

# Report Accompanying the Gresham Downtown/Civic Urban Renewal Plan

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

Adopted by the City of Gresham

Date

Ordinance No.

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

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## **I. DEFINITIONS**

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

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

“Agency” is the Gresham Redevelopment Commission or GRDC.

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

“City” means the City of Gresham, Oregon.

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

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

“County” means Multnomah County, Oregon.

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

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

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

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

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

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

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

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

“Planning Commission” means the Gresham Planning Commission.

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

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

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

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

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

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

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

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

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

## II. INTRODUCTION

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

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

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

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

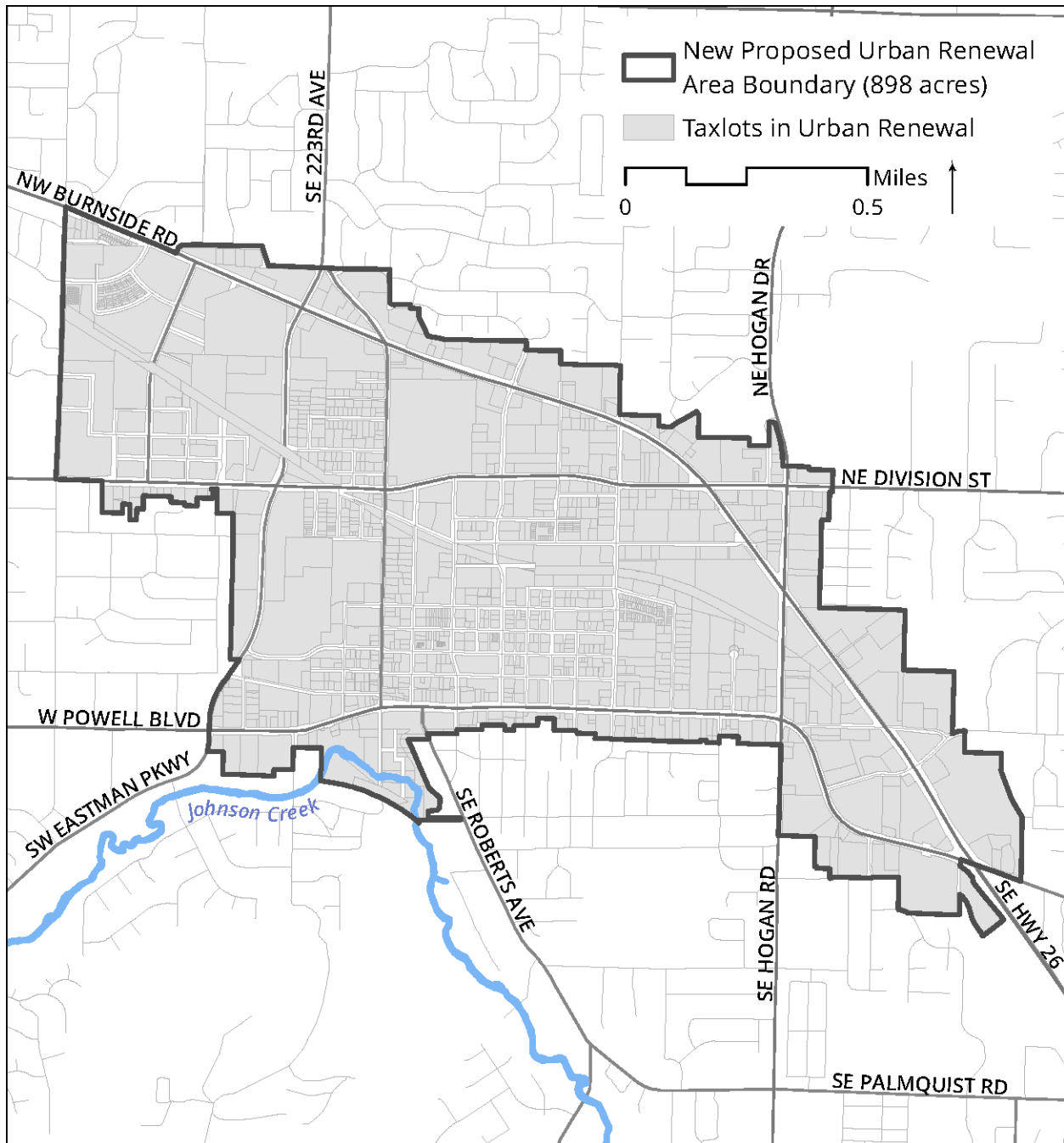
The Report provides guidance on how the Plan might be implemented. As the Gresham Redevelopment Commission (GRDC) reviews revenues and potential projects each year, it has the authority to make adjustments to the implementation assumptions in this Report. The GRDC may allocate budgets differently, adjust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

Table 1. Statutory References

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



Figure 1. Gresham Downtown/Civic Urban Renewal District Boundary



Source: Tiberius Solutions

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

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

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

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

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

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

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

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

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

EXISTING CONDITIONS:

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

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

- Restrooms: four single-use, accessible restrooms

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

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

#### EXISTING CONDITIONS:

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

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

#### EXISTING CONDITIONS:

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

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

#### EXISTING CONDITIONS:

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

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

#### EXISTING CONDITIONS:

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

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

#### EXISTING CONDITIONS:

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

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

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

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

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

EXISTING CONDITIONS:

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

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

EXISTING CONDITIONS:

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

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

EXISTING CONDITIONS:

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

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

#### EXISTING CONDITIONS:

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

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

#### EXISTING CONDITIONS:

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

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

#### EXISTING CONDITIONS:

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

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

#### EXISTING CONDITIONS:

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

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

#### EXISTING CONDITIONS:

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

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

#### EXISTING CONDITIONS:

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

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

**EXISTING CONDITIONS:**

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

***D. Utilities***

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

**EXISTING CONDITIONS:**

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

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

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

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

**EXISTING CONDITIONS:**

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

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

EXISTING CONDITIONS:

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

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

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

EXISTING CONDITIONS:

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

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

EXISTING CONDITIONS:

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

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

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

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

#### EXISTING CONDITIONS:

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

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

#### EXISTING CONDITIONS:

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



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

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

#### **EXISTING CONDITIONS:**

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

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

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

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

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

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

Source: Tiberius Solutions with input from the City of Gresham

## V. FINANCIAL ANALYSIS OF THE PLAN

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

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

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

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

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

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

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

Source: Tiberius Solutions

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

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

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

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

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

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

Source: Tiberius Solutions

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

Table 5. Projected Loan Amounts and Loan Terms

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

Source: Tiberius Solutions

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

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

Source: Tiberius Solutions

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

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

Source: Tiberius Solutions



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

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

Source: Tiberius Solutions

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

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

Source: Tiberius Solutions

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

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

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

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

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

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

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

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

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

Source: Tiberius Solutions

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

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

Source: Tiberius Solutions

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

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

Source: Tiberius Solutions

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

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

Source: Tiberius Solutions

## VIII. REVENUE SHARING

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

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

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

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

## IX. IMPACT OF THE TAX INCREMENT FINANCING

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

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

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

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



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

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

Source: Tiberius Solutions

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

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

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

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

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

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

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

Source: Tiberius Solutions

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

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

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

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

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

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

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

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

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

### **A. Physical Conditions**

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

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

Table 18. Land Use in the Area

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

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

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

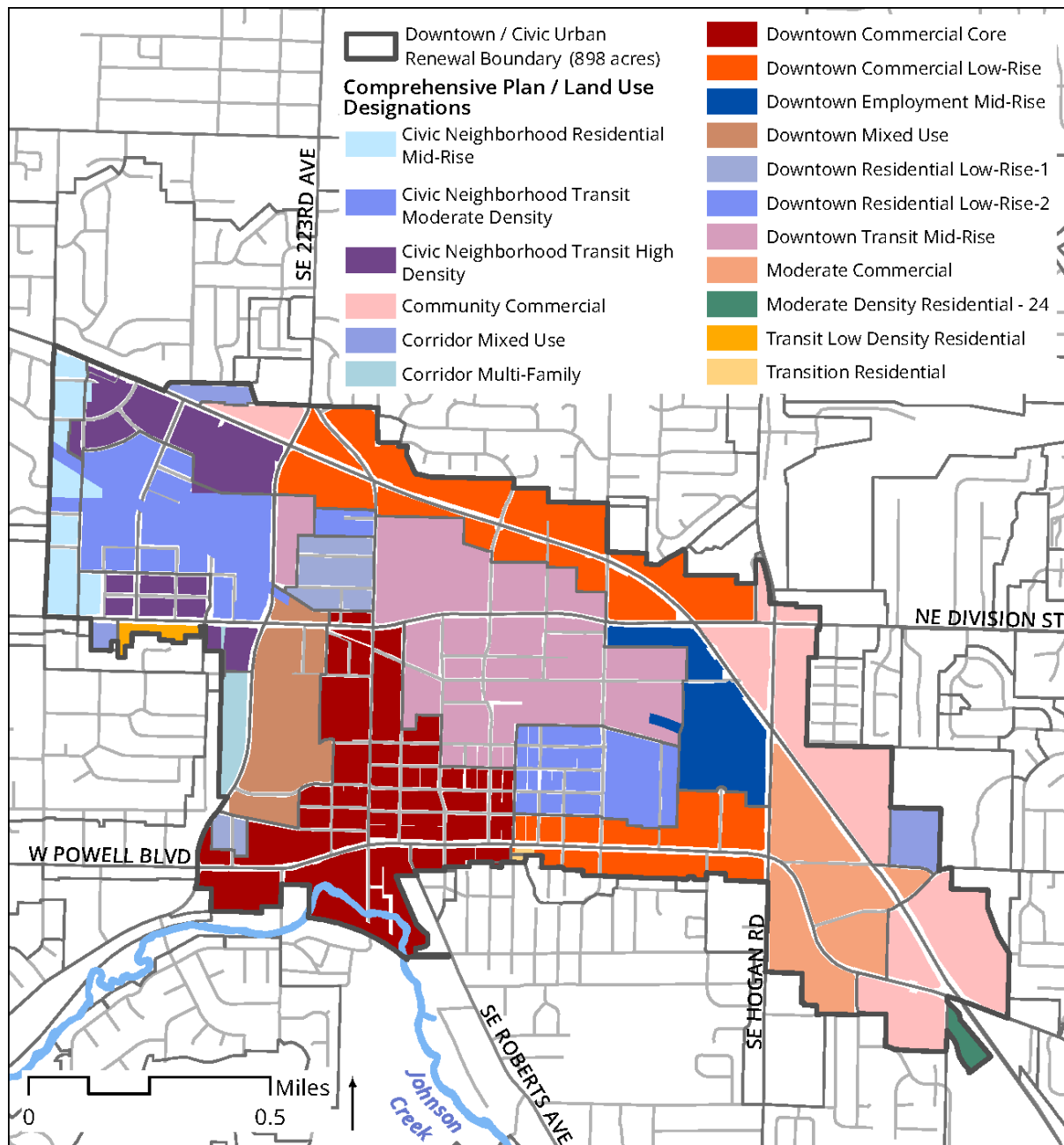
The Comprehensive Plan and land use designations in Gresham are the same. These designations are shown in Figure 2 and Table 19. The most prevalent comprehensive plan/land use designation by acreage in the Area is Downtown Transit Mid-Rise (16.63%). The second most prevalent comprehensive plan/land use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

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

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

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

Figure 2. Comprehensive Plan Designations



Source: Tiberius Solutions

## ***B. Infrastructure***

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

### **1) Transportation**

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



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

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

## 2) Water

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

## 3) Stormwater

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

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

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

#### 4) Sewer/wastewater

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

#### 5) Parks

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

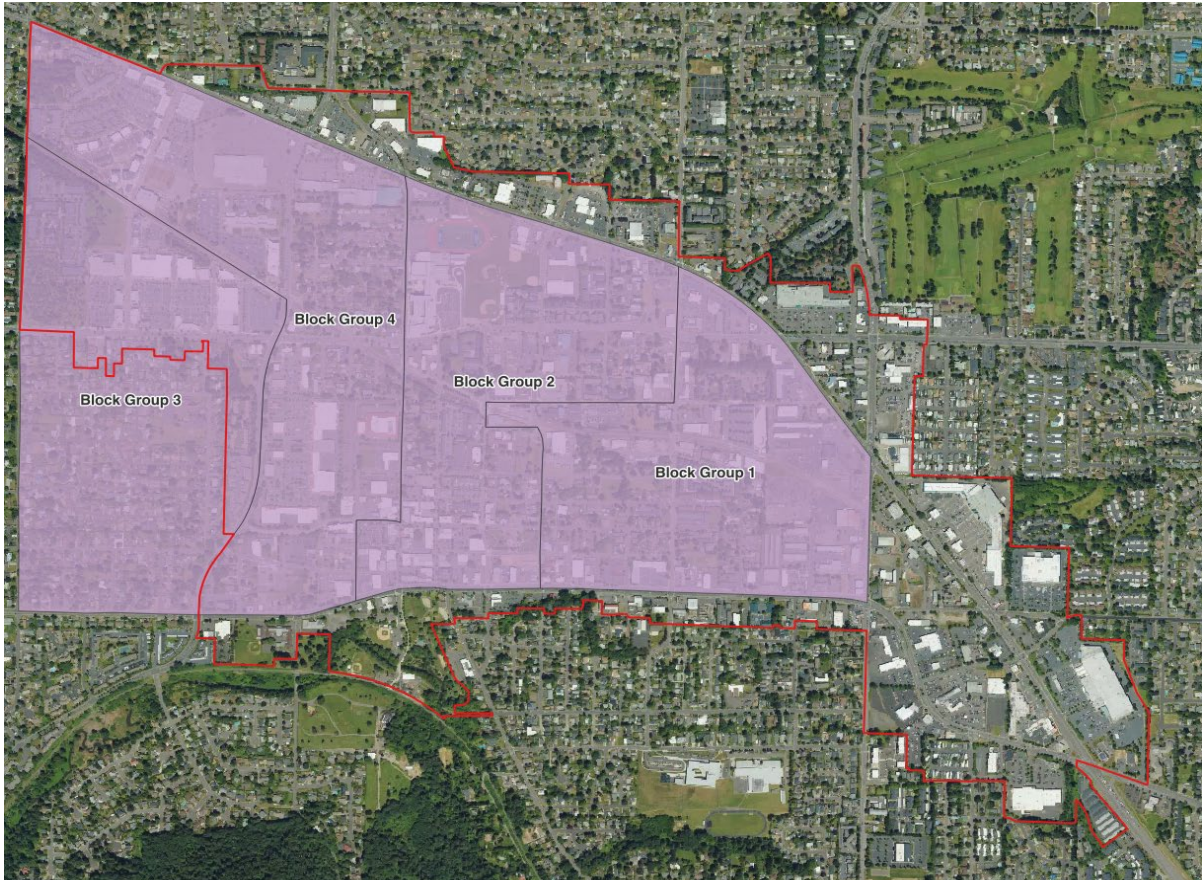
- Acquire land, master plan, design and construct an up to 2-acre neighborhood park in the Downtown plan boundary. CIP #722400
- Acquire land, master plan, design and construct an approximately 2- acre neighborhood park in the Downtown boundary east of Kelly Avenue. CIP # 72520

6) Natural Resources

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

### C. Social Conditions

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



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

Table 20 - Race in the Area

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

Source: American Community Survey 2016-2020 Five Year Estimates

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

Table 21. Hispanic or Latino Origin by Race

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

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

Table 22 - Age in the Area

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

Source: American Community Survey 2016-2020 Five Year Estimates

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

Table 23 - Educational Attainment in the Area

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

Source: American Community Survey 2016-2020 Five Year Estimates

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

Table 24 - Travel Time to Work in the Area

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

Source: American Community Survey 2016-2020 Five Year Estimates

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

Table 25 - Means of Transportation to Work in the Area

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

Source: American Community Survey 2016-2020 Five Year Estimates



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

Table 26. Household Income

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

Source: American Community Survey 2016-2020 Five Year Estimates

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

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

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

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

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

Table 27. Improvement to Land Ratios in the Area

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

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

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

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

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

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

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

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

## **XIII. RELOCATION REPORT**

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