the south line of said Block 2 (Assessor's Map 1S.3E.3DB);
95. Thence along said south line and the easterly extension thereof, Easterly 657 feet, more or less, to the centerline of NE Cleveland Avenue (Assessor's Map 1S.3E.3DB);
96. Thence along said centerline, Southerly 537 feet, more or less, to the westerly extension of the south line of Lot 18, Block A of "Cleveland Add.", Multnomah County Plat Records (Assessor's Map 1S.3E.3DC);
97. Thence along said westerly extension and the south line of said Lot 18, Easterly 431 feet, more or less, to the west line of Block 2 of "Aldercreek", Multnomah County Plat Records (Assessor's Map 1S.3E.3DD);
98. Thence along said west line, Southerly 112 feet, more or less, to the north line of Parcel III of Document Number 2016-152806, Multnomah County Deed Records (Assessor's Map 1S.3E.3DD);
99. Thence along said north line, Easterly 126 feet, more or less, to the southeasterly line of said Block 2 (Assessor's Map 1S.3E.3DD);
100. Thence along said southeasterly line, Northeasterly 328 feet, more or less, to the westerly line of Document Number 2006-036013, Multnomah County Deed Records (Assessor's Map 1S.3E.3DD);
101. Thence along said westerly line, Southerly 288 feet, more or less, to the southerly line of said Deed (Assessor's Map 1S.3E.3DD);
102. Thence along said southerly line and the easterly extension thereof, Easterly 857 feet, more or less, to the centerline of NE Hogan Place (Assessor's Map 1S.3E.3DD);
103. Thence along said centerline, Northerly 255 feet, more or less, to the westerly extension of the northerly line of Document Number 2022-111178, Multnomah County Deed Records (Assessor's Map 1S.3E.3DD);

104. Thence along said westerly extension and the northerly line of said Deed, Easterly 45 feet, more or less, to the westerly right-of-way line of NE Hogan Drive (Assessor's Map 1S.3E.3DD);
105. Thence along said westerly right-of-way line, Southerly 495 feet, more or less, to the westerly extension of the north line of Book 1714, Page 1360, Multnomah County Deed Records (Assessor's Map 1S.3E.2C);
106. Thence along said westerly extension and the north line of said Book 1714, Page 1360, and the northerly line of Document Number 2004-200785, Multnomah County Records, Easterly 576 feet, more or less, to the east line of said Document Number 2004-200785 (Assessor's Map 1S.3E.2C);
107. Thence along said east line and the southerly extension thereof, Southerly 240 feet, more or less, to the south right-of-way line of NE Division Street (Assessor's Map 1S.3E.11BB);
108. Thence along said south right-of-way line, Westerly 31 feet, more or less, to the east line of Parcel I of Document Number 2018-029494, Multnomah County Deed Records (Assessor's Map 1S.3E.11BB);
109. Thence along said east line, Southerly 307 feet, more or less, to the south line of said Deed (Assessor's Map 1S.3E.11BB);
110. Thence along said south line, Westerly 78 feet, more or less, to the east line of Parcel III of said Deed (Assessor's Map 1S.3E.11BB);
111. Thence along said east line, and the east line of Parcel IV and Parcel V of said Deed and the east line of Document Number 2023-081010, Multnomah County Deed Records, and the east line of Document Number 2005-129345, Multnomah County Deed Records, Southerly 956 feet, more or less, to the north line of "Daniel Acres", Multnomah County Plat Records (Assessor's Map 1S.3E.11BC);
112. Thence along said north line, Easterly 937 feet, more or less, to the west line of Lot 20 of said plat (Assessor's Map 1S.3E.11BD);
113. Thence along said east line, Southerly 654 feet, more or less, to the north line of Lot 19 of said plat (Assessor's Map 1S.3E.11BD);
114. Thence along said north line and the north line of Lot 22 of said plat, Easterly 550 feet, more or less, to the east line of said Lot 22 (Assessor's Map 1S.3E.11BD);
115. Thence along said east line and the southerly extension thereof, Southerly 685 feet, more or less, to the centerline of SE First Street (Assessor's Map 1S.3E.11BD);
116. Thence along said centerline, Easterly 138 feet, more or less, to the northerly extension of the easterly line of Parcel 1 of Partition Plat 2021-027, Multnomah County Plat Records (Assessor's Map 1S.3E.11BD);
117. Thence along said northerly extension and the easterly line of said Parcel 1, Southeasterly 1,364 feet, more or less, to the Point of Beginning.

The above described tracts of land contain 892 acres, more or less.

11/22/2024

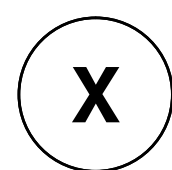
**REGISTERED
PROFESSIONAL
LAND SURVEYOR**

Michael S. Kalina

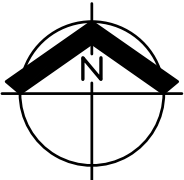
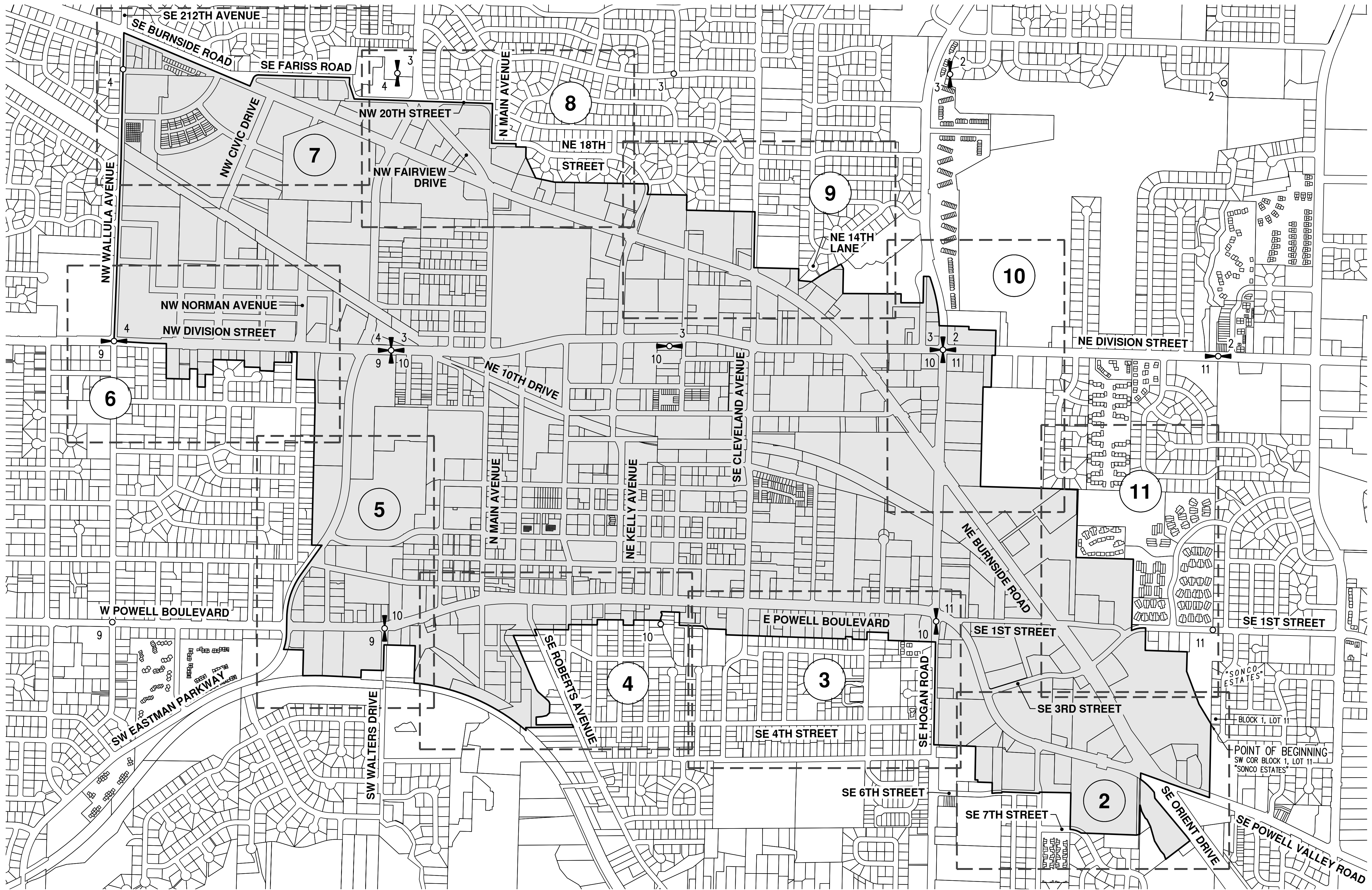
**OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS
RENEWS: 6/30/25**

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LEGEND



- SEE SHEET X



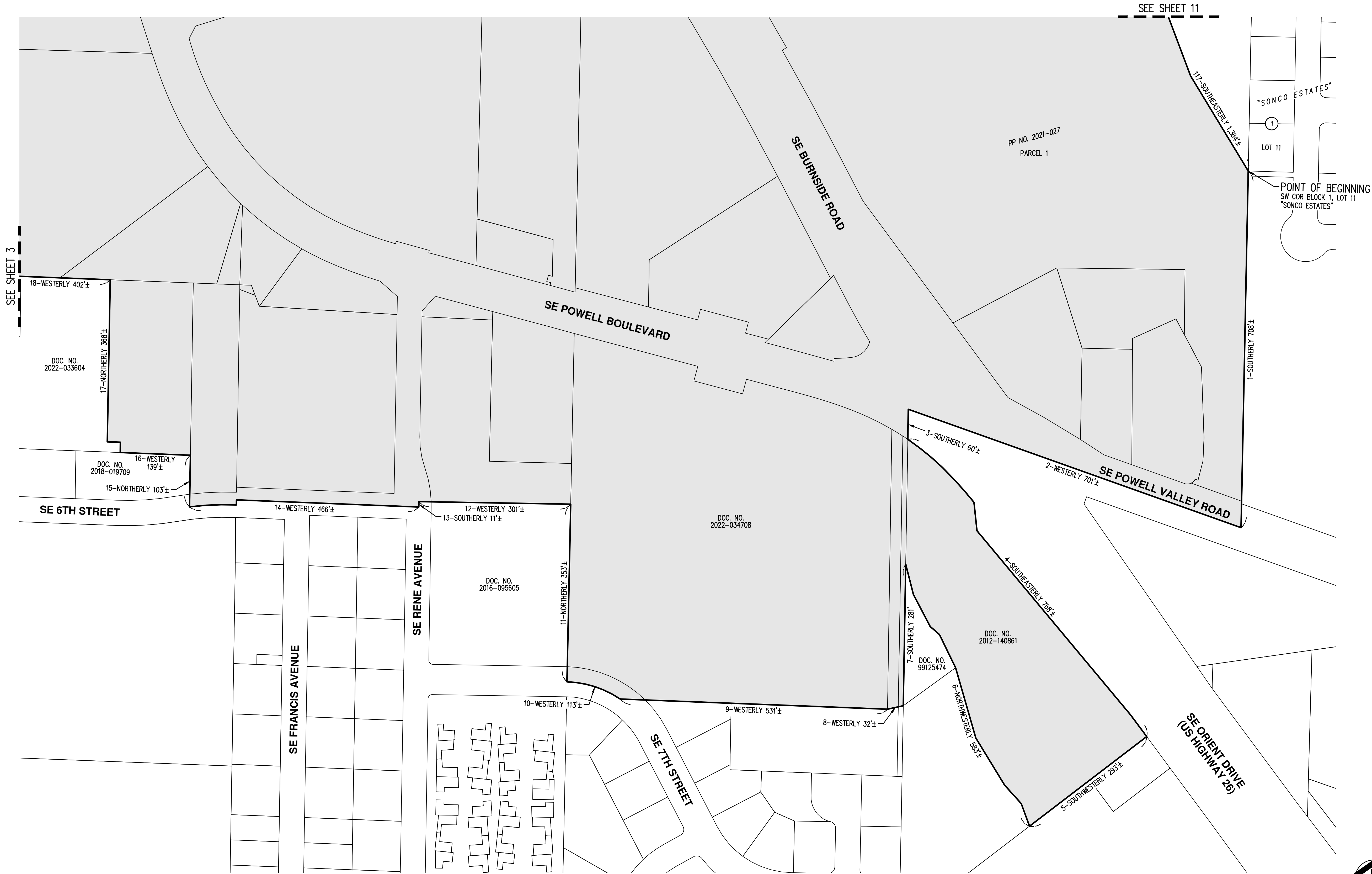
SCALE: 1"= 500 FEET
500 0 100 250 500
TOTAL AREA = 897 ACRES±

MAP OF URBAN
RENEWAL AREA
COVER SHEET

CITY OF GRESHAM
DOWNTOWN - CIVIC
URBAN RENEWAL AREA
GRESHAM
MULTNOMAH COUNTY OREGON

DESIGNED BY:	
DRAWN BY:	WCB
MANAGED BY:	MSK
CHECKED BY:	MSK
DATE:	11/22/2024
REGISTERED PROFESSIONAL LAND SURVEYOR	
OREGON JANUARY 12, 2016 MICHAEL S. KALINA 89558PLS RENEWS: 6/30/25	

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CITY OF GRESHAM
DOWNTOWN - CIVIC
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GRESHAM
MULTNOMAH COUNTY

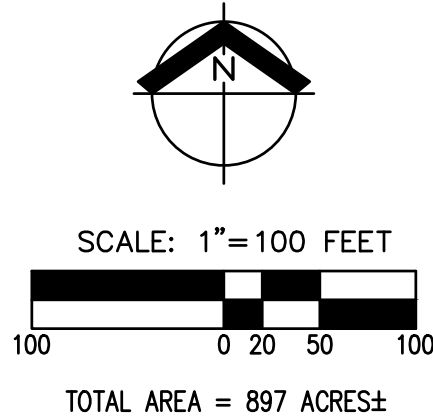
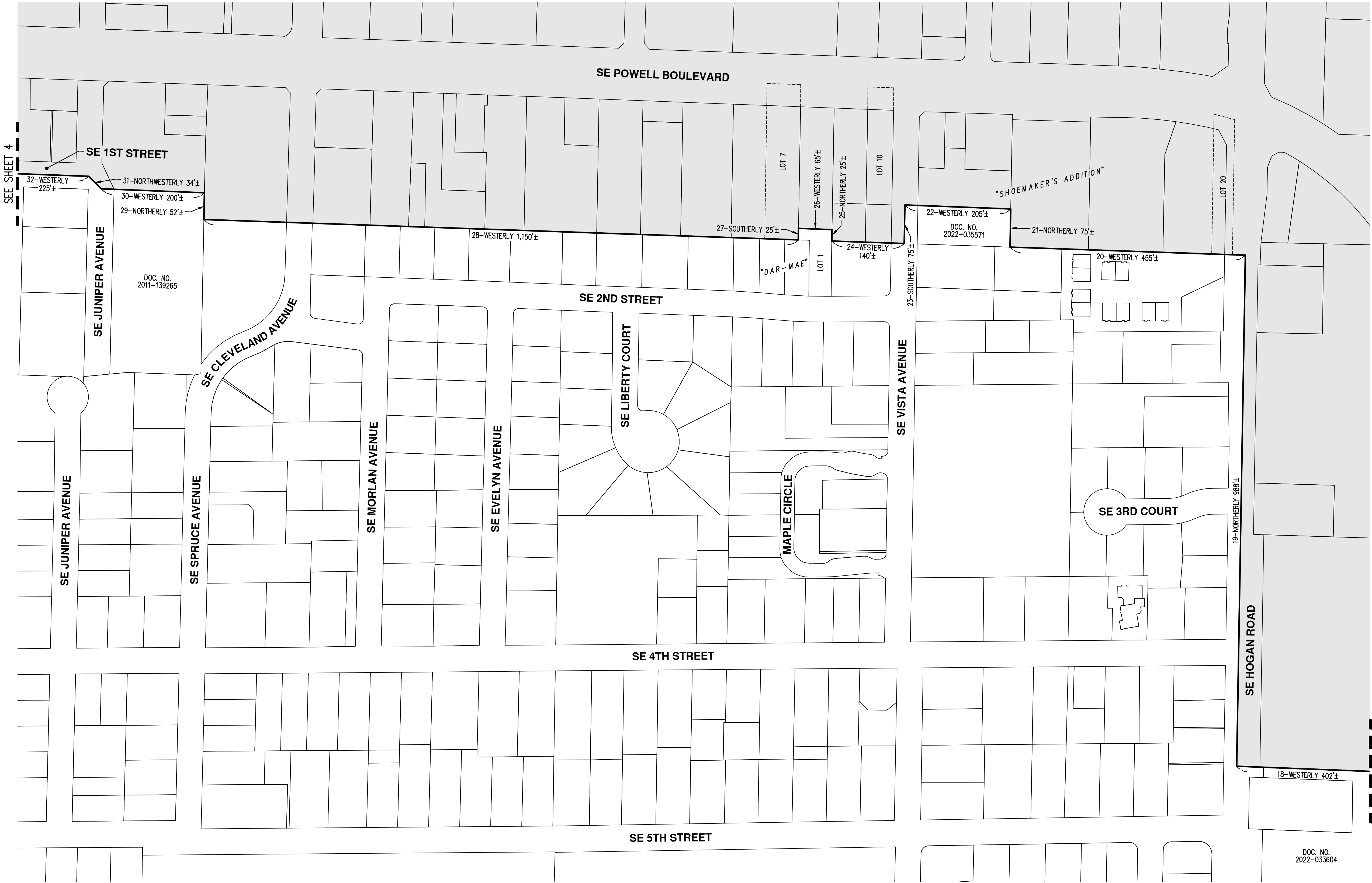
MAP OF URBAN
RENEWAL AREA

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MANAGED BY: MSK
CHECKED BY: MSK
DATE: 11/22/2024
REGISTERED
PROFESSIONAL
LAND SURVEYOR
Michael S. Kalina
OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
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RENEWS: 6/30/25

REVISIONS

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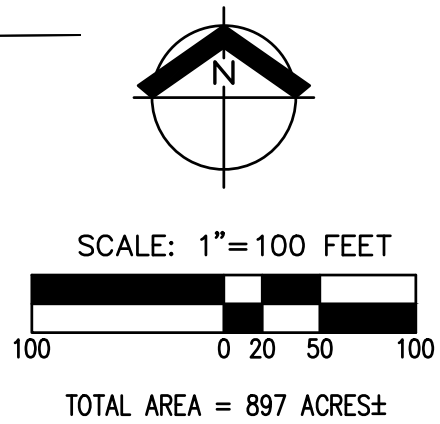


CITY OF GRESHAM
DOWNTOWN - CIVIC
URBAN RENEWAL AREA
GRESHAM
MULTNOMAH COUNTY

MAP OF URBAN
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MICHAEL S. KALINA	
89558PLS	
RENEWS: 6/30/25	

REVISIONS
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SHEET
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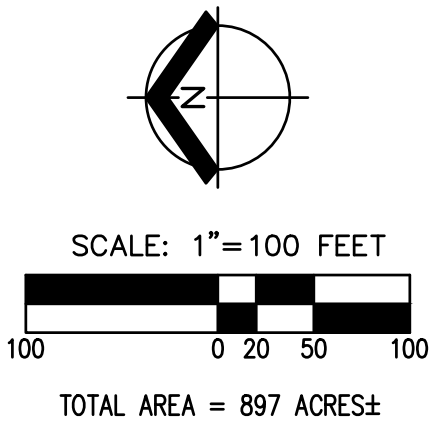
CITY OF GRESHAM
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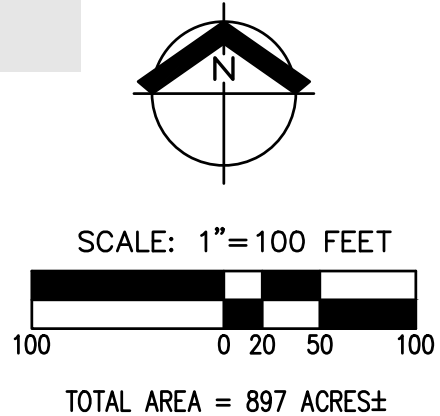


CITY OF GRESHAM
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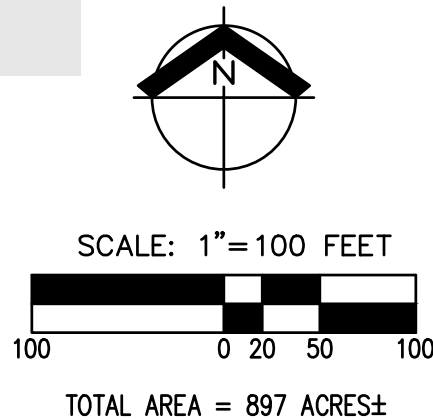


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CITY OF GRESHAM
DOWNTOWN - CIVIC
URBAN RENEWAL AREA
GRESHAM
MULTNOMAH COUNTY **OREGON**

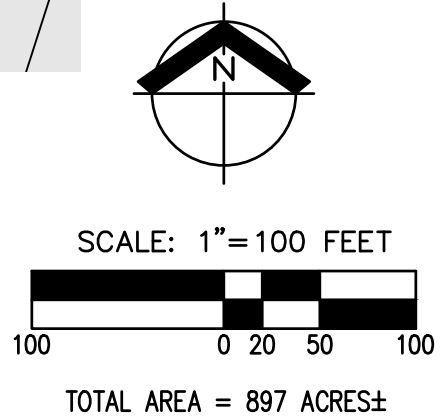
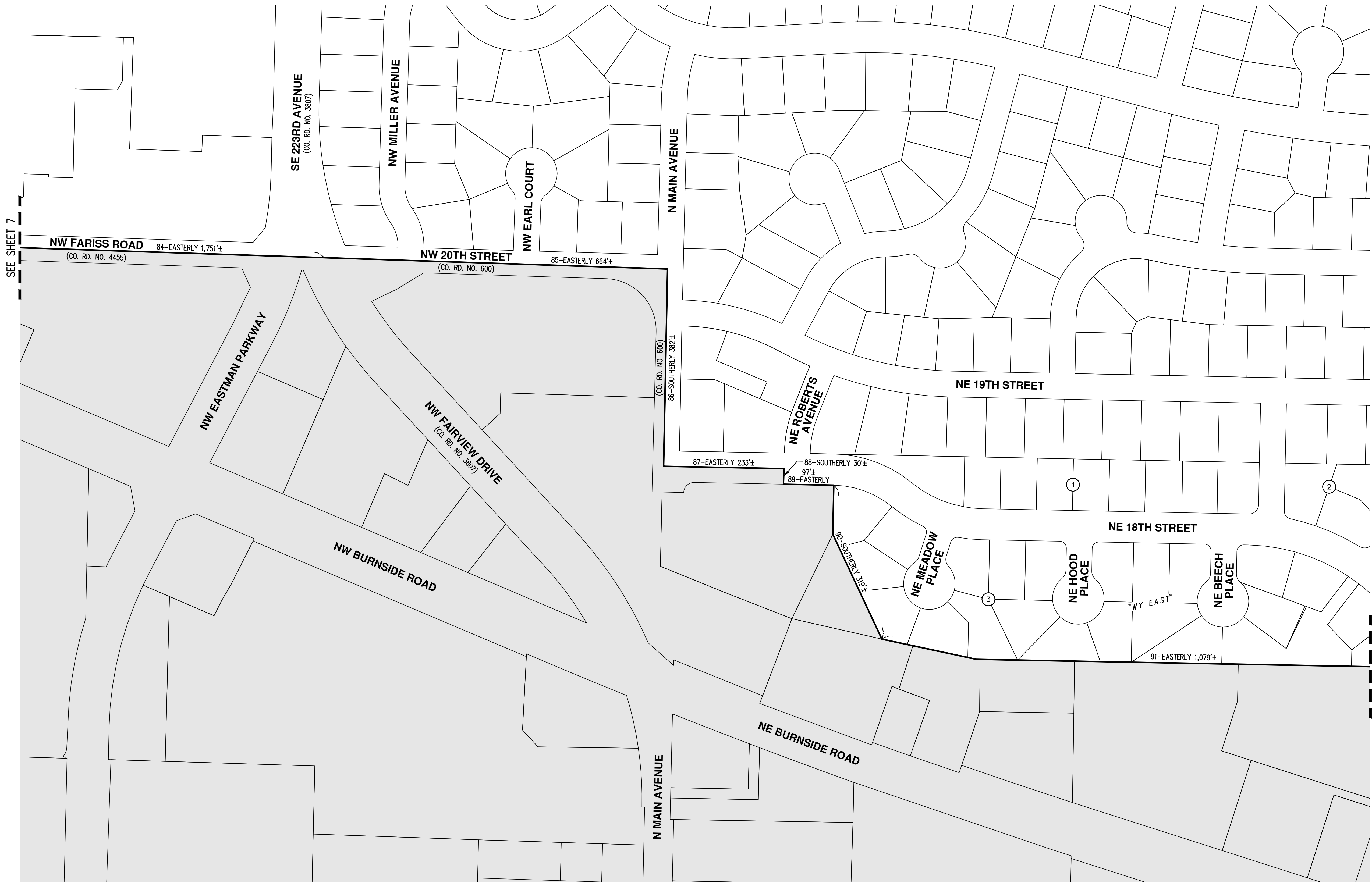
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RENEWS: 6/30/25

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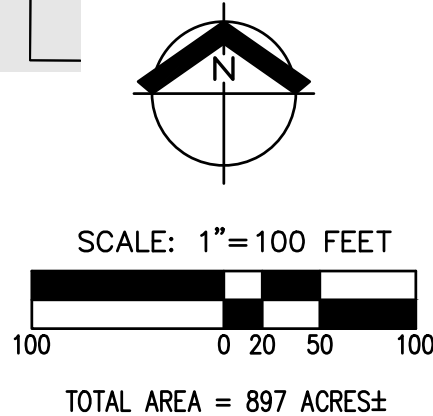
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AKS ENGINEERING & FORESTRY, LLC
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CITY OF GRESHAM
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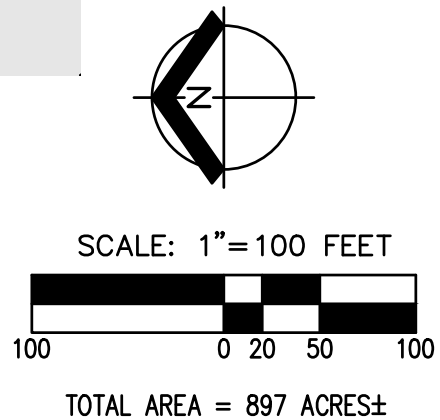
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CITY OF GRESHAM
DOWNTOWN - CIVIC
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