



PLANNING COMMISSION MEETING

Tuesday, October 9, 2018, 6:30 PM

Fairview City Hall – Council Chambers, 2nd Floor
1300 NE Village Street, Fairview, OR 97024

MEETING AGENDA

1. **CALL TO ORDER:** 6:30 p.m.
2. **CITIZENS WISHING TO SPEAK ON NON-AGENDA ITEMS**
3. **PUBLIC HEARING – Legislative**
File Number 2018-61-TA
Sign Code Text Amendment Request from Meadow Outdoor Advertising
Summary: Meadow Outdoor Advertising is proposing a text amendment to Fairview Municipal Code (FMC) Chapter 19.170 Sign Regulations. Under the current code, new billboards and the reconstruction of existing billboards is prohibited. The text amendment would allow existing billboards that were legally constructed to be rebuilt on the same property in order to improve the structural and aesthetic nature of the signs. The proposed amendment would also allow the reconstructed billboards to be increased in height, up to not more than 40 ft. above the adjacent roadway. The proposed text amendment would apply to the three existing billboards in Fairview.
Applicable Fairview Municipal Code Criteria:
FMC 19.412 Description of Permit Procedures
FMC 19.413 Procedures
FMC 19.470 Land Use District Map & Text Amendments
FMC 19.205 Amendments
FMC 19.170 Sign Regulations
4. **BRIEFING ON DRAFT URBAN RENEWAL PLAN**
5. **COMMISSION AND STAFF UPDATES**
6. **TENTATIVE AGENDA**
7. **ADJOURNMENT**

NEXT PLANNING COMMISSION MEETING: TUESDAY, OCT. 23, 2018

Planning Commission hearings are broadcast live on Comcast Cable Channel 30 and Frontier FiOs Channel 38. Replays of the meeting are shown on Saturday at 12:30pm and Monday at 2:00pm following the original broadcast date. Meetings are also available for viewing on the MetroEast website. Further information is available on our web page at www.fairvieworegon.gov or by calling Devree Leymaster, City Recorder, 503-674-6224.

The meeting location is wheelchair accessible. A request for an interpreter for the hearing impaired or for other accommodations for person with disabilities should be made at least 48 hours before the meeting to: Devree Leymaster, 503-674-6224.



Planning Commission 2018 Meeting Schedule

Meetings are held the 2nd & 4th Tuesday of the month at 6:30 p.m.

Note: This schedule is subject to change. The Commission will receive updated schedules with meeting packets, and will be notified separately about any meeting cancellation due to lack of agenda items.

OCTOBER 9	
Hearings	2018-62-ZC Request by Meadow Outdoor Advertising for Development Code text amendment to FMC 19.170 Sign Regulations
Work Sessions	Briefing on Draft Urban Renewal Plan
OCTOBER 23	
Hearings	2018-62-DR 3025 NE 230 th Ave New build-to suit industrial manufacturing facility in Townsend Business Park 2018-48-MOD 1601 NE Market Drive Major Modification to previously approved South Market Square building (The Ceeley) to add a fourth story to the design
Work Sessions	Review and Vote on Urban Renewal Plan's conformance with Comprehensive Plan

Additional Meeting dates through end of 2018:

November 13

November 27

December 11

~~December 25~~ *No meeting due to holiday *

Future 2018 items to be scheduled:

Development Review – Type III + Type IV Land Use Hearings

Site Design Review Applications (Pending Completeness):

2018-37-DR* 22800 NE Marine Drive – Allwood Recycling Facility

2018-49-DR* 22929 NE Halsey Street – Halsey Commons: Mixed-use Apartment (9 units) and Commercial

2018-50-DR-S*	20939 & 20925 NE Halsey Street – Fairview Pkwy Residential/Commercial Mixed-Use Development & Subdivision
2018-51-DR*	22001 NE Halsey Street (NW corner of 223 rd) – Halsey Lofts: Mixed-Use Apartment and Commercial
2018-52-DR	East side of NE 223 rd between Sandy & Townsend Way – Mini Storage

** Notes applications seeking Planning Commission approval by the end of 2018 to take advantage of the Development Incentive Program*

Pre-Application Conferences Held/Expected to Submit Land Use Applications:

2018-20-Pre-App	North side of Sandy Blvd., East of 230 th – Light industrial development on 14-acre parcel
2018-42-Pre-App	New Fairview Public Works Shop
2018-53-Pre-App	Dean Hurford - Comp Plan Map Amendment, Zoning Map Amendment, and Development Code Text Amendments to re-zone 2 parcels on east side of NE 223 rd between Sandy & Townsend Way from General Industrial (GI) to Light Industrial (LI), to allow mini-storage.
2018-56-Pre-App	Cal Portland Re-Zone of River-Oriented Industrial from R/MF to GI (20601 NE Marine Drive)
2018-65-Pre-App	Comp Plan Map & Zoning Map amendment associated with lot line adjustment (20101 NE Interlachen)
2018-67-Pre-App	Townsend Building J Storage Building Replacement

Future 2018-2019 Legislative Amendments (Code, Comp Plan, Map) & Planning Projects

- Code improvement amendments (corrections, clarifications, organization)
- Halsey Corridor code amendment concepts (from DLCD grant work)



**PLANNING COMMISSION STAFF REPORT
TYPE IV TEXT AMENDMENT
FINDINGS AND STAFF RECOMMENDATION**

Date of Report: October 2, 2018

Staff Contact: Eric Rutledge, Associate Planner
rutledgee@ci.fairview.or.us
503-674-6205

Application Number: 2018-61-TA

Property Owner: Eastwinds Industrial Park, Inc.

Applicant: Meadow Outdoor Advertising

Site Address: 21414 NE Sandy Blvd (1N3E28AC -100)

Text Amendment also impacts 22820 NE Sandy Blvd (1N3E27B -1004) and 23012 NE Sandy Blvd (1N3E27B -1100).

Proposal: Amend Fairview Municipal Code (FMC) Chapter 19.170 Sign Regulations to allow legal, non-conforming billboards to be rebuilt on the same property in order to improve the structural and aesthetic nature of the signs.

Recommendation: Staff recommendation not provided for this application

Exhibits:

A. Application Materials

1. Applicant Narrative
2. Existing Conditions
3. Billboard Elevation Survey
4. ODOT Letter

- B. Background Materials**
 - 1. Map of Existing Billboards
 - 2. Nonconforming Sign Regulation Comparison
 - 3. Ordinance 08-1997

- C. Draft Ordinance**
 - 1. Ordinance 10-2018

- D. Planning Commission Findings**
(reserved for Council hearing)

- E. Minutes**
 - 1. Planning Commission Minutes 12/12/17

- F. Staff Reports**
(reserved for Council hearing)

I. NOTICES & REFERRALS

Application Date:	August 22, 2018
Application Deemed Complete:	September 5, 2018
Public Hearing Date:	October 9, 2018
Public Notice Date/Type:	September 7, 2018 – Notice mailed to property owners impacted by text amendment and affected governmental agencies
	September 17, 2018 – Notice mailed to property owners within 250 ft. of properties impacted by the text amendment
	September 18, 2018 – Notice in Gresham Outlook
	September 28, 2018 – Site posted
Referrals:	The Department of Land Conservation and Development (DLCD) and Metro were sent the

required 35-day notice of public hearing and draft amendments on September 5, 2018. 30-day notice was also sent to the Oregon Department of Transportation's Outdoor Advertising Sign Program.

II. APPLICABLE CRITERIA

- FMC 19.412 Description of Permit Procedures
- FMC 19.413 Procedures
- FMC 19.470 Land Use District Map & Text Amendments
- FMC 19.205 Amendments
- FMC 19.170 Sign Regulations

III. BACKGROUND AND SUMMARY OF ISSUES

Issue

The applicant, Meadow Outdoor Advertising, owns and operates a billboard located in the Eastwinds Industrial Park located at 21414 NE Sandy Blvd. The City's existing sign regulations prohibit the construction of new billboards and the reconstruction of existing billboards. The applicant is proposing an amendment to the City's sign regulations to allow legal, non-conforming billboards to be rebuilt on the same property under certain conditions.

The Planning Commission held a work session on December 12, 2017 to learn about the proposed amendment from the applicant and provide early feedback. The applicant has submitted a complete application in response to the feedback received at the work session (see minutes in Exhibit E1).

Existing Conditions

There are three existing billboards in Fairview, all on the I-84 Corridor (see Exhibit B1). The billboards range in height from 37 feet to 77 feet (height = top of sign face) and in size from 576 SF to 672 SF. All three signs were originally built in the 1970s and two of the signs were rebuilt in the 1990s.

Address / Property	Year Built or Rebuilt	Height (top of sign)	Dimensions	Zone
21414 NE Sandy / Eastwinds Industrial Park*	1975	37 ft.	576 SF	Corridor Commercial
22820 NE Sandy / Townsend	1995	77 ft.	560 SF	General Industrial
23012 NE Sandy / Townsend	1997	69 ft.	672 SF	Corridor Commercial

**Billboard owned by Meadow Outdoor Advertising (applicant)*



Photo 1: Billboard at 21414 NE Sandy Blvd (Eastwinds Industrial Park). The billboard is owned by the applicant. Photo taken from I-84, heading east-northeast.



Photo 2: Two billboards in view located at 22820 NE Sandy Blvd (left) and 23012 NE Sandy Blvd (right). Both properties owned by Townsend Farms. Photo taken from I-84 corridor, heading east-northeast.



Photo 3: Billboard at 23012 NE Sandy Blvd. Photo taken from I-84 corridor, heading east-northeast

Existing Sign Regulations

Signs and billboards within the City of Fairview are regulated by FMC 19.170 “Sign Regulations”. Billboards were first regulated in the City in 1997 by Ordinance 08-1997 (Exhibit B3). This ordinance prohibited the construction of new billboards and the replacement of existing billboards. Billboards that were legal when they were constructed can remain on-site and be maintained in reasonable repair. Billboards are defined as “a freestanding sign over 200 square feet and with display surface or surfaces primarily designed for the purpose of painting or posting a message thereon at periodic intervals”. The following sign code sections pertain to billboards:

FMC 19.170.050 Signing of nonconforming uses

- F. *Billboard Signs. Billboard signs existing at the effective date of the ordinance adopted July 10, 2010, shall be permitted to remain and be maintained in reasonable repair, but may not be replaced, relocated, enlarged, or otherwise structurally modified. Changes in message shall not affect nonconforming status.*

FMC 19.170.070 Hardship relief

- D. *Hardship relief for billboards displaced by public improvement projects may be requested from the planning commission and shall be processed in accordance with Chapter 19.520 FMC.*

FMC 19.170.100 Prohibited signs

- B. *Other Prohibited Signs. The following signs are identified as having unnecessary and adverse visual impact on the community:*
 - 4. *Billboard signs except as provided by FMC 19.170.050 and 19.170.070.*

Proposed Amendment

The applicant has proposed the following text amendment. Added text is underlined and ~~removed text is struckthrough~~.

FMC 19.170.050 Signing of nonconforming uses

- F. *Billboard Signs. Billboard signs existing at the effective date of the ordinance adopted July 10, 2010, shall be permitted to remain and be maintained in reasonable repair ~~but may not be replaced, relocated, enlarged, or otherwise structurally modified.~~ An existing billboard sign may be rebuilt on the same property, and may be modified to improve the structural or aesthetic nature of the signs, including altering the height to be not more than 40 feet above the adjacent roadway, if the following requirements are met:*

- a. The modified structure includes fewer supporting elements and so decrease the visual impact of the supporting structure; and
- b. The modification results in a smaller footprint on the ground.

Changes in message shall not affect nonconforming status.

Issues and Feedback on Proposed Amendment

A. Non-conforming Use

The City's existing sign regulations are intended to phase out all billboards over time. The three existing billboards are classified as 'non-conforming uses' under FMC Section 19.170.050. The purpose of this section is to allow existing, non-conforming billboards to be maintained in reasonable repair but not replaced, relocated, or enlarged. If an existing billboard is removed or structurally damaged, it may not be replaced.

This approach to non-conforming signs is consistent with regulations in other jurisdictions in Oregon (see Exhibit B2). By requiring conformance with current sign standards, the desired changes to the built environment will be accomplished over time. Under current standards, all billboards will be removed from the City over time, depending on factors such as the sign's structural integrity.

The proposed sign code amendment would allow three non-conforming billboards to be rebuilt on the same property indefinitely, until the code is amended otherwise. Allowing non-conforming signs or structures to be rebuilt in perpetuity is uncommon. Most codes require upgrades when the non-conforming structure is destroyed or redeveloped. Some codes are stricter, requiring non-conforming structures to be removed within a specific time (e.g. 6 months or 2 years after the code is changed).

B. Existing and Proposed Height Limits

The proposed text amendment would allow existing billboards to be rebuilt on the same property up to 40 ft. above the adjacent roadway. This would also provide the opportunity for other existing billboard owners to raise their signs between 6-10 ft., depending on their current height. A comparison of billboard heights allowed in other jurisdictions is provided in Exhibit B2. The table below summarizes existing and future height potential in Fairview.

Address / Property	Existing height above grade	Existing height above freeway grade	Allowed height above freeway grade	Change
21414 NE Sandy / Eastwinds Industrial Park	37 ft.	30 ft.	40 ft.	10 ft.
22820 NE Sandy / Townsend	77 ft.	31 ft.	40 ft.	9 ft.
23012 NE Sandy / Townsend	69 ft.	34 ft.	40 ft.	6 ft.

C. Sign Location

The proposed text amendment would allow existing billboards to be rebuilt on the same property up to 40 ft. above the adjacent roadway. All three billboards are located on properties with frontage on I-84 and NE Sandy Blvd. The billboards are currently located adjacent to I-84, advertising to drivers on the interstate (see Exhibit B1).

The proposed amendment would allow a billboard to be moved to the Sandy Blvd. frontage and raised 40 ft. above the adjacent roadway. Other freestanding signs are already allowed in the corridor, however, they are limited to 100 SF in sign face area. The existing billboards are between 560-672 SF. In order to prevent incompatible billboard signs being placed near NE Sandy Blvd, the staff recommendation is to allow billboards to be replaced only in their current location, and not elsewhere on the same property.



Photo 4: View of NE Sandy Blvd. heading east. The properties on the right (south) side of the street are the Townsend parcels with billboards.

D. Sign Structure Requirements

The proposed text amendment would require new billboard structures to include fewer supporting elements and have a smaller footprint on the ground than the structures they are replacing. While this standard would apply well when replacing the applicant's existing billboard with four posts, it may be problematic for the other two billboards that currently have a single metal pole support structure. The visual impact of the single metal poles is small and requiring a smaller footprint in the future may not be practicable. Staff feedback is to remove this language and allow billboard owners to use building techniques that are suitable for the location.

F. Summary of Draft Code Language

If the Planning Commission recommends that City Council approve a code amendment to allow rebuilding of existing billboards, staff suggests the following changes to the applicant's proposed code language: .

Applicant Proposal

"Billboard Signs. Billboard signs existing at the effective date of the ordinance adopted July 10, 2010, shall be permitted to remain and be maintained in reasonable repair ~~but may not be replaced, relocated, enlarged, or otherwise structurally modified.~~ An existing billboard sign may be rebuilt on the same property, and may be modified to improve the structural or aesthetic nature of the signs, including altering the height to be not more than 40 feet above the adjacent roadway, if the following requirements are met:

- a. The modified structure includes fewer supporting elements and so decrease the visual impact of the supporting structure; and*
- b. The modification results in a smaller footprint on the ground.*

Changes in message shall not affect nonconforming status.

Applicant Proposal with Staff Modifications

"Billboard Signs. Billboard signs existing at the effective date of the ordinance adopted October 9, 2018, shall be permitted to remain and be maintained in reasonable repair ~~but may not be replaced, relocated, enlarged, or otherwise structurally modified.~~ Existing billboards can be rebuilt in the same location and may be modified to improve the structural or aesthetic nature of the signs, including altering the height to be not more than 40 feet above the adjacent roadway. Changes in message shall not affect nonconforming status.

V. APPROVAL CRITERIA FINDINGS

Chapter 19.412 Description of Permit Procedures

FINDINGS: This Chapter outlines permit procedures for land use applications. This application has been processed in accordance with this Chapter.

Chapter 19.413 Procedures

19.413.040 Type IV procedures (legislative).

Subsections A-F & H-I

FINDINGS: Legislative amendments are policy decisions made by city council, and are reviewed following the Type IV procedure. The text amendments requested in this application impact the applicant's property (Meadow Outdoor Advertising's billboard) and also impacts the two other billboards located in Fairview. For this reason, the text amendment is legislative in nature. The application, however, is being made by third party with approval by the property owner, and not at the request of the City. For this reason, the land use application is following a quasi-judicial procedure for the *hearing*, to allow the applicant with the opportunity to make the request to the City.

Subsections A-F & H-I pertain to legislative application procedures such as noticing and requiring a hearing before the Planning Commission and City Council. The application was processed in accordance with these requirements.

G. *Decision Making Consideration. The recommendation by the planning commission and the decision by the city council shall be based on consideration of the following factors:*

1. *Statewide planning goals and guidelines.*

FINDINGS: Goal 5 Natural Resources, Scenic and Historic Areas, and Open Spaces. This is the only statewide planning goal that specifically addresses billboards.

"As a general rule, plans should prohibit outdoor advertising signs except in commercial or industrial zones. Plans should not provide for the reclassification of land for the purpose of accommodating an outdoor advertising sign."

All existing billboards are in commercial and industrial zones. Zone changes are not proposed in order to accommodate an outdoor advertising sign. No other statewide planning goals or guidelines are applicable.

2. *Comments from applicable federal or state agencies.*

FINDINGS: The application was routed to ODOT's Outdoor Advertising Sign program and DLCD. No comments were received from either agency. ODOT provided a letter to the applicant stating that if the proposed amendment were approved, a new sign on their property would comply with the state sign program (see Exhibit A4).

3. *Applicable intergovernmental agencies.*

FINDINGS: The application was routed to Metro. Metro reviewed the application and did not provide any comment.

4. *Applicable Comprehensive Plan policies.*

FINDINGS: Compliance with applicable Comprehensive Plan policies is described below, under the findings for FMC 19.470.300.B(1)

Chapter 19.205 Amendments

Sections 19.205.010 & 19.205.030-50

FINDINGS: Sections 19.205.010 & 19.205.030-50 pertain to application procedures and noticing. The application was processed in accordance with these requirements.

19.205.020 Criteria.

Approval of an ordinance text or map amendment shall be based on finding that it complies with the following criteria:

- A. *The amendment will not interfere with the livability, development or value of other land in the vicinity of site-specific proposals when weighed against the public interest in granting the proposed amendment.*

FINDINGS: The proposal will impact three (3) parcels in the commercial and industrial zones between the Sandy Blvd. and I-84 corridors. Freestanding signs are allowed in these zones, however, the existing billboards are larger and taller than signs allowed by the current code. As proposed, the amendment would allow billboards to be rebuilt anywhere on the existing property including near the Sandy Blvd. frontage, impacting the livability of residents who live nearby. If the billboards are only rebuilt in their current location adjacent to I-84, the adverse impacts to residential neighborhoods will be minimized. The eastern-most billboard at 23012 NE Sandy Blvd. (not owned by Meadow) is located adjacent to a manufactured home park. The proposal would allow the billboard

owner to rebuilt 6 ft. taller than the current sign, which could make the sign more visible to adjacent residents.

B. The amendment will not be detrimental to the general interests of the community.

FINDINGS: New billboard signs are currently prohibited by the development code because of “unnecessary and adverse visual impact on the community”. As noted in the applicant’s narrative, the proposed amendment would only apply to existing billboards with an established visual presence. The proposed text amendment will allow existing billboards to be reconstructed and raised between 6-10 ft. Since the existing billboards are already located on I-84 and are between 30-34 ft. above the roadway, allowing an additional 6-10 ft. in height will primarily impact motorists viewing of Fairview from the interstate. As discussed above, there may also be a specific conflict between the eastern-most billboard sign and the abutting residential development.

As noted in the applicant’s narrative, the existing billboards provide an opportunity for businesses to advertise products and services. The applicant’s current billboard advertiser is Action Motor Sports, a local business selling and repairing motorcycles, however, there is no way to ensure the billboards are limited to advertising for local businesses. The other two billboards have advertising for businesses outside of Fairview.

C. The amendment will not violate the land use designations established by the comprehensive land use plan and map or related text.

FINDINGS: The three subject properties are classified as Commercial and Industrial land in the City’s Comprehensive Plan. The proposed amendment does not conflict with the commercial or industrial land use designations and their intended purpose.

D. The amendment will place all property similarly situated in the area in the same zoning designation or in appropriate complementary designations without creating inappropriate “spot zoning.”

FINDINGS: A zone/comprehensive plan change is not proposed. This standard does not apply.

Chapter 19.470 Land Use District Map and Text Amendments

19.470.100 Purpose.

The purpose of this chapter is to provide standards and procedures for legislative and quasi-judicial amendments to this code and the land use district map...

19.470.200 Legislative amendments.

Legislative amendments are policy decisions made by city council. They are reviewed using the Type IV procedure in FMC [19.413.040](#).

19.470.300 Quasi-judicial amendments.

- A. *Quasi-Judicial Amendments. Quasi-judicial amendments are those that involve the application of adopted policy to a specific development application or code revision....*

- B. *Criteria for Quasi-Judicial Amendments. A recommendation or a decision to approve, approve with conditions or to deny an application for a quasi-judicial amendment shall be based on all of the following criteria:*
 - 1. *Demonstration of compliance with all applicable comprehensive plan policies and map designations. Where this criterion cannot be met, a comprehensive plan amendment shall be a prerequisite to approval;*

FINDINGS:

Fairview Comprehensive Plan

Chapter 1 – Community Vision for Sandy Blvd:

The community vision for NE Sandy Blvd. prioritizes job preservation and economic development. Without considering specifics such as sign height or size, the commercial nature of the billboards does not conflict with the vision for the Sandy Blvd. corridor.

Chapter 3 – The Sandy Blvd Area:

This section also addresses future development in the Sandy Blvd. corridor, indicating that demand will grow for commercial and industrial lands but that development must be carefully sited to minimize negative off-site impacts. Within the Sandy Blvd. corridor, residential development is prioritized west of NE 223rd Ave. while industrial development is prioritized east of NE 223rd. The applicant’s billboard is located west of NE 223rd and is currently buffered from surrounding residential development by buildings and open space.

Chapter 5 – Open Spaces, Scenic and Historic Areas, and Natural Resources:

This chapter acknowledges that scenic views of Mt. Hood, the Columbia River, and area lakes and streams are available throughout the city. However, during the 1993 Comprehensive Plan update, the City declared that the topography and urban development patterns in the City limit outstanding views. No scenic protections have been incorporated into the development code to protect view corridors.

Chapter 9 – Economic Development:

This chapter describes Fairview as a small but growing city that is preparing to accommodate commercial and industrial land development and become an important location for jobs, businesses, and trade within the region. The City’s transportation and freight routes are identified as opportunities for attracting businesses. This chapter does not mention billboards or outdoor advertising along these corridors, but does identify NE Sandy Blvd. as a key commercial and industrial corridor.

2. *Demonstration of compliance with all applicable standards and criteria of this code, and other applicable implementing ordinances;*

FINDINGS: The application proposes an amendment to FMC 19.170 Sign Regulations and this staff report discusses compliance with other applicable standards. The application is being processed in compliance with the development code as a Type IV procedure with a quasi-judicial hearing.

3. *Evidence of change in the neighborhood or community or a mistake or inconsistency in the comprehensive plan or land use district map regarding the property which is the subject of the application.*

FINDINGS: Billboards in Fairview have been prohibited since 1997, when the first billboard regulations were adopted. At that time, billboards were prohibited because of their “unnecessary and adverse visual impact on the community”. Since 1997 the City has continued to grow, filling in vacant land with new homes and businesses. While the density in housing and jobs has increased, many residents still value Fairview’s small-town feel. Economic development and maintaining the community’s small-town feel were both expressed as goals in the Fairview 20.30.40 visioning document, completed in December 2017.

19.470.400 Conditions of approval.

A quasi-judicial decision may be for denial, approval, or approval with conditions. A legislative decision may be approved or denied.

FINDINGS: The planning commission and city council can deny, approve, approve with changes, or continue the hearing to a date certain.

19.470.500 Record of amendments.

The city recorder shall maintain a record of amendments to the text of this code and the land use districts map in a format convenient for public use.

FINDINGS: Public records will be maintained for this application and any resulting amendment.

19.470.600 Transportation planning rule compliance.

- A. *When a development application includes a proposed comprehensive plan amendment or land use district change, the proposal shall be reviewed to determine whether it significantly affects a transportation facility consistent with OAR [660-012-0060](#)...*

FINDINGS: No map changes are proposed. This criteria does not apply.

VI. CONCLUSION AND RECOMMENDATIONS

STAFF RECOMMENDATION

A staff recommendation is not provided for this application.

PLANNING COMMISSION ALTERNATIVES

1. Recommend City Council adoption of draft Ordinance 10-2018.
2. Recommend City Council adoption of Ordinance 10-2018, incorporating some or all of staff feedback described in this report, and/or other changes recommended by the Commission.
3. Recommend City Council do not adopt Ordinance 10-2018.
4. Continue the Public Hearing to if additional information is needed.

Exhibit A1

Narrative for Zone Code Text Amendment and Land Use Application for 21414 NE Sandy Blvd

1. What, in detail, are you asking for? State the reason(s) for the request and the intended use(s) of the property.

Meadow Outdoor Advertising is requesting a text amendment to the Fairview Municipal Code (FMC) that will allow for the reconstruction of existing billboards in the City of Fairview. In consultation with the city's planning and public works department it was determined that a code amendment is the best way to allow for the reconstruction of existing billboards in the City of Fairview. There are currently three billboards in Fairview. All are located along the north side of I-84 and are currently considered legal non-conforming signs per FMC. Under the current code the signs may be maintained but cannot be rebuilt.

Meadow is requesting this text amendment in order to allow for the reconstruction of one of these existing signs which is owned by Meadow. The sign is situated on commercially zoned property under a long-term lease at 21414 NE Sandy Blvd and reads to traffic travelling on I-84. The current sign was built in 1975 and is an old, single-sided, four post I-beam sign. Meadow is seeking this code amendment in order to replace the outdated structure with a modern, single-pole, two-sided sign structure at the same location.

MFC 19.170.050 (F) currently reads:

Billboard Signs. Billboard signs existing at the effective date of the ordinance adopted July 10, 2010, shall be permitted to remain and be maintained in reasonable repair but may not be replaced, relocated, enlarged, or otherwise structurally modified. Changes in message shall not affect nonconforming status.

The proposed change to FMC 19.170.050 would read:

Billboard Signs. Billboard signs existing at the effective date of the ordinance adopted July 10, 2010, shall be permitted to remain and be maintained in reasonable repair ~~but may not be replaced, relocated, enlarged, or otherwise structurally modified.~~ An existing billboard sign may be rebuilt on the same property, and may be modified to improve the structural or aesthetic nature of the signs, including altering the height to be not more than 40 feet above the adjacent roadway, if the following requirements are met:

- a) The modified structure includes fewer supporting elements and so decrease the visual impact of the supporting structure; and
- b) The modification results in a smaller footprint on the ground.

Changes in message shall not affect nonconforming status.

2. Please demonstrate compliance with all applicable comprehensive plan policies and map designations. Where this criterion cannot be met, a comprehensive plan amendment shall be a pre-requisite for approval.

The proposed text amendment is compatible with all Applicable Comprehensive Plan Policies. Specifically, the applicable plan policies are:

Goal 2. Community Building:

Goal 2, Policy 7 states “Additional commercial or industrial development will be sought on land scattered along the I-84/Union Pacific Railroad/Sandy Blvd corridors.” The proposed text amendment is in keeping with Goal 2 of the Fairview Comprehensive Plan as it allows for the improvement of an existing commercial development on the I-84 corridor which provides improved availability of communication opportunities for businesses and the public in the surrounding community.

Goal 4. Open Spaces, Scenic and Historic Areas and Natural Resources:

Goal 4, of the Fairview Comprehensive plan is to conserve open space and protect natural and scenic resources in keeping with Oregon’s LCDC. Specifically, policy 2 is to “enhance the attractiveness and livability of the city.” In keeping with Oregon’s LCDC Fairview’s three existing outdoor advertising signs are located on commercial and industrial land. The proposed text amendment will not allow additional outdoor advertising signs in Fairview or allow the existing signs to be relocated or enlarged and so will not create a substantive change to Fairview’s open spaces and natural and scenic resources. Additionally, the proposed amendment is designed to reduce the footprint and visual impact of signs’ supporting structures and so improve the attractiveness of the city. The proposed text amendment will allow for the potential reconstruction of old outdoor advertising sign structures which will result in cleaner, more contemporary sign structures. If the amendment is approved it will result in the replacement of a somewhat dilapidated sign that currently has a “blacked-out” east side with a modern, two-sided sign structure. This will improve the overall appearance of the I-84 corridor in Fairview.

Goal 8. Economic Development:

Goal 8 of the Fairview Comprehensive Plan is to promote economic development. The proposed text amendment to allow the reconstruction of outdated outdoor advertising signs is in keeping with this goal by allowing the improvement of these existing commercial developments which serve the local economy. The sign we propose to rebuild is currently used by a local, Fairview based business, Action Motor Sports. Additionally, the reconstruction of the sign will include the addition of an advertising face reading to traffic headed toward the 207th St off-ramp, which is the primary exit used by west-bound traffic on I-84 headed into Fairview. As such the sign is ideally placed to promote local businesses and so support the local economy.

Exhibit A1

3. Please demonstrate compliance with all applicable standards of the Fairview Development Code, and other applicable ordinances.

The proposed text amendment, if approved, will alter the applicable standards of the Fairview Development Code to allow for the reconstruction of outdated billboard structures in Fairview. Therefore, after the approval of the text amendment, the proposed reconstruction would comply with the standards of the Fairview Development Code. The proposed reconstruction would also be subject to the state's Oregon Motorist Information Act (OMIA), Oregon's statute regulating outdoor advertising signs. The proposed reconstruction which would result from the code amendment complies with all elements of state law regarding the regulation of outdoor advertising signs. (See attached letter from ODOT.)

4. Please Demonstrate evidence of change in the neighborhood or community, or a mistake or inconsistency in the comprehensive plan or land use district map regarding the property, which is the subject of application.

There has been an increase in economic activity in Fairview and the neighboring communities and an increase in traffic on I-84 since the building of the sign in 1975 making a rebuilding of the sign to a modern, two-sided sign structure something that would be beneficial to the local and regional economy and to the public traveling in and through Fairview. Additionally, time has taken its toll on the sign structure, making a replacement of the old structure with a new sign something that would be a benefit to the aesthetics of the sign and the community.

5. Demonstrate compliance with the Fairview Transportation System Plan.

The proposed amendment complies with the Fairview Transportation System plan as outlined in the 2016 TSP. The first goal of the plan is to improve the overall livability of Fairview through improvements to transportation infrastructure. The proposed amendment will not alter the transportation infrastructure. Additionally, it will improve the general livability of the area by providing improved communication opportunities for businesses and the travelling public and by allowing the improvement of an outdated billboard structure by reducing the number of supports and reducing its footprint on the ground.

6. Zone Change and/or Comprehensive Plan Amendment: Describe in detail how the request will not interfere with the livability, development value or other land in the vicinity of site-specific proposals when weighted against the public interest in granting the proposed amendment.

Exhibit A1

The proposed amendment does not contemplate a change zoning or to the comprehensive plan but rather proposes and adjustment to the Fairview Municipal code. The code amendment will not interfere with the livability, development or value of other land in the vicinity of the parcel impacted by the amendment as the sign impacted by the amendment has been in place since 1975 and the area around the sign has developed while the sign has been in place. The subject property is in Sandy Boulevard's Corridor Commercial zone. Meadow's sign is in the far southeast corner of the subject property, abutting I-84 to the south and ODOT's water-catchment area to the east. As such there is no developable land in the immediate vicinity of the sign so the livability, development and value of adjacent properties will not be impacted by the proposed amendment. Additionally, the proposed amendment does not contemplate allowing a new use, rather, it permits the reconstruction on an existing use therefore the proposed amendment will not alter the livability, development or value of properties in the vicinity.

7. Zone Change and/or Comprehensive Plan Amendment: Describe in detail how the proposed amendment will not be detrimental to the general interest of the community.

The proposed amendment does not allow a new or different use in the commercial and industrial zones where the outdoor advertising signs in Fairview are located but rather allows for the reconstruction of an existing use. As such, the proposed amendment does not have a detrimental impact on the general interests of the community. Rather, the proposed amendment will enhance the general interests of the community, especially those related to the encouragement of economic development, by improving the communication/advertising opportunities for businesses and the public. In fact, Fairview's 2004 Comprehensive Plan cites the coming of Action Motor Sports to Fairview, which is the business currently advertising on Meadow's billboard, as an indication of the growing economic health of Fairview (Comp. Plan p. 78). The proposed amendment will enhance advertising opportunities for businesses in the area by allowing for the installation of advertising on the east side of the existing single sided billboard structure located at 21414 SE Sandy Blvd. Additionally, the proposed amendment allows for the reduction in the number of supporting members of the structure and the size of the footprint of a billboard sign, thus reducing the visual and impact of the sign and improving its aesthetics.

8. Zone Change Amendment: Describe in detail how the amendment will not violate the land use designations established by the comprehensive land use plan and or map or related text.

The subject property is designated as Corridor Commercial in the 2004 Comprehensive Plan. The proposed amendment does not contemplate a change to the use or the land use designation of the underlying property and is compatible with the property's commercial designation therefore the proposed

Exhibit A1

amendment will not violate the land use designations of the comprehensive plan.

The proposed amendment will not create “spot zoning” because there will be no change to the current zoning therefore no new zone designation will be created.

9. Zoning and/or Comprehensive Plan Map Amendment: Demonstrate how the site can be efficiently provided with public facilities, including water, sewer, electricity, and natural gas, if needed and that there is sufficient capacity to serve the proposed use.

The proposed amendment does not contemplate any changes to existing services provided since the amendment only allows for the reconstruction of an existing use, not the addition of any uses. Therefore, no other facilities aside from the existing electrical connections will be needed.

10. Zone Change Amendment: Describe in detail, or provide separate Transportation Impact Study, how the proposed use will affect traffic in the area. What is the expected trip generation.

As the proposed amendment does not contemplate the addition of a new use there will be no impact on the traffic in the area.

21414 NE Sandy Blvd, Fairview OR
EXISTING CONDITIONS



West Face.



East Face.

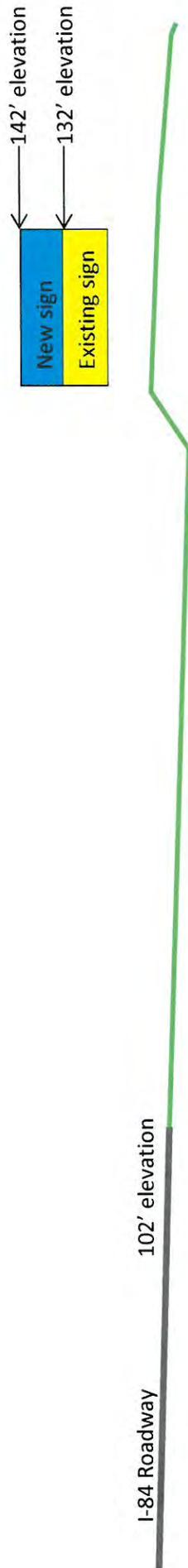
Mock-up showing Rebuilt. West Face



Mock-up showing Rebuilt. East Face



ELEVATION SKETCH
21414 NE Sandy Blvd



ELEVATION SKETCH
21414 NE Sandy Blvd



ELEVATION SKETCH
21414 NE Sandy Blvd



Billboard Elevation Survey
Datum: NAVD 88

Billboard #1
21414 NE Sandy Blvd.
Fairview, OR 97024

Top of Billboard Elevation: 132 Feet

I-84 Paving Grade: 102 Feet



Billboard Elevation Survey
Datum: NAVD 88

Billboard #2 "
22820 NE Sandy Blvd.
Fairview, OR 97024

Top of Billboard Elevation: 132 Feet

I-84 Paving Grade: 101 Feet



Billboard Elevation Survey
Datum: NAVD 88

Billboard #3 “
23400 NE Sandy Blvd.
Fairview, OR 97024

Top of Billboard Elevation: 129 Feet

I-84 Paving Grade: 95 Feet





Oregon

Kate Brown, Governor

Department of Transportation

Right of Way Section

4040 Fairview Industrial Drive SE – MS2

Salem, OR 97302

503-986-3600

Fax 503-986-3625

www.oregon.gov/odot/hwy/row

August 23, 2017

Brian Casady

Via email – bcasady@meadowoutdoor.com

RE: Revised - Conforming Status of OAS location
Multnomah County, North side, Hwy 002, MP 14.8

Dear Brian:

You requested a letter that provided status information for permitted outdoor advertising sign #6H0224, in Fairview, Oregon.

This is sign a currently permitted, conforming outdoor advertising sign, under Oregon Statute.

The sign was originally permitted in 1975, and is a conforming, single faced sign, visible to Interstate 84, hwy 002. As we discussed over the phone last week, the sign is located near a highway beautification purchase site, but it does have the required 500 foot spacing from that location.

The sign is located at a site that is zoned "Industrial" according to the Departments records, and it maintains the required spacing from other outdoor advertising signs.

If a complete application was received, including the approval of the local jurisdictional authority, Oregon Statute would allow the sign to be reconstructed at its current location, or relocated to another legal location.

Under Oregon Revised Statute (ORS) 377.710(23), a reconstruction of an outdoor advertising sign could include: "...replacing a sign totally or partially destroyed, changing its overall height or performing any work, except maintenance work, that alters or changes a sign that lawfully exists under ORS 377.700 to 377.844."

Additionally, ORS 277.725(8) allows the reconstruction of a conforming outdoor advertising sign to add another display surface on the opposite side of an existing sign that is no larger than the existing display surface.

If you have any additional questions, or need any further information, please let me know.

Sincerely,

Jill Hendrickson
Outdoor Advertising Signs
Program Coordinator

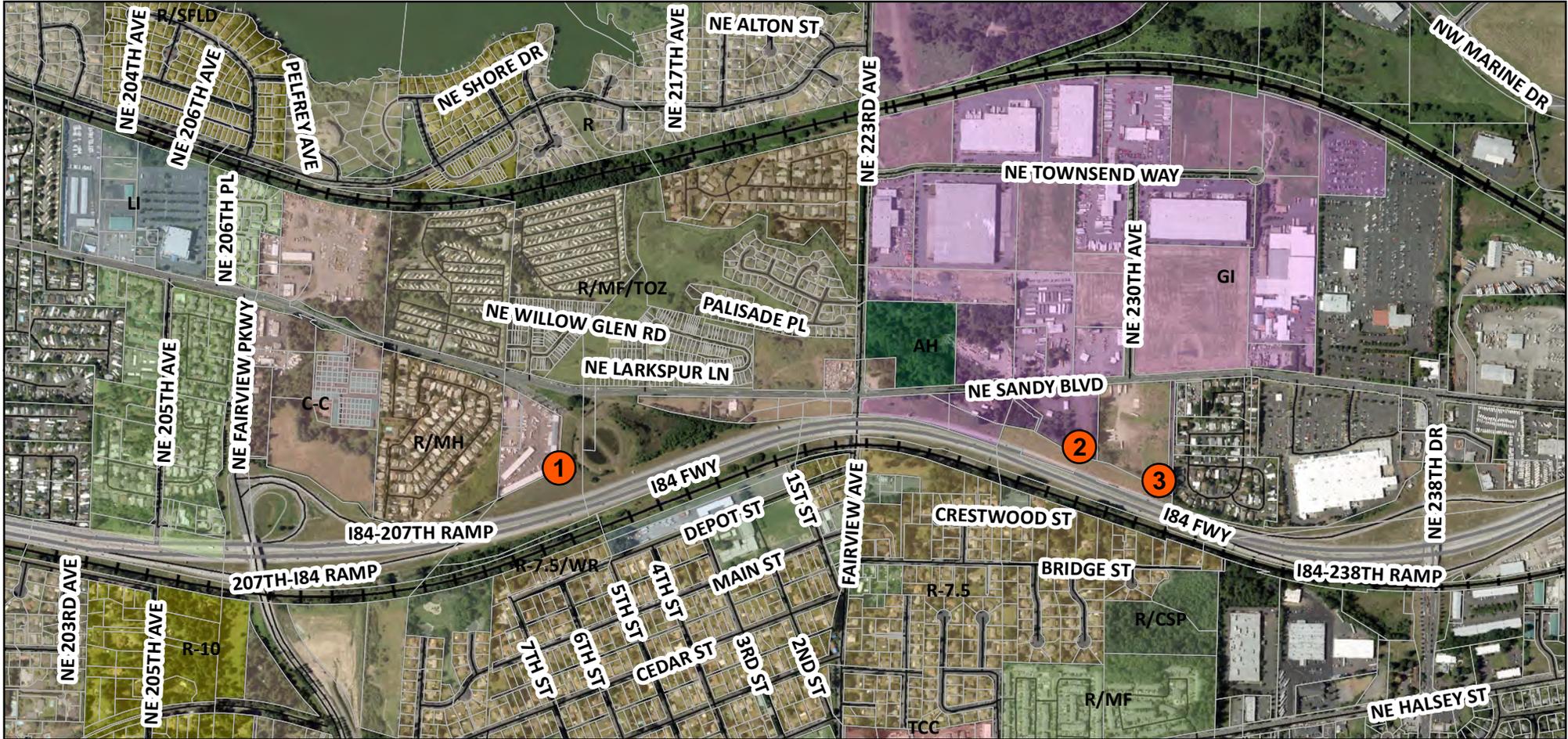
1 Exhibit B1



2



3



 Existing Billboards



City of Fairview
 1300 NE Village Street
 Fairview, OR 97024
 (503) 665-7929
www.fairvieworegon.gov

Print Date: 12/1/2017
 Printed By: rutledge

1 inch = 1,000 feet



This map is for informational purposes only and the City cannot accept responsibility for any errors, omissions, or positional inaccuracy. This map is provided "AS-IS".

Sign Code Comparison

Jurisdiction	Billboards	Non-Conforming Signs
Fairview	Billboards are prohibited, however, existing billboards can remain and be repaired.	Nonconforming signs can remain as long as they are maintained in good repair.
Wood Village	"Freeway oriented" signs up to 45' in height and 250 SF in area are allowed. This is significantly smaller than what would be required for a modern, average sized billboard. Meadows' current billboard in Fairview is 576 SF in area.	Nonconforming signs shall be made to comply with the sign code when structural alterations, relocation, or replacement of a sign occurs. Off-site repair/restoration and normal maintenance is allowed without loss of nonconforming status.
Troutdale	Freeway signs are allowed in Commercial and Industrial Zones. Max height is 60' above freeway elevation and max area is 672 SF.	No additions or enlargements may be made to nonconforming signs. If signs are moved, replaced, or structurally altered they shall be brought into conformance with current standards.
Gresham	Billboards not mentioned in sign code. The max freestanding sign height is 25' and the max freestanding sign area is 250 SF (in the Moderate Commercial and Community Commercial zones).	Nonconforming signs shall be made to comply with the current code when structural alterations, changes of face sign, or relocation or replacement occur. Nonconforming signs that result from changes in code are given ten years to comply with new code or to be removed.
Multnomah County	Billboards allowed, however, they are capped at the number that existed when Title 11.15.7952 was approved. Billboards can be relocated under certain conditions (sale of property, damage, etc.) Maximum height is 50' (measured from top of sign to the grade below the sign). The max area is 672 SF.	Nonconforming signs that are moved, replaced, or structurally altered shall be brought into conformance with current sign regulations. Maintenance, repair, and changes of sign faces of nonconforming signs are allowed.
Tigard	Billboards are prohibited, however, freeway signs are allowed. Max height is 35' and max area is 160 SF.	Nonconforming signs that are structurally altered, relocated, or replaced shall immediately be brought into compliance with current standards. Repairs and maintenance okay, however, damage or repair beyond 50% of its replacement cost shall be brought into compliance.

ORDINANCE
(08-1997)

AN ORDINANCE AMENDING ORDINANCE 9-1990 ENTITLED: "AN ORDINANCE TO GUIDE, REGULATE AND CONTROL THE LOCATION AND USE OF BUILDINGS, STRUCTURES AND LAND FOR RESIDENTIAL, BUSINESS INDUSTRIAL AND OTHER USES IN THE CITY OF FAIRVIEW, MULTNOMAH COUNTY, OREGON: SETTING FORTH DEFINITIONS, PERTINENT PROVISIONS AND PROVIDING FOR ADMINISTRATION AND ENFORCEMENT; REPEALING ORDINANCES 1-1958, 1-1968 AND 2-1979; AND OTHER PERTINENT PROVISIONS."

THE CITY OF FAIRVIEW ORDAINS AS FOLLOWS:

SECTION 1: FINDINGS

A. ZONING ORDINANCE: TEXT AMENDMENT PROPOSAL

A review of the Fairview Zoning Ordinance revealed that no provisions existed for the regulation of billboard signs or inspection of energized signs. Further, no clear process for sign approval is in effect. Therefore, text amendments to the Fairview Zoning Ordinance were developed which: regulate billboard signs to be maintained but not replaced or relocated; prohibit new billboard signs within the city; allow for an administrative approval process utilizing a sign permit application form provided by the City; provides for an electrical inspection of all energized signs requiring a permit.

On March 4, 1997, the Planning Commission reviewed and approved the text amendments contained herein adding a provision that billboard signs may not be increased in size during any repair, maintenance or relocation. In accordance with the recommendation of the Fairview Planning Commission, it is proposed that the following Zoning Ordinance text amendments be incorporated into the Sign Regulation Section of the Fairview Zoning Ordinance:

1. The first proposed Zoning Ordinance text amendment defines billboard signs for the purpose of regulating billboards as described in subsequent sections of these Zoning Ordinance text amendments.
2. The second proposed Zoning Ordinance text amendment specifies that sign permit applications be made on sign permit application forms provided by the City.
3. The third Zoning Ordinance text amendment provides for administrative approval which would allow sign permit applications to be approved by the City Administrator or designee in order to expedite the approval process. Section 4.144(A)(2) Plans would be changed to Section 4.144(A)(3) Plans.
4. The fourth Zoning Ordinance text amendment would require an electrical inspection of all energized signs requiring a sign permit prior to any said sign being energized. Section 4.144(B)(1)(C) would be changed to Section 4.144(b)(1)(D).
5. The fifth Zoning Ordinance text amendment would add billboard signs to Section 4.146 Titled Signing of Non-conforming Uses. Under this section billboard signs existing at the effective date of this ordinance would be permitted to remain and be maintained but not replaced, relocated, enlarged, or otherwise structurally modified. This proposed requirement would not affect the signs message or content, only the physical structure of the sign.

6. The sixth Zoning Ordinance text amendment provides for hardship relief for billboards displaced by public improvement projects such as road widening. Such hardship relief would be processed in accordance with Section 5.01 of the Fairview Zoning Ordinance. This text amendment changes the title of Design Review Board to Planning Commission.
7. The seventh Zoning Ordinance text amendment would prohibit new billboard signs but allow existing billboard signs which would be designated as non-conforming under new Section 4.146, billboard signs exempted through hardship relief under new Section 4.147 and billboard signs existing at the effective date of the Ordinance within commercial and industrial zones as specified in new Section 4.154.
8. The eighth Zoning Ordinance text amendment would delete the last sentence of Section 4.151(C) which reads "Nonconforming signs outdoor advertising signs subject to Federal law are required to comply with this section." This sentence is misprinted in the existing Zoning Ordinance and should read "...are **not** required to comply with this section." Should the billboard provisions of this proposed Zoning Ordinance amendment be adopted, the last sentence of Section 4.151(C) will be unnecessary.
9. The ninth Zoning Ordinance text amendment would change the title of Design Review Board to Planning Commission under Section 4.152 titled Nonconforming Exceptional Signs.
10. The tenth Zoning Ordinance text amendment would add new Section 4.154(H) allowing billboard signs existing at the effective date of this Ordinance shall be permitted to remain and be maintained in reasonable repair but not replaced, relocated, or otherwise structurally modified in commercial and industrial zones.

B. ZONING ORDINANCE TEXT AMENDMENT APPROVAL CRITERIA:

Section 5.062 of the Fairview Zoning Ordinance lists the criteria for approving an amendment to the zoning map or ordinance text:

1. The amendment will not interfere with the livability, development or value of other land in the vicinity of the site specific-proposals when weighed against the public interest in granting the proposed amendment.
2. The amendment will not be detrimental to the general interests of the community.
3. The amendment will not violate the land use designations established by the comprehensive land use plan and map or related text.
4. The amendment will place all property similarly situated in the area in the same zoning designation or in appropriate complimentary designations without creating inappropriate "spot zoning."

In response to the criteria, the following findings are given:

1. Regulation of billboard signs serves to enhance neighborhood liveability, and protect the aesthetic values of surrounding properties.

Administrative approval of sign permit applications will expedite the approval process, decreasing the probability of delayed development.

None of the proposed text amendments will interfere with the livability, development or value of other land in the vicinity of the site specific-proposals when weighed against the public interest in granting the proposed amendments.

2. Regulation of billboard signs serves to enhance the public's safety by reducing distraction to motorists.

Required electrical inspections for all energized signs requiring a permit prior to the signs being energized serves to enhance public safety by reducing the probability of fire and electrical injuries.

Administrative approval of sign permits will reduce staff time and expedite the approval process for sign permit applicants.

None of the proposed text amendments will be detrimental to the general interests of the community.

3. None of the proposed text amendments violate either the Comprehensive Plan Map or related text.
4. Each of the proposed amendments affect Zoning Ordinance text only and do not change any of the land use designations shown on the Zoning Map. Therefore, there is no potential for "spot zoning".

C. CONCLUSIONS:

The proposed Zoning Ordinance text amendments meet the Zoning Ordinance text and map amendment approval criteria of Section 5.062 of the Zoning Ordinance.

SECTION 2: PURPOSE OF ORDINANCE

That ordinance 9-1990 of the City of Fairview entitled "An ordinance to guide, regulate and control the location and use of buildings, structures and land for residential, business industrial and other uses in the City of Fairview, Multnomah County, Oregon: setting forth definitions, pertinent provisions and providing for administration and enforcement; repealing ordinances 1-1958, 1-1968 and 2-1979; and other pertinent provisions.", which was adopted on the 15th day of August, 1990, shall be amended by the addition of new Section 4.143, adding a new definition, new Section 4.144(A)(1)(2)(3), amended Section 4.144(B)(1)(C)(D), amended Section 4.146(G), amended Section 4.147, amended Section 4.150(B)(4), amended Section 4.151(C), amended Section 4.152 and amended Section 4.154(H), which new Sections shall read as follows:

"Section 4.143. Definitions.

Sign, Billboard. *A free standing sign not pertaining to, the activity of the premises on which it is located and with display surface or surfaces primarily designed for the purpose of painting or posting a message thereon at periodic intervals.*

"Section 4.144 Sign Development Permit.

A. ***Sign*** Permit Application.

1. ***Sign*** Permit Form.

Application for a sign development permit shall be made on ***the sign permit application form*** forms provided by the City.

2. *Administrative Approval.*

Completed sign permit applications must be approved by the City Administrator or designee. Incomplete sign permit applications are subject to denial.

3. *Plans*

B. *Inspection Required.*

1. All work for signs requiring a permit shall be inspected in the following stages:

~~G) After installation is complete.~~

C) *When electrical work is completed. Electrical signs shall not be energized until the final electrical inspection has been approved.*

D) *After installation is complete.*

"Section 4.146. Signing of Non-Conforming Uses.

G. *Billboard Signs. Billboard signs existing at the effective date of this Ordinance shall be permitted to remain and be maintained in reasonable repair, but may not be replaced, relocated, enlarged, or otherwise structurally modified. Changes in message shall not affect non-conforming status.*

"Section 4.147. Hardship Relief.

Hardship relief may be requested from the ~~Design Review Board~~ *Planning Commission* for all sign regulations except for prohibited signs.

Hardship relief for billboards displaced by public improvement projects may be requested from the Planning Commission and shall be processed in accordance with Section 5.01 of the Fairview Zoning Ordinance.

"Section 4.150. Prohibited Signs.

B) (4) *Billboard signs except as provided by Section 4.146, Section 4.147 and Section 4.156 of this ordinance.*

"Section 4.151. Nonconforming Signs.

C. Any nonconforming permanent sign installed prior to September 1, 1990, which does not comply with the Fairview Zone Ordinance, shall be made to comply, or be removed by September 1, 2000. Any nonconforming temporary sign installed prior to September 1, 1990 which does not comply with the Fairview Zone Ordinance, shall be made to comply, or be removed by March 1, 1991. ~~Nonconforming outdoor advertising signs subject to Federal law are required to comply with this section.~~

"Section 4.152. Nonconforming Exceptional signs.

The ~~Design Review Board~~ *Planning Commission* may recognize exceptional nonconforming signs.

"Section 4.154. Permitted Signs Within Commercial and Industrial Zones

H. Billboard Signs.

Billboard signs existing at the effective date of this Ordinance shall be permitted to remain and be maintained in reasonable repair, but may not be replaced, relocated, enlarged or otherwise structurally modified.

Key

New Language in Italics

~~Deleted Language in Strikeout~~

SECTION 3: AMENDMENT OF ZONING ORDINANCE

The Zoning Ordinance (Ordinance 9-1990) is amended to reflect the changes described in Section 2.

FIRST READING: March 19, 1997

SECOND READING AND PASSED: March 19, 1997

YES: 5 (Weatherby, McCutcheon, Edwards, Tuomala, Vonderharr)

NO: 0

ABSENT: 2 (Lillard, Raze)

ABSTAINED: 0



Mayor, City of Fairview

3-19-97
Date of Signing

ATTEST:



Recorder, City of Fairview
Caren C. Huson Quiniones



ORDINANCE
(10-2018)

**AN ORDINANCE AMENDING FAIRVIEW MUNICIPAL CODE CHAPTER 19.170
SIGN REGULATIONS TO ALLOW NON-CONFORMING BILLBOARDS TO BE
REBUILT ON THE SAME PROPERTY UNDER CERTAIN CONDITIONS**

WHEREAS, signs and billboards are regulated under Fairview Municipal Code (FMC) Chapter 19.170 Sign Regulations; and

WHEREAS, FMC 19.170 prohibits the construction of new billboards and the replacement, relocation, and enlargement of existing billboards; and

WHEREAS, Meadow Outdoor Advertising has applied for an amendment to FMC 19.170 allowing non-conforming billboards to be rebuilt on the same property and raised 10 ft. above the adjacent roadway, subject to certain conditions (described in Attachment 1); and

WHEREAS, there are three existing non-conforming billboards in the City of Fairview (described in Attachment 2); and

WHEREAS, the City provided notice of Ordinance 10- 2018 / 2018-61-TC to DLCD and Metro on September 4, 2018; and

WHEREAS, the City provided notice of the hearings consistent with Fairview Municipal Code Chapter 19.413 and ORS 227.186; and

WHEREAS, the planning commission held quasi-judicial hearing on the application on October 9, 2018 and issued a recommendation to the city council based on the applicable approval criteria (reserved for Attachment 3 – meeting minutes); and

WHEREAS, the city council held a quasi-judicial hearing on the application on (date) and issued a decision based on the applicable approval criteria (reserved for Attachment 4 – meeting minutes);

NOW, THEREFORE, THE CITY OF FAIRVIEW ORDAINS AS FOLLOWS:

Section 1 The Development Code, Chapter 19 of the Fairview Municipal Code, is amended in substantially the same form as the attached Attachment 1.

Section 2 The City adopts the Findings set forth in the staff report dated (date), attached as Attachment 5.

Exhibit C1

Section 3 This Ordinance takes effect 30 days after its adoption.

Ordinance adopted by the City Council of the City of Fairview, this day of , 2018.

Mayor, City of Fairview
Ted Tosterud

ATTEST

City Recorder, City of Fairview
Devree Leymaster

Date

DRAFT

Proposed Text Amendment

FMC 19.170.050(F)

Billboard Signs. Billboard signs existing at the effective date of the ordinance adopted July 10, 2010, shall be permitted to remain and be maintained in reasonable repair ~~but may not be replaced, relocated, enlarged, or otherwise structurally modified.~~ An existing billboard sign may be rebuilt on the same property, and may be modified to improve the structural or aesthetic nature of the signs, including altering the height to be not more than 40 feet above the adjacent roadway, if the following requirements are met:

- a) The modified structure includes fewer supporting elements and so decrease the visual impact of the supporting structure; and
- b) The modification results in a smaller footprint on the ground.

Changes in message shall not affect nonconforming status.

Address / Tax Lot	Year Built/Rebuilt	Dimensions	Height (Highest Point)	Zone
21414 NE Sandy Blvd / 1N3E28AC -100	1975	576 SF	37 Feet	Corridor Commercial
22820 NE Sandy Blvd / 1N3E27B -1004	1995	560 SF	77 Feet	General Industrial
23400 NE Sandy Blvd / 1N3E27B -1100	1997	672 SF	69 Feet	Corridor Commercial



MINUTES
PLANNING COMMISSION MEETING
1300 NE Village Street
Fairview, OR 97024
Tuesday, December 12, 2017

PRESENT: Ed Jones, Chair
Russell Williams, Vice Chair
Hollie Holcombe
Steven Hook
Steve Kaufman

ABSENT: Les Bick

STAFF: Sarah Selden, Senior Planner
Eric Rutledge, Associate Planner
Allan Berry, Public Works Director
Devree Leymaster, City Recorder

1. CALL TO ORDER

Chair Jones called the meeting to order at 6:30 PM.

2. CITIZENS WISHING TO SPEAK ON NON-AGENDA ITEMS

Chair Jones inquired if any person would like to speak on a non-agenda item, hearing none moved to approval minutes.

3. REVIEW AND ADOPT MINUTES

Commissioner Hook requested the minutes clarify the application was not continued. Commissioner Williams moved to approve the August 29, 2017 minutes with the clarification and Commissioner Holcombe seconded. The motion passed unanimously.

4. WORK SESSION

Associate Planner Rutledge briefed the Commission on current billboard sign regulations and potential amendments for Commission discussion. AP Rutledge noted the discussion item and proposal is at the request of Meadow Outdoor Advertising.

Brian Cassidy, Meadow Outdoor Advertising, The Dalles, OR spoke about the billboard sign that has been located in Fairview since 1981. They would like to rebuild the sign, but the current regulations only allow repairs. He presented his proposal to allow reconstruction of existing billboards. (*Exhibit A*)

Vice Chair Williams commented the current regulations are designed to phase out all billboard signs and summarized the proposal would raise the height from 25 feet to 40 feet; advertising would be permissible on both sides; all three existing billboards could be reconstructed; there is no sunset date; and no new billboards would be allowed.

Commissioner Hook remarked he understands the economic benefit for businesses; but billboards are unsightly and there is no guarantee that it will always be a Fairview businesses advertising on the billboard(s).

Vice Chair Williams asked if they proposed to reposition the sign. Mr. Cassidy replied probably not, but they would request a "V" build to allow each side to be oriented for better viewing from the freeway.

Commissioner Kaufman commented the goal was to eliminate billboards in Fairview. He questioned if the visual clutter is worth the benefit to economic development.

Chair Jones indicated he would support a modification for existing billboard signs.

Commissioner Hook noted he would like to see an incentive to encourage Fairview businesses to advertise on Fairview billboard signs.

The Commission clarified cell equipment is not currently on the signs and they would not support their use for cell equipment in the future.

Overall the Commission indicated they would support and consider a code change, with the exception of Commission Kaufman, who stated he would not support a change.

Senior Planner Selden commented staff is not requesting a change at this time; but if Meadow Outdoor Advertising wanted to proceed a proposed amendment will require a Type IV application, and public hearings and approvals of Planning Commission and City Council.

5. COMMISSION UPDATES

Commissioner Jones commented on small (tiny) homes and their increasing popularity for transitional housing. He proposed the Commission be proactive and define what they are/under what conditions (permanent housing hooked up to full utilities or temporary/recreational vehicle, as they have wheels), zoning, purpose, etc.

6. STAFF UPDATES

SP Planner Selden shared the Main Streets on Halsey project is moving forward. They were awarded a grant to assist in identifying optimal business types/activities along the corridor, to assist with marketing/branding, and to evaluate development codes.

SP Planner Selden commented on an inquiry, no formal application, to develop a mini storage facility on the corner of 223rd/Sandy Blvd. The property is in corridor commercial and this type of use is currently not permitted. She asked if the Commission would consider allowing a mini storage development in corridor commercial.

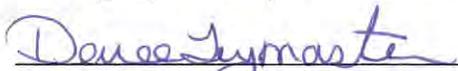
Chair Jones remarked he would need more information. He would be concerned they would be giving away prime commercial space. Commissioners Kaufman, Williams, and Dennerline agreed; they would not be supportive based on the face of it.

7. TENTATIVE AGENDA

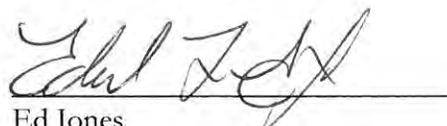
- Development Incentive Program
- Renewal of the (3 cities) Enterprise Zone

8. ADJOURNMENT

Meeting adjourned by consensus at 7:32PM.



Devree A. Leymaster
City Recorder



Ed Jones
Chair

7/10/18
Date

MEMORANDUM



DATE: October 4, 2018 **MEETING DATE:** October 9, 2018

TO: Planning Commission

FROM: Sarah Selden, Senior Planner

SUBJECT: Urban Renewal Briefing

At the October 9 Planning Commission meeting, the Commission will receive a briefing on the draft Urban Renewal Plan from Elaine Howard Consulting, the City's urban renewal consultant. The briefing is being provided to inform the Commission about the Plan and the Commission's role in advance of the October 23 meeting, when the Commission will review the Urban Renewal Plan for its conformance with the Fairview Comprehensive Plan.

To provide the Commission with additional review time, the materials for the October 23 meeting are attached, including a staff memo from the consultant that provides an overview of the Urban Renewal Plan and findings of conformance with the Comprehensive Plan. The Commission may wish to review the materials before October 9 to identify any questions, however, the Commission will not take any action until October 23.

ATTACHMENTS

- A. Staff report from Elaine Howard Consulting
- B. Draft Urban Renewal Plan
- C. Report Accompanying the Urban Renewal Plan



Fairview Urban Renewal Plan Staff Report to Planning Commission

TO: City of Fairview Planning Commission

FROM: Scott Vanden Bos, Elaine Howard Consulting, LLC

DATE: October 9, 2018

SUBJECT: Fairview Urban Renewal Plan

I. PURPOSE

The Fairview Planning Commission is being asked to make a recommendation to the City Council regarding the Council’s consideration and adoption of the proposed Fairview Urban Renewal Plan (Plan). The Plan is designed for the Fairview Urban Renewal Area (Area), an area that includes key potential development/redevelopment sites within the Fairview city limits. The reason for urban renewal is to provide a financing mechanism to fund improvements including the following categories: Incentives and Assistance to Private Development, Public Infrastructure, Economic Development and Plan Administration and Refinement.

The focus of the Planning Commission’s review is the conformance of the Plan with the Fairview Comprehensive Plan. This action does not require a public hearing, and the Planning Commission is not being asked to approve the Plan, but rather make a recommendation to the Fairview City Council on the conformance to the Fairview Comprehensive Plan issue. There are no explicit review criteria for a Planning Commission for the review of an urban renewal plan. The Oregon Revised Statute (ORS) ORS 457.085(4) states that “An urban renewal plan and accompanying report shall be forwarded to the planning commission of the municipality for recommendations, prior to presenting the plan to the governing body of the municipality for approval under ORS 457.095”. The generally accepted practice is for the Planning Commission to provide input on the relationship of the Plan to the Local Goals and Objectives (Section XI of the Plan), and particularly to its conformance to the City of Fairview Comprehensive Plan.

II. BACKGROUND

The Fairview City Council called for the formation of a Vision Action Plan committee in June, 2017. Citizen volunteers were selected to serve on the committee. Fairview 20.30.40 Community Vision was prepared for the Fairview City Council in 2017 and is detailed in this Fairview Urban Renewal Plan. The adopted Fairview 20.30.40 Community Vision set the stage for the development of an urban renewal plan to provide a funding source for the projects identified in the Fairview 20.30.40 Community Vision.

The City Council established the Fairview Urban Renewal Agency on May 16, 2018 by Ordinance Number 5-2018. ORS 457 requires the City Council to appoint an urban renewal agency board. The City Council appointed themselves as the board of the urban renewal agency.

The Fairview City Council established an Urban Renewal Planning Committee to help guide the formation of an urban renewal plan. The Planning Committee met three times and provided

input on the urban renewal area boundary, potential projects including project amounts and timing and financing of an urban renewal plan. An Open House was held on August 20, 2018. The main comments were about park development in Fairview. After the Open House, the City Administrator and staff met with the Chair, Vice Chair and Manager of East County Recreation (ECR) to review their input. The proposed boundary was adjusted after the Open House and subsequent meeting with ECR to add Cleone Park and an adjacent property to the urban renewal area boundary to help facilitate future trails projects.

This urban renewal plan supports Main Streets on Halsey, a Strategic Economic Action Plan for Fairview, Wood Village, Troutdale completed in 2017 that identified specific place making improvements for Halsey Street in these three cities. Being able to use tax increment financing to implement the component of the Main Streets on Halsey Plan will provide a positive environment for future development all along this corridor.

III. PROPOSAL

The Fairview Urban Renewal Area (Area), shown in Figure 1 of the attached Plan, consists of approximately 458.65 acres of land including rights of way.

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped. These areas can have old, deteriorated buildings, public spaces which need improvements, a lack of investment, streets and utilities in poor condition or they can lack streets and utilities altogether. The Area has many properties that are undeveloped or under developed and lacks sufficient infrastructure within the Area. The specific projects proposed in this Plan are outlined in Section VI of the Plan and include the following categories: Incentives and Assistance to Private Development, Public Infrastructure, Economic Development and Plan Administration and Refinement.

Urban renewal is unique in that it brings its own financing source: tax increment financing (TIF). Tax increment revenues - 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 funds borrowed are used to pay for urban renewal projects.

Urban renewal is put into effect by the local government (the city in this case) adopting an urban renewal plan. The urban renewal plan defines the urban renewal area, states goals and objectives for the area, lists projects and programs that can be undertaken, provides a dollar limit on the funds borrowed for urban renewal projects, and states how the plan may be changed in the future.

The goals of the Plan are listed in Section IV of the attached Plan.

The proposed maximum indebtedness, the limit on the amount of funds that may be spent on administration, projects and programs in the Area is \$51,000,000. The maximum indebtedness does not include interest paid on any borrowing by the urban renewal agency. There is a proposed financing plan in the Report that shows that the Plan is financially feasible. It is understood that the Agency may make changes to the financing plan as needs and opportunities arise, typically during the annual budgeting process.

The Plan would be administered by the Fairview Urban Renewal Agency (Agency). Major changes to the Plan, if necessary, must be approved by the Agency and City Council as detailed in Section VII Amendments to Plan.

IV. RELATIONSHIP TO LOCAL OBJECTIVES

The Plan relates to local planning and development objectives contained within the *Fairview Comprehensive Plan*, the *Fairview Transportation Systems Plan*, *Fairview 20.30.40 Community Vision*, *Main Streets on Halsey Plan* and the *Fairview Development Code*. The following section describes the purpose and intent of these plans, the particular goals and policies within each planning document to which the proposed Plan relates, and an explanation of how the Plan relates to these goals and policies. The numbering of the goals, policies, and implementation strategies will reflect the numbering that occurs in the original document. Italicized text is text that *has* been taken directly from an original planning document. The Comprehensive Plan designations are shown in Figure 2 of the Plan. The proposed land uses conform to Figure 2, the comprehensive plan designations and the maximum densities and building requirements can be found in the *Fairview Development Code*.

This is not a comprehensive list of all parts of the *Fairview Comprehensive Plan* that are supported by this Plan. This list includes the major Goals and Policies from the comprehensive plans that are in conformance with the urban renewal Plan however, there may be other Goals and Policies that are not listed, but are still in conformance with this Plan.

The numbering of the goals and policies within this section reflects the numbering that occurs in the original document. *Italicized text* is text that has been taken directly from an original document.

A. Fairview Comprehensive Plan

Chapter 3 - Community Building

Goal

To provide sufficient land to accommodate growth to the year 2020 and provide for the orderly development of that land.

Old Town

Renaissance Plan Value Statement: “Fairview will provide a safe environment where children and families can live, walk, recreate and enjoy life in a historic, small town setting. Streets, public facilities, parks, schools and homes are well maintained and the community takes pride in its appearance. Neighbors work together to create and provide continual support for a safe, clean and beautiful town.”

Visioning Document 2022: The Vision for Old Town centers around a theme to “embrace this historic area and nurture appropriate public and private improvements to enhance its existing character.” General goals for improving Old Town are outlined

below. Dozens of action items to fulfill these goals are in the Vision document for reference and implementation.

- Give preference to bicycle and pedestrian transportation improvements over increased vehicle efficiency. Calm traffic on local streets.*
- Upgrade public facilities, streets and parks. As redevelopment occurs, bury utility lines.*
- Build distinctive city gateway features, and landscape city streets.*

The Town Center

Provide a strong sense of place in the Fairview Community through community design. Link the Town Center and Old Town with transit and community services.

- Ensure the efficient use of land and urban services.*
- Provide a mix of housing types and price ranges to accommodate neighborhood diversity.*
- Provide the opportunity for jobs and services within the Town Center and Old Town Fairview to reduce trip lengths.*
- Integrate land use and transportation to encourage transit, bicycle and pedestrian use.*
- Provide a transportation network that emphasizes connections within the Town Center and Old Town Fairview.*

Sandy Boulevard Corridor Goal

The N.E. 223rd Avenue and Sandy Blvd. intersection should be used as a dividing line for land uses within the corridor. To the west of the intersection uses should be predominantly residential with some neighborhood-oriented service commercial, incubator office and light industrial. To the east of the intersection, industrial uses should dominate, with some destination retail commercial near the intersection of N.E. 238th Avenue.

Community Building Policies

- 3. Land within the planning area boundary will support a mix of residential, commercial, industrial, and recreation/open space uses.*
- 5. Retail and service commercial businesses serving clientele from the planning area and nearby locations will be encouraged to develop in the Town Center and arterial corridor commercial areas, as well as in clusters along 223rd Avenue at Halsey Street and Sandy Boulevard. Off-street parking will be required. Existing commercial establishments not located in areas designated by the Plan for commercial use will be allowed to continue but will only be permitted to expand beyond their present sites upon Planning Commission approval.*
- 6. Village Commercial, Mixed Use, and Office*

The village commercial is near the heart of the Village core and shall be easily accessible from the surrounding neighborhoods by walking, biking, transit or auto.

The Village Mixed Use designation shall link the Village Commercial district to the Village Office district. It will consist of small ancillary shops oriented towards the primary streets

with residential units above or townhouses that may evolve to retail uses in the future. Parking and building codes shall be taken into consideration for all uses. Buildings located at the four corners of the Village Square (Village Street and Market Street Intersection. See Land Use Designations in Figure 3-D) shall be two stories or tall-facade one-story buildings, with the first floor restricted to commercial/office/retail use.

- 7. Additional commercial or industrial development will be sought on land parcels scattered along the I-84N/Union Pacific Railroad/Sandy Boulevard corridors. These areas are suitable for industrial development. Site plans for industrial development proposals will be reviewed by the Planning Commission to evaluate the relationship to adjoining land uses.*
- 9. New urban development (e.g., residential subdivisions, commercial, or industrial) may only occur when the site is provided with public streets and it is determined that water, sanitary sewer, and, if required, storm drainage facilities, are available to the premises before or in conjunction with development. All new residences and businesses must connect to the public sewer system unless the development can demonstrate economic hardship and can meet all applicable state and federal water quality standards through alternate means.*

Finding: The Plan conforms to the Community Building Chapter of the *Fairview Comprehensive Plan* as the Plan specifies projects that will enhance the community by building gateways, incentivizing live-work in the Village, improving the transportation network for all modes of travel, providing increased development capacity by improving utility infrastructure in the Area, installing public art in the Area and incentivizing new development in the Area.

Chapter 8 – Recreational Needs

Goal

To satisfy the recreational needs of the citizens of the Fairview area and visitors.

- 5. Design safe and secure pedestrian and bikeway connections between parks and other activity centers in Fairview.*

Finding: The Plan conforms to the Recreational Needs Chapter of the *Fairview Comprehensive Plan* as providing funding for the Rails Near Trails project will enhance recreational opportunities for Fairview residents. Park Cleone is included in the Area to provide the ability to fund connectivity projects through the park.

Chapter 9 – Economic Development

Goal

To attract family-wage jobs, clean industry and businesses to serve local needs.

Policies

- 1. Encourage commercial development commensurate with the products and service needs of planning area residents and other residents of the local economic market area.*

3. *All commercial development shall have off-street parking consistent with local and mandated regional standards.*
6. *The City shall emphasize the enhancement of the tax base in its economic development activities in order to better provide adequate services to its population.*
7. *The “Commercial Core” along Halsey Street and 223rd Avenue is to be reflective of a “Main Street” design. This area is part of the overall Regional Town Center commercial development that includes both Fairview’s Town Center along Market and Village Streets and Wood Village’s Town Center focused near the intersection of Park Lane and Wood Village Boulevard.*
8. *Commercial development along Sandy Boulevard will be focused in three centers at 207th, 223rd and approximately 233rd. The focus of the first two centers is on providing services to the neighboring residential and industrial activities. The third center at approximately 233rd may include services but may also reflect a more regional market given the character of uses that already exist in the area.*
12. *A “gateway” concept for commercial development near I-84 will be considered. No development that substantively changes the existing quality of life in adjoining neighborhoods will be approved.*
13. *Fairview will continue to be an active partner in the coordinated and compatible development of the commercial and industrial lands in East Multnomah County.*

Finding:

The Plan conforms to the Economic Development Chapter of the *Fairview Comprehensive Plan* as the majority of the projects are designed to help improve conditions for economic activity in Fairview. These include projects that will improve utility infrastructure, upgrade the transportation network, provide SDC assistance to encourage future development, provide for property acquisition and future development, and assist with parking solutions for the Village.

Chapter 11 Public Facilities and Services

Goal

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve planning area development.

Policies

1. *No urban development shall occur without provision of essential public facilities and services.*
4. *Development of the various types of public facilities and services will be coordinated to most effectively direct development to the areas and at the intensities desired. The Capital Improvements Plan is adopted as part of the Comprehensive Plan.*

5. *Public facility planning for essential water, sewer, storm drainage, and street facilities shall be based on public facility plans in accordance with OAR Division 11. Public facility plans shall provide the primary factual basis for capital improvement programming in the City.*

6. *The City shall make every reasonable effort to facilitate a sound, fully coordinated public facility planning process throughout the Fairview planning area. Entities, other than the City, responsible for the planning and/or the provision of public facilities and services within the Fairview planning area are urged to cooperatively facilitate the provision of services in a manner consistent with the Fairview Comprehensive Plan.*

7. *As is feasible, incorporate, prioritize, and fund public improvement projects identified in city transportation, parks, neighborhood, Vision and other plans into the Fairview Capital Improvement Plan.*

The Plan conforms to the Public Facilities and Service Chapter of the *Fairview Comprehensive Plan* as there are projects that improve the utilities and transportation network in the Area.

Chapter 12 Transportation

Goal

To provide and encourage a safe, convenient and economical transportation system.

The Transportation Policies and Actions of the Comprehensive Plan are set forth in the 2016 Fairview Transportation System Plan Volume 1

Finding: The Plan conforms to the Transportation Chapter of the *Fairview Comprehensive Plan* as there are projects that improve the transportation network in the Area. See additional section on *Transportation Systems Plan* findings.

Chapter 13 Energy Conservation

Goal

To assure that urban land use activities are planned, located and constructed in a manner that maximizes energy efficiency.

Policies

2. *Pattern land use in the City to:*

A. Place the highest intensity uses (e.g., commercial, multi-family housing) nearest the major area access routes (e.g., Halsey Street).

B. Create compact development patterns to reduce the costs for and efficiency of energy supply facilities.

C. Cluster retail sales and service offices adjacent to residential areas to reduce the walking or driving necessary to satisfy daily household needs.

3. *Support development of well defined, safe pedestrian and bicycle paths and street crossings from residential areas to schools, parks and recreation centers, and public buildings (e.g., City Hall, post office, library).*
4. *Consider efforts to plan and develop bicycle commuter routes in east Multnomah County.*
5. *Follow a program of phased development of new residential areas while encouraging infill development to make maximum and most efficient use of existing or newly created energy transmission facilities.*
8. *Support use of mass transit (Tri-Met) and carpooling when possible for work and shopping trips.*
9. *Promote economic development in Fairview and neighboring cities to increase employment opportunities in the region and avoid long automobile commutes.*

Finding: The Plan conforms to the Energy Conservation Chapter of the *Fairview Comprehensive Plan* as providing infrastructure improvements and enhanced transportation networks will help to support walking, biking and transit ridership, to reduce vehicle miles traveled.

B. Fairview Transportation System Plan

Goal 1 – Livability

Plan, design and construct transportation facilities in a manner which enhances the livability of Fairview.

Objective 1: Maintain the livability of Fairview through proper location and design of transportation facilities. The City will ensure that transportation facilities are designed to preserve and respect the characteristics of the surrounding land uses, natural features, and other community amenities.

Objective 2: Provide direct, safe, secure and desirable pedestrian, bicycle, and transit access. The City will support active transportation (travel by walking, biking, etc.) connections between key activity centers, transit services, and existing (and planned) transportation facilities. The City will develop and maintain design standards and spacing standards for active transportation facilities (including sidewalks, trails, and bike routes).

Objective 3: Protect neighborhoods from excessive vehicular through traffic and travel speeds while providing reasonable access to and from residential areas.

Goal 2 - Balanced Transportation Choices

Provide choices for travelers in Fairview by developing a well-connected and balanced transportation system for all modes of transportation.

Objective 1: Develop and implement transportation facility design standards that recognize the multi-purpose nature of the street right-of-way for utility, pedestrian, bicycle, transit, truck and auto use. The City will develop and maintain a series of system maps and design standards for motor vehicles, bicycle, pedestrian, transit and truck facilities in Fairview.

Objective 2: Coordinate with Tri-Met to improve transit services in Fairview.

The Regional Transportation Plan (RTP) and Tri-Met service plan will guide development of Fairview's transit services. The City will support Tri-Met transit services by providing bicycle and pedestrian connections to transit stops. The City will seek to develop transit-supportive land uses to further grow transit ridership.

Objective 3: Construct bicycle lanes on all arterials and collectors within Fairview (with construction or reconstruction projects). Provide direct access to bikeways at all schools, parks, public facilities and retail areas. The City will develop and maintain a plan for bicycle facilities in Fairview which connect key activity centers (such as schools, parks, public facilities and retail areas). Design standards for bicycle facilities within Fairview will be developed and maintained.

Objective 4: Construct sidewalks on all streets within Fairview (with construction or reconstruction projects), except where a specific alternative plan has been developed (e.g., Fairview Village Plan). Provide direct access to sidewalks or trails at all schools, parks, public facilities and retail areas. The City will develop and maintain a plan for pedestrian facilities in Fairview which connect key activity centers (such as schools, parks, public facilities and retail areas). The City will develop and maintain design standards for pedestrian facilities within Fairview.

Objective 5: Develop active transportation facilities that serve recreational users and link to recreational trails. The City will support developing connections between recreational trails, other active transportation facilities, and activity centers. Transportation facility design standards will consider the needs of recreational users.

Objective 6: Provide local street connectivity to minimize out-of-direction travel, especially for people who walk and bike. The City will prioritize bicycle and pedestrian connections that provide direct access. Local or neighborhood streets should be located at a maximum distance of 530 feet apart, with active transportation connections no more than 330 feet apart. Active transportation connections can be provided via pedestrian/bike paths between cul-de-sacs and/or greenways, even where roadway connectivity does not exist or is not feasible.

Goal 3 - Safety

Strive to achieve a safe transportation system by developing facility design standards, access management policies and speed controls that consider all modes of transportation.

Objective 3: Provide safe and secure active transportation facilities and crossings that create connections between parks and other activity centers in Fairview.

Goal 5 - Accessibility

Develop transportation facilities which are accessible to all members of the community and minimize out of direction travel.

Objective 1: Design and construct transportation facilities to provide equitable access and barrier-free transportation choices for all people.

Objective 2: Develop neighborhood and local connections to provide adequate circulation in and out of the neighborhoods.

Objective 3: Coordinate with Multnomah County, Metro, and ODOT to develop an efficient arterial grid system that provides access within the City and serves through travelers.

Objective 4: Reduce total housing and transportation costs for residents of Fairview.

Objective 5: Strive for equity in the distribution of benefits from potential transportation improvements and work towards fair transportation access for all users.

Goal 8 - Health

Develop the transportation system to support healthy and active living choices for community members.

Objective 1: Provide an environment in which people are encouraged to walk, bike, or use other active modes of transportation.

Objective 2: Provide comfortable active transportation facilities for all ages and ability levels.

Objective 4: Support reductions in vehicle emissions.

Finding: The Plan conforms to the *Transportation Systems Plan* as there are projects that improve the transportation network in the Area for all modes of travel. There are projects to enhance Park and Ride options and a bike hub. There are projects to improve traffic flow and safety. There are also projects to enhance the streetscape to encourage all modes of travel.

C. Fairview 20.30.40 Community Vision

Vision Statement: “With thoughtful actions, ensure the quaintness and livability of Fairview into the decades ahead.”

Priority action items:

- 1. Commercial and At-large Economic Development Strategy*
- 2. Improvements to NE 223rd, Sidewalks, and Other Mobility Issues*
- 3. Livability Strategy to Maintain Small Town Community Feel*

Goal 1: Economic Development

Action Item 1.1 Continue partnership with Wood Village, Troutdale, Metro, and Multnomah County to prioritize and pursue the goals of the Main Streets on Halsey plan.

Action Item 1.2 Reinvigorating the live/work concept in the Village Commercial District. Revisit code and zoning to facilitate commercial development.

Action Item 1.3 Actively recruit businesses that are looking to relocate; identify startups and professional services that are looking for opportunities.

Action Item 1.4 Re-engage the city’s comprehensive Economic Development Strategy for commercial and industrial development.

Action Item 1.5 Review and consider revisions or additions to Development Incentive programs (i.e. existing Enterprise Zone, Vertical Housing Zone, Development Incentive program and/or new Urban Renewal Agency) targeted at desirable development.

Action Item 1.6 Review inventory of industrial and commercial parcels and pursue development to targeted niche businesses.

Goal 2: Mobility

Action Item 2.1 Complete sidewalk on west side of NE 223rd from Halsey to Blue Lake Park, starting with the railroad undercrossing.

Action Item 2.2 Connect sidewalks on north side of Sandy from NE 238th Ave. to NE 201st Ave.

Action Item 2.3 Improve roadway on NE 223rd Ave from Halsey to Sandy.

Action Item 2.4 Connect Sidewalks from the Village to NE Halsey Boulevard.

Action item 2.6 Install additional crosswalks with flashing lights for densest parts of Halsey Corridor.

Goal 4 – Parks and Recreation

Action Item 4.5 Investigate a Park & Ride for bus service to the Gorge and other destinations at NE 207th Ave and Halsey, with possible dog park and soccer field.

Goal 6 – Historic Character & Neighborhoods

Action Item 6.6 Consider opportunities to improve parking in the Village area, including public purchase of available properties.

Goal 7 – Enhance Livability

Action Item 7.1 Maintain and enhance walkability of neighborhoods.

Action Item 7.3 Encourage commercial development (dining, retail, etc.) to adapt to changes in shopping habits.

Action Item 7.4 Attract professional services to Halsey and Village service areas.

Finding: The Plan conforms to the *Fairview 20.30.40 Community Vision* as there are projects identified in the Plan that will incentivize commercial and at-large economic development, provide improvements to NE 223rd Avenue and address other mobility issues and help support the livability strategy. There are specific projects that will build gateways, incentivize live-work in the Village, provide parking solutions for the Village, improve the transportation network for all modes of travel by providing transportation improvements and streetscape improvements, provide increased development capacity by improving utility infrastructure in the Area, and incentivize new development in the Area.

D. Main Streets on Halsey Plan Fairview, Wood Village Troutdale, Strategic Economic Action Plan June 2017 (Main Streets on Halsey Plan)

Vision: The neighborhoods connected by Halsey will prosper from improved mobility, access to growing economic opportunity, and new development and reinvestment that result in jobs and new housing.

Finding: The Plan conforms to the *Main Streets on Halsey Plan* as the urban renewal plan implements major components of the *Main Streets on Halsey Plan*.

The 2017 Parks and Open Space Master Plan

Goal: The City seeks to operate a safe and well maintained park, open space, and recreation system for Fairview and its surrounding communities.

Vision and Mission: The City considers parks an integral component in the health and well-being of the community. The Fairview Parks system promotes accessibility and recreation for all ages by providing places for community gatherings, multicultural events, and social interaction in service of a diverse and vital community.

Finding: The Plan conforms to the *2017 Parks and Open Space Master Plan*, as providing funding for the Rails Near Trails project will enhance recreational opportunities for Fairview residents. In addition, the enhanced streetscape will include sidewalk improvements and the transportation improvements will include bicycle improvements. Park Cleone is included in the Area to provide the ability to fund connectivity projects through the park.

V. PLANNING COMMISSION RECOMMENDATION AND VOTE

Staff recommends that the Planning Commission:

1. Review and discuss the proposed Fairview Urban Renewal Plan
2. Find that the Plan conforms to the Fairview Comprehensive Plan, and optionally recommend the Plan's adoption to the Fairview City Council

Recommendation/Suggested Motion(s):

“I move that the Fairview Planning Commission finds, based upon the information provided in the staff report and the provided attachments, that the Fairview Urban Renewal Plan conforms with the Fairview Comprehensive Plan.

Optional additional language:

and further recommend that the Fairview City Council adopt the proposed Fairview Urban Renewal Plan.”

Attachments:

1. Fairview Urban Renewal Plan
2. Report on the Fairview Urban Renewal Plan

Fairview Urban Renewal Plan

Adopted by the City of Fairview

November __, 2018

Ordinance No. 8 - 2018

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.



LIST OF PARTICIPANTS

Fairview Mayor and City Council

Ted Tosterud	Mayor
Cathi Forsythe	Position 1
Mike Weatherby	Position 2
Keith Kudrna	Position 3
Lisa Barton Mullins	Position 4
Natalie Voruz	Position 5
Brian Cooper	Position 6

Fairview Planning Commission

Hollie Holcombe
Steven Hook
Jeff Dennerline
Les Bick
Russell Williams
Ed Jones

Urban Renewal Planning Committee

Ted Tosterud	Mayor
Bill Peterson	Fairview Resident
Erich Mueller	Fairview Resident
Holly Holcombe	Planning Commission representative
Marcus Fullard-Leo	Economic Development Advisory Committee Representative
Brian Cooper	City Councilor

City of Fairview Staff

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I. DEFINITIONS

“Agency” means the Fairview Urban Renewal Agency. This Agency is responsible for administration of the urban renewal plan.

“Area” means the properties and rights-of-way located with the Fairview Urban Renewal Area Boundary.

“Blight” is defined in ORS 457.010(1)(A-E) and identified in the ordinance adopting the urban renewal plan.

“Board of Commissioners” means the Multnomah County Board of Commissioners.

“City” means the City of Fairview, Oregon.

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

“Comprehensive Plan” means the City of Fairview comprehensive land use plan and its implementing ordinances, policies, and standards.

“County” means Multnomah County, Oregon.

“Development Code” means the City of Fairview Municipal Code, Title 19 Development Code.

“Fiscal year” means the year commencing on July 1 and closing on June 30.

“Frozen base” means the total assessed value including all real, personal, manufactured, and utility values within an urban renewal area at the time of adoption. The county assessor certifies the assessed value after the adoption of an urban renewal plan.

“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 an urban renewal area, or portion thereof, over the assessed value specified in the certified statement.

“Maximum indebtedness” means the amount of the principal of indebtedness included in 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.

“Planning Commission” means the Fairview Planning Commission.

“Revenue sharing” means sharing tax increment proceeds as defined in ORS 457.470.

“Tax increment financing (TIF)” means the funds that are associated with the division of taxes accomplished through the adoption of an urban renewal plan.

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

“UGB” means urban growth boundary.

“Urban renewal area” means a blighted area included in an urban renewal plan or an area included in an urban renewal plan under ORS 457.160.

“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 457.085(3).

II. INTRODUCTION

The Fairview Urban Renewal Plan (Plan) was developed for the Fairview City Council (City Council) with cooperative input from a Planning Committee that was formed for this purpose. The Plan also includes input from the community received at a public open house and public meetings and hearings before the Planning Commission, City Council, and Multnomah County Board of Commissioners.

The Fairview City Council called for the formation of a Vision Action Plan committee in June, 2017. Citizen volunteers were selected to serve on the committee. *Fairview 20.30.40 Community Vision* was prepared for the Fairview City Council in 2017 and is detailed in Section XI of this Fairview Urban Renewal Plan. The adopted *Fairview 20.30.40 Community Vision* set the stage for the development of an urban renewal plan to provide a funding source for the projects identified in the *Fairview 20.30.40 Community Vision*.

The City Council established the Fairview Urban Renewal Agency on May 16, 2018 by Ordinance Number 5-2018. ORS 457 requires the City Council to appoint an urban renewal agency board. The City Council appointed themselves as the board of the urban renewal agency.

In June 2018, the Fairview City Council established an Urban Renewal Planning Committee to help guide the formation of an urban renewal plan. The Advisory Committee met three times and provided input on the urban renewal area boundary, potential projects including project amounts and timing, and financing of an urban renewal plan. A public Open House was held on August 20, 2018. The main comments were about park development in Fairview. After the Open House, the city administrator and staff met with the East County Recreation (ECR) Board Chair, Vice Chair and Manager to review their input. The proposed boundary was adjusted after the Open House and subsequent meeting with ECR to add Park Cleone and an adjacent property to the urban renewal area boundary to help facilitate future trails projects.

This urban renewal plan is further supported by the *Main Streets on Halsey, Strategic Economic Action Plan (Main Streets on Halsey), for Fairview, Wood Village and Troutdale*, completed in 2017, that identified specific placemaking improvements for Halsey Street in these three cities. Being able to use tax increment financing to implement the component of the *Main Streets on Halsey Plan in Fairview* will provide a positive environment for future development all along this corridor.

A. Plan Overview

The Plan Area, shown in Figure 1, consists of approximately 458.65 total acres: 403.45 acres of land in tax lots and 55.20 acres of public rights-of-way. It is anticipated that the Plan will take 25 years of tax increment collections to implement. The maximum amount of indebtedness (amount of tax increment financing (TIF) for projects and programs) that may be issued for the Plan is \$51,000,000 (fifty-one million).

Detailed goals and objectives for this Plan are intended to guide tax increment investment in the Area over the life of the Plan. The Plan is to be administered by the city's Urban Renewal Agency (Agency). Substantial amendments to the Plan must be approved by City Council as outlined in Section VII. 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.

B. 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 revenues — 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 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 and streetscape, utilities, and provide assistance for future development. The Fairview Urban Renewal Area meets the definition of blight due to its infrastructure deficiencies and underdeveloped properties. These blighted conditions are specifically cited in the ordinance adopting the Plan and described in detail in the accompanying Urban Renewal Report (Report).

The Report accompanying the Plan contains the information required by ORS 457.085, including:

- 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.

III. MAXIMUM INDEBTEDNESS

Maximum indebtedness 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 \$51,000,000 (Fifty-one million dollars). 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 bond proceeds. It does include initial bond financing fees and interest earned on tax increment proceeds, separate from interest on bond proceeds.

IV. PLAN GOALS AND OBJECTIVES

A. Economy

Goal 1. Create conditions that are attractive to the growth of existing businesses and attract new businesses to create new jobs and increased assessed value in the Area.

Objectives:

- a) Establish a Loan to Grant Program to encourage private developments.
- b) Provide Utility System Development Charges Assistance.
- c) Provide incentives to Village Live Work developments.
- d) Pursue and provide for purchase, resale and development or redevelopment of property.

Goal 2. Remove barriers to development and redevelopment by providing needed utility infrastructure improvements in the Area. Spur economic development and job creation from new development created due to infrastructure improvements.

Objectives:

- a) Participate in the funding for upgrading the water system by installing water system Well #10 and rehabilitating Reservoir #1.
- b) Participate in the funding for the construction of the Sandy Boulevard Sewer Trunk Line.

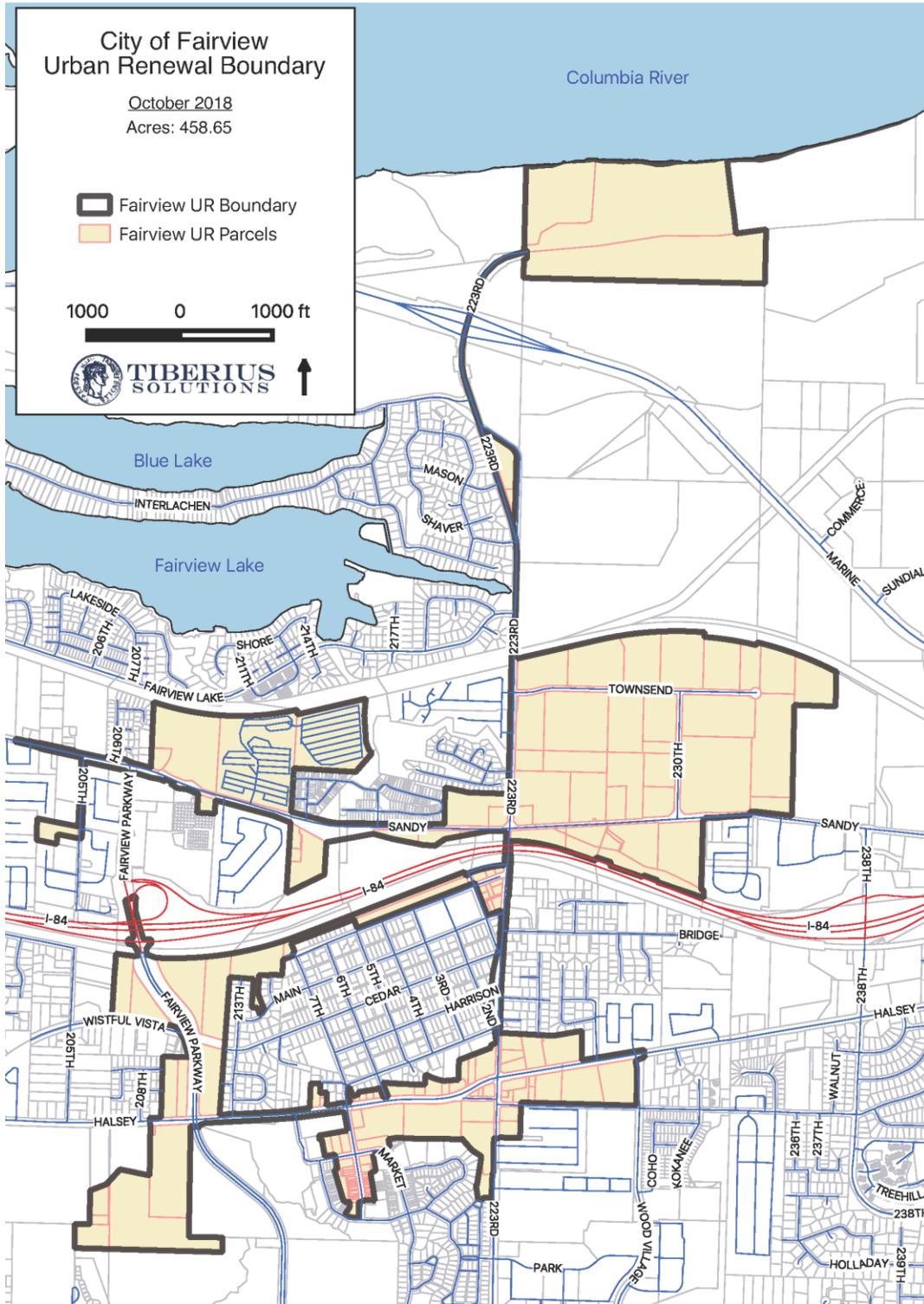
Goal 3. Improve the safety, access and efficiency of the transportation network and create a sense of place in the Area to improve conditions for existing residents and encourage new development in the Area.

Objectives:

- a) Construct pedestrian improvements on NE 223rd Avenue

- b) Implement the Main Streets on Halsey Plan.
- c) Undertake street and multimodal improvements that make transportation safe for all modes of travel.
- d) Construct Roundabout features on Haley's Street's major intersections.
- e) Install right-of-way improvements on Halsey Street, NE 223rd Avenue, Depot Street, Sandy Boulevard and Fairview Parkway.
- f) Install streetscape and gateway improvements on Fairview Parkway.
- g) Develop a Park and Ride station with a bike hub.
- h) Develop the Trails Next to Rails project.
- i) Provide additional public parking in Fairview Village.
- j) Install public art in the Area.

Figure 1 – Fairview Urban Renewal Plan Area Boundary



Source: Tiberius Solutions, LLC

V. URBAN RENEWAL PROJECT CATEGORIES

As an outcome of the goals described in the previous section, the projects within the Area fall into the following categories:

- *Incentives and Assistance to Private Development.*
- *Public Infrastructure.*
- *Economic Development.*
- *Plan Administration and Refinement.*

VI. URBAN RENEWAL PROJECTS

A. *Incentives and Assistance to Private Development*

1. **Private Development Loan-to-Grant Program** – Establish a fund for use on loans or grants with private developers in the urban renewal area. This program could address the following issues as well as other issues as designated by the Agency:
 - a. Mitigation of environmental and storm water issues
 - b. Demolition of structures
 - c. Consolidation of multiple adjacent lots into one larger lot
 - d. Resolution of access or infrastructure challenges
2. **Utility System Development Charges (SDC) Assistance** – Provide financial assistance to incentivize targeted development through full or partial assistance of Utility SDCs with the Agency reimbursing city utilities.

B. *Public Infrastructure*

1. **Water System Well #10** – Pay a portion of the development and construction costs for Water Well #10.
2. **Reservoir #1 Rehabilitation** – Pay a portion of the design and construction costs to implement the City Council approved plan for the rehabilitation of Reservoir #1.
3. **Street Improvements including Pedestrian and Bicycle Improvements** – Identify, design and construct street, pedestrian and bicycle infrastructure that is included in the Fairview Transportation Systems Plan (TSP) and meets goals of the Agency. Projects to be undertaken include but are not limited to NE 223rd Avenue, Sandy Boulevard, Depot Street, Trails Next to Rails and Railroad Pedestrian Undercrossing
4. **Roundabout features on Halsey Street's major intersections** – Assist with the feasibility study, design and construction of roundabouts at NE Halsey Street and Fairview Parkway and NE Halsey Street and NE Fairview Avenue (NE 223rd Avenue).
5. **Streetscape Improvements on Halsey** – Implement the streetscape, gateway and pedestrian safety aspect of the *Main Streets on Halsey Plan*. Streetscape improvements could include pedestrian crossings, bicycle amenities, access improvements, landscaping, benches, bus stop shelters, street trees, wayfinding signage, and lighting (theme light

poles that could accommodate banners, flower baskets, lighted decorations and gateway treatments) and other improvements as identified by the Agency. Gateway treatments may include, but are not limited to new signage, public art, and landscaping, with a focus on entering the Halsey corridor from the west end of Fairview.

6. **Sandy Sewer Boulevard Trunk Line** – Pay a portion of the design and construction costs for the Sandy Boulevard Sewer trunk line.
7. **Streetscape and Gateway Improvements on Fairview Parkway** – Visually enhance gateway into Fairview through landscape improvements, overpass treatments, public art and signage from the Interstate 84 (I-84) overpass to Halsey Street.
8. **Fairview Village Parking** – Develop and implement a plan to accommodate parking needs for full development of the Village commercial area.

C. Economic Development

1. **Incentivize Village Live Work Developments** – Develop a loan/grant program that incentivizes and removes barriers to Live Work developments in the Village.
2. **Park-n-Ride with Transit and Bike Hub on PPL Property** – Develop and construct a Park-n-Ride Station at the northeast corner of the Fairview Parkway and Halsey Street intersection.
3. **Purchase and Resale of Property for Development or Redevelopment** – Purchase property that is blighted, underdeveloped or vacant; remove the obstacles to development and resell to private ownership that has the interest and capacity to create development that meets the goals of the Agency.
4. **Public Art** - Install public art in the Area to enhance the community’s uniqueness and create economic development.

D. Plan Administration and Planning Refinement

1. **Plan Administration and Planning Refinement** – Fund the administration of the plan. Examples of eligible projects include:
 - Auditing, insurance, bond counsel, and other required administrative costs
 - Marketing projects and programs related to the Plan
 - Preparation of financial plans and/or financial analyses of projects and proposals
 - Personnel, materials, and other associated administrative costs
 - Professional consulting services to refine urban design concepts
 - Environmental analyses
 - Other consultation or design services related to the administration of Plan projects, which could include the creation and administration of design guidelines, engineering services, or other management costs.
2. **Initial Plan Preparation** – Provide reimbursement to the city of costs of consulting fees, legal description, notices, recording and other costs associated with preparation of the urban renewal plan.

VII. 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, under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the Agency, 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 Fairview, 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

1. Add land to the urban renewal area, except for an addition of land that totals not more than 1% of the existing area of the urban renewal area; 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 Agency by resolution.

C. Amendments to the Fairview Comprehensive Plan and/or Fairview Zoning Code.

Amendments to the Fairview Comprehensive Plan and/or Development Code that affect the Plan and/or the Area shall be incorporated automatically within the Plan without any separate action required by the Agency or City Council.

¹ Unless otherwise permitted by state law, no land equal to more than 20 percent of the total land area of the original Plan shall be added to the urban renewal area by amendments, and the aggregate amount of all amendments increasing the maximum indebtedness may not exceed 20 percent of the Plan's initial maximum indebtedness, as adjusted, as provided by law.

VIII. 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 VII. Identification of property to be acquired and its anticipated disposition is required by ORS 457.085(g).

A. Property acquisition for public improvements

The Agency 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 institution of eminent domain procedures.

B. Property acquisition from willing sellers

The Plan authorizes Agency acquisition of any interest in property within the Area that the Agency finds is necessary for private redevelopment, but only in those cases where the property owner wishes to convey such interest to the Agency. The Plan does not authorize the Agency 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 Agency will dispose of property acquired for a public improvement project by conveyance to the appropriate public agency responsible for the construction and/or maintenance of the public improvement. The Agency may retain such property during the construction of the public improvement.

The Agency may dispose of property acquired under Subsection B of this Section VIII 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 agency, 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 Agency determines is reasonable.

IX. RELOCATION METHODS

When the Agency 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 Agency 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.

X. TAX INCREMENT FINANCING OF PLAN

Tax increment financing consists of using annual tax increment revenues to make payments on debt, usually in the form of bank loans or revenue bonds. The proceeds of the bonds are used to finance the urban renewal projects authorized in the Plan. Bonds may be either long-term or short-term.

Tax increment revenues equal most of the annual property taxes imposed on the cumulative *increase* in assessed value within an urban renewal area over the total assessed value at the time an urban renewal plan is adopted. (Under current law, the property taxes for general obligation (GO) bonds and local option levies approved after October 6, 2001 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:

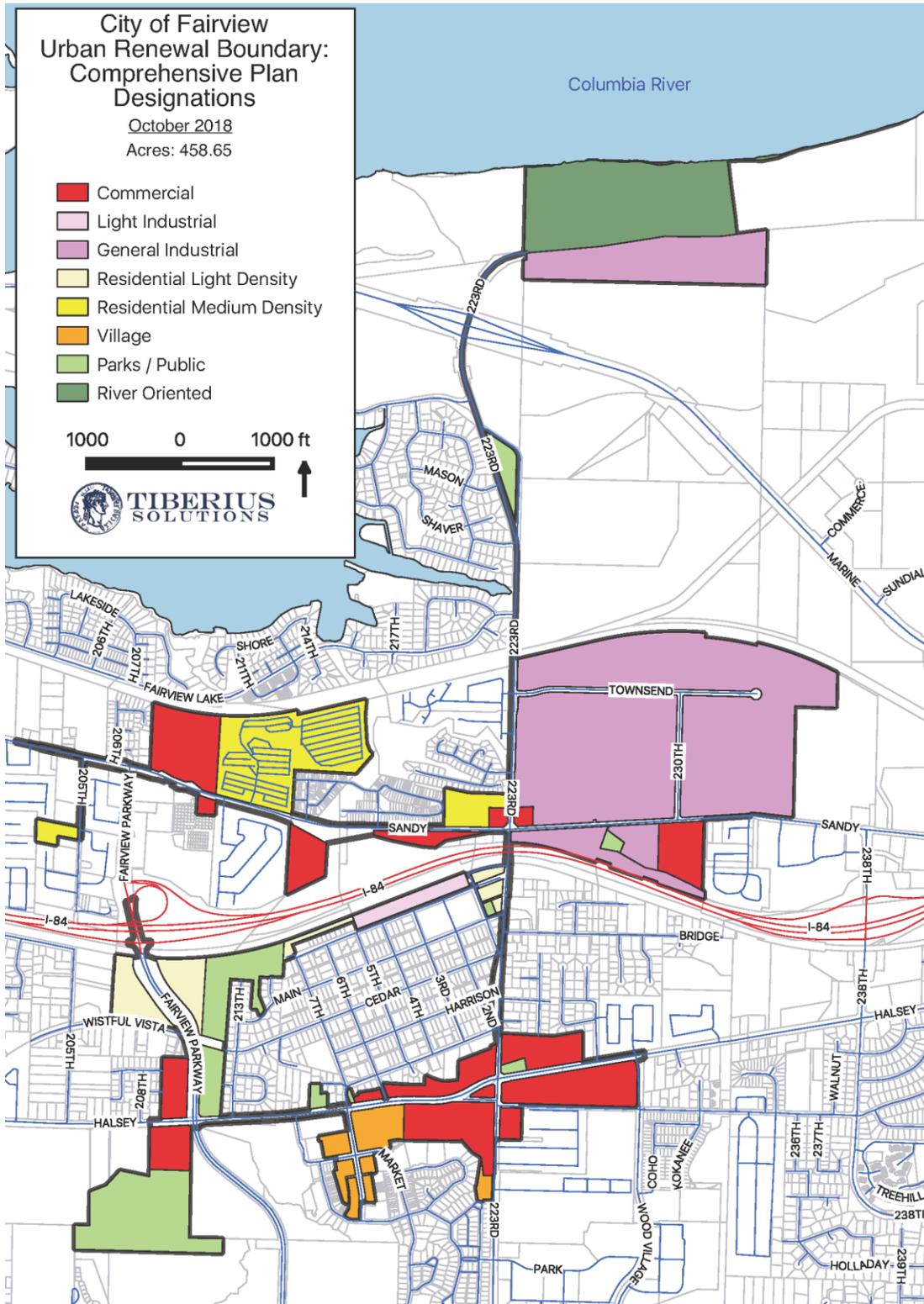
- Tax increment revenues;
- Advances, loans, grants, and any other form of financial assistance from federal, state, or local governments, or other public bodies;
- Loans, grants, dedications, or other contributions from private developers and property owners, including, but not limited to, assessment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

Revenues obtained by the Agency 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 implementation of this Plan.

B. Tax increment financing

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Agency, 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 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 Agency based upon the distribution schedule established under ORS 311.390.

Figure 2 – Comprehensive Plan Designations



Source: Tiberius Solutions, LLC

XI. RELATIONSHIP TO LOCAL OBJECTIVES

ORS 457.085 requires that the Plan conform to local objectives. This section provides that analysis. Relevant local planning and development objectives are contained within the *Fairview Comprehensive Plan*, the *Fairview Transportation Systems Plan*, *Fairview 20.30.40 Community Vision*, *Main Streets on Halsey Plan*, the *2017 Parks and Open Space Master Plan* and the *Fairview Development Code*. The following section describes the purpose and intent of these plans, the main applicable goals and policies within each plan, and an explanation of how the Fairview Urban Renewal Plan relates to the applicable goals and policies. This analysis covers the most relevant sections but may not cover every section of the various plans that relate to the Fairview Urban Renewal Plan. As the plans identified in this section are updated in the future, this document will automatically incorporate those updates without the Fairview Urban Renewal Plan having to be formally amended. If a substantial amendment is completed in the future, this section of the Fairview Urban Renewal Plan should be updated at that point.

The numbering of the goals and policies within this section reflects the numbering that occurs in the original document. *Italicized text* is text that has been taken directly from an original document.

Comprehensive Plan designations for all land in the Area are shown in Figure 2. All proposed land uses conform to Figure 2. Maximum densities and building requirements for all land in the Area are contained in the Development Code.

A. Fairview Comprehensive Plan

Chapter 3 Community Building

Goal

To provide sufficient land to accommodate growth to the year 2020 and provide for the orderly development of that land.

Old Town

Renaissance Plan Value Statement: “Fairview will provide a safe environment where children and families can live, walk, recreate and enjoy life in a historic, small town setting. Streets, public facilities, parks, schools and homes are well maintained and the community takes pride in its appearance. Neighbors work together to create and provide continual support for a safe, clean and beautiful town.”

Visioning Document 2022: *The Vision for Old Town centers around a theme to “embrace this historic area and nurture appropriate public and private improvements to enhance its existing character.” General goals for improving Old Town are outlined below². Dozens of action items to fulfill these goals are in the Vision document for reference and implementation.*

- Give preference to bicycle and pedestrian transportation improvements over increased vehicle efficiency. Calm traffic on local streets.
- Upgrade public facilities, streets and parks. As redevelopment occurs, bury utility lines.
- Build distinctive city gateway features, and landscape city streets.

The Town Center

Provide a strong sense of place in the Fairview Community through community design. Link the Town Center and Old Town with transit and community services.

- Ensure the efficient use of land and urban services.
- Provide a mix of housing types and price ranges to accommodate neighborhood diversity.
- Provide the opportunity for jobs and services within the Town Center and Old Town Fairview to reduce trip lengths.
- Integrate land use and transportation to encourage transit, bicycle and pedestrian use.
- Provide a transportation network that emphasizes connections within the Town Center and Old Town Fairview.

Sandy Boulevard Corridor Goal

The N.E. 223rd Avenue and Sandy Blvd. intersection should be used as a dividing line for land uses within the corridor. To the west of the intersection uses should be predominantly residential with some neighborhood-oriented service commercial, incubator office and light industrial. To the east of the intersection, industrial uses should dominate, with some destination retail commercial near the intersection of N.E. 238th Avenue.

Community Building Policies

3. *Land within the planning area boundary will support a mix of residential, commercial, industrial, and recreation/open space uses.*
5. *Retail and service commercial businesses serving clientele from the planning area and nearby locations will be encouraged to develop in the Town Center and arterial corridor commercial areas, as well as in clusters along 223rd Avenue at Halsey Street and Sandy Boulevard. Off-street parking will be required. Existing commercial establishments not located in areas designated by the Plan for commercial use will be allowed to continue but will only be permitted to expand beyond their present sites upon Planning Commission approval.*

6. Village Commercial, Mixed Use, and Office

The village commercial is near the heart of the Village core and shall be easily accessible from the surrounding neighborhoods by walking, biking, transit or auto.

The Village Mixed Use designation shall link the Village Commercial district to the Village Office district. It will consist of small ancillary shops oriented towards the primary streets with residential units above or townhouses that may evolve to retail uses in the future.

Parking and building codes shall be taken into consideration for all uses. Buildings located at the four corners of the Village Square (Village Street and Market Street Intersection. See

Land Use Designations in Figure 3-D) shall be two stories or tall-facade one-story buildings, with the first floor restricted to commercial/office/retail use.

- 7. Additional commercial or industrial development will be sought on land parcels scattered along the I-84N/Union Pacific Railroad/Sandy Boulevard corridors. These areas are suitable for industrial development. Site plans for industrial development proposals will be reviewed by the Planning Commission to evaluate the relationship to adjoining land uses.*
- 9. New urban development (e.g., residential subdivisions, commercial, or industrial) may only occur when the site is provided with public streets and it is determined that water, sanitary sewer, and, if required, storm drainage facilities, are available to the premises before or in conjunction with development. All new residences and businesses must connect to the public sewer system unless the development can demonstrate economic hardship and can meet all applicable state and federal water quality standards through alternate means.*

Finding: The Plan conforms to the Community Building Chapter of the *Fairview Comprehensive Plan* as the Plan specifies projects that will enhance the community by building gateways, incentivizing live-work in the Village, improving the transportation network for all modes of travel, providing increased development capacity by improving utility infrastructure in the Area, installing public art in the Area and incentivizing new development in the Area.

Chapter 8 Recreational Needs

Goal

To satisfy the recreational needs of the citizens of the Fairview area and visitors.

- 5. Design safe and secure pedestrian and bikeway connections between parks and other activity centers in Fairview.*

Finding: The Plan conforms to the Recreational Needs Chapter of the *Fairview Comprehensive Plan* as providing funding for the Trails next to Rails project will enhance recreational opportunities for Fairview residents. Park Cleone is included in the Area to provide the ability to fund connectivity projects through the park. In addition,

Chapter 9 Economic Development

Goal

To attract family-wage jobs, clean industry and businesses to serve local needs.

Policies

- 1. Encourage commercial development commensurate with the products and service needs of planning area residents and other residents of the local economic market area.*
- 3. All commercial development shall have off-street parking consistent with local and mandated regional standards.*
- 6. The City shall emphasize the enhancement of the tax base in its economic development activities in order to better provide adequate services to its population.*
- 7. The “Commercial Core” along Halsey Street and 223rd Avenue is to be reflective of a “Main Street” design. This area is part of the overall Regional Town Center commercial development that includes both Fairview’s Town Center along Market and Village Streets and Wood Village’s Town Center focused near the intersection of Park Lane and Wood Village Boulevard.*
- 8. Commercial development along Sandy Boulevard will be focused in three centers at 207th, 223rd and approximately 233rd. The focus of the first two centers is on providing services to the neighboring residential and industrial activities. The third center at approximately 233rd may include services but may also reflect a more regional market given the character of uses that already exist in the area.*
- 12. A “gateway” concept for commercial development near I-84 will be considered. No development that substantively changes the existing quality of life in adjoining neighborhoods will be approved.*
- 13. Fairview will continue to be an active partner in the coordinated and compatible development of the commercial and industrial lands in East Multnomah County.*

Finding:

The Plan conforms to the Economic Development Chapter of the *Fairview Comprehensive Plan* as the majority of the projects are designed to help improve conditions for economic activity in Fairview. These include projects that will improve utility infrastructure, upgrade the transportation network, provide SDC assistance to encourage future development, provide for property acquisition and future development, and assist with parking solutions for the Village.

Chapter 11 Public Facilities and Services

Goal

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve planning area development.

Policies

- 1. No urban development shall occur without provision of essential public facilities and services.*
- 4. Development of the various types of public facilities and services will be coordinated to most effectively direct development to the areas and at the intensities desired. The Capital Improvements Plan is adopted as part of the Comprehensive Plan.*
- 5. Public facility planning for essential water, sewer, storm drainage, and street facilities shall be based on public facility plans in accordance with OAR Division 11. Public facility plans shall provide the primary factual basis for capital improvement programming in the City.*
- 6. The City shall make every reasonable effort to facilitate a sound, fully coordinated public facility planning process throughout the Fairview planning area. Entities, other than the City, responsible for the planning and/or the provision of public facilities and services within the Fairview planning area are urged to cooperatively facilitate the provision of services in a manner consistent with the Fairview Comprehensive Plan.*
- 7. As is feasible, incorporate, prioritize, and fund public improvement projects identified in city transportation, parks, neighborhood, Vision and other plans into the Fairview Capital Improvement Plan.*

The Plan conforms to the Public Facilities and Service Chapter of the *Fairview Comprehensive Plan* as there are projects that improve the utilities and transportation network in the Area.

Chapter 12 Transportation

Goal

To provide and encourage a safe, convenient and economical transportation system.

The Transportation Policies and Actions of the Comprehensive Plan are set forth in the 2016 Fairview Transportation System Plan Volume 1

Finding: The Plan conforms to the Transportation Chapter of the *Fairview Comprehensive Plan* as there are projects that improve the transportation network in the Area. See additional section on *Transportation Systems Plan* findings.

Chapter 13 Energy Conservation

Goal

To assure that urban land use activities are planned, located and constructed in a manner that maximizes energy efficiency.

Policies

2. Pattern land use in the City to:

- A. Place the highest intensity uses (e.g., commercial, multi-family housing) nearest the major area access routes (e.g., Halsey Street).*
- B. Create compact development patterns to reduce the costs for and efficiency of energy supply facilities.*
- C. Cluster retail sales and service offices adjacent to residential areas to reduce the walking or driving necessary to satisfy daily household needs.*

3. Support development of well defined, safe pedestrian and bicycle paths and street crossings from residential areas to schools, parks and recreation centers, and public buildings (e.g., City Hall, post office, library).

4. Consider efforts to plan and develop bicycle commuter routes in east Multnomah County.

5. Follow a program of phased development of new residential areas while encouraging infill development to make maximum and most efficient use of existing or newly created energy transmission facilities.

8. Support use of mass transit (Tri-Met) and carpooling when possible for work and shopping trips.

9. Promote economic development in Fairview and neighboring cities to increase employment opportunities in the region and avoid long automobile commutes.

Finding: The Plan conforms to the Energy Conservation Chapter of the *Fairview Comprehensive Plan* as providing infrastructure improvements and enhanced transportation networks will help to support walking, biking and transit ridership, to reduce vehicle miles traveled.

B. Fairview Transportation System Plan

Goal 1 – Livability

Plan, design and construct transportation facilities in a manner which enhances the livability of Fairview.

Objective 1: Maintain the livability of Fairview through proper location and design of transportation facilities. The City will ensure that transportation facilities are designed to preserve and respect the characteristics of the surrounding land uses, natural features, and other community amenities.

Objective 2: Provide direct, safe, secure and desirable pedestrian, bicycle, and transit access. The City will support active transportation (travel by walking, biking, etc.) connections between key activity centers, transit services, and existing (and planned) transportation facilities. The City will develop and maintain design standards and spacing standards for active transportation facilities (including sidewalks, trails, and bike routes).

Objective 3: Protect neighborhoods from excessive vehicular through traffic and travel speeds while providing reasonable access to and from residential areas.

Goal 2 - Balanced Transportation Choices

Provide choices for travelers in Fairview by developing a well- connected and balanced transportation system for all modes of transportation.

Objective 1: Develop and implement transportation facility design standards that recognize the multi- purpose nature of the street right- of- way for utility, pedestrian, bicycle, transit, truck and auto use. The City will develop and maintain a series of system maps and design standards for motor vehicles, bicycle, pedestrian, transit and truck facilities in Fairview.

Objective 2: Coordinate with Tri- Met to improve transit services in Fairview. The Regional Transportation Plan (RTP) and Tri- Met service plan will guide development of Fairview’s transit services. The City will support Tri- Met transit services by providing bicycle and pedestrian connections to transit stops. The City will seek to develop transit- supportive land uses to further grow transit ridership.

Objective 3: Construct bicycle lanes on all arterials and collectors within Fairview (with construction or reconstruction projects). Provide direct access to bikeways at all schools, parks, public facilities and retail areas. The City will develop and maintain a plan for bicycle facilities in Fairview which connect key activity centers (such as schools, parks, public facilities and retail areas) Design standards for bicycle facilities within Fairview will be developed and maintained.

Objective 4: Construct sidewalks on all streets within Fairview (with construction or reconstruction projects), except where a specific alternative plan has been developed (e.g., Fairview Village Plan). Provide direct access to sidewalks or trails at all schools, parks, public facilities and retail areas. The City will develop and maintain a plan for pedestrian facilities in Fairview which connect key activity centers (such as schools, parks, public facilities and retail areas). The City will develop and maintain design standards for pedestrian facilities within Fairview.

Objective 5: Develop active transportation facilities that serve recreational users and link to recreational trails. The City will support developing connections between recreational trails, other active transportation facilities, and activity centers. Transportation facility design standards will consider the needs of recreational users.

Objective 6: Provide local street connectivity to minimize out- of- direction travel, especially for people who walk and bike. The City will prioritize bicycle and pedestrian connections that provide direct access. Local or neighborhood streets should be located at a maximum distance of 530 feet apart, with active transportation connections no more than 330 feet apart. Active transportation connections can be provided via pedestrian/bike paths between cul- de- sacs and/or greenways, even where roadway connectivity does not exist or is not feasible.

Goal 3 - Safety

Strive to achieve a safe transportation system by developing facility design standards, access management policies and speed controls that consider all modes of transportation.

Objective 3: Provide safe and secure active transportation facilities and crossings that create connections between parks and other activity centers in Fairview.

Goal 5 - Accessibility

Develop transportation facilities which are accessible to all members of the community and minimize out of direction travel.

Objective 1: Design and construct transportation facilities to provide equitable access and barrier-free transportation choices for all people.

Objective 2: Develop neighborhood and local connections to provide adequate circulation in and out of the neighborhoods.

Objective 3: Coordinate with Multnomah County, Metro, and ODOT to develop an efficient arterial grid system that provides access within the City and serves through travelers.

Objective 4: Reduce total housing and transportation costs for residents of Fairview.

Objective 5: Strive for equity in the distribution of benefits from potential transportation improvements and work towards fair transportation access for all users.

Goal 8 - Health

Develop the transportation system to support healthy and active living choices for community members.

Objective 1: Provide an environment in which people are encouraged to walk, bike, or use other active modes of transportation.

Objective 2: Provide comfortable active transportation facilities for all ages and ability-levels.

Objective 4: Support reductions in vehicle emissions.

Finding: The Plan conforms to the *Transportation Systems Plan* as there are projects that improve the transportation network in the Area for all modes of travel. There are projects to enhance Park and Ride options and a bike hub. There are projects to improve traffic flow and safety. There are also projects to enhance the streetscape to encourage all modes of travel.

C. Fairview 20.30.40 Community Vision

Vision Statement: "With thoughtful actions, ensure the quaintness and livability of Fairview into the decades ahead."

Priority action items:

- 1. Commercial and At-large Economic Development Strategy*
- 2. Improvements to NE 223rd, Sidewalks, and Other Mobility Issues*
- 3. Livability Strategy to Maintain Small Town Community Feel*

Goal 1: Economic Development

Action Item 1.1 Continue partnership with Wood Village, Troutdale, Metro, and Multnomah County to prioritize and pursue the goals of the Main Streets on Halsey plan.

Action Item 1.2 Reinvigorating the live/work concept in the Village Commercial District. Revisit code and zoning to facilitate commercial development.

Action Item 1.3 Actively recruit businesses that are looking to relocate; identify startups and professional services that are looking for opportunities.

Action Item 1.4 Re-engage the city's comprehensive Economic Development Strategy for commercial and industrial development.

Action Item 1.5 Review and consider revisions or additions to Development Incentive programs (i.e. existing Enterprise Zone, Vertical Housing Zone, Development Incentive program and/or new Urban Renewal Agency) targeted at desirable development.

Action Item 1.6 Review inventory of industrial and commercial parcels and pursue development to targeted niche businesses.

Goal 2: Mobility

Action Item 2.1 Complete sidewalk on west side of NE 223rd from Halsey to Blue Lake Park, starting with the railroad undercrossing.

Action Item 2.2 Connect sidewalks on north side of Sandy from NE 238th Ave. to NE 201st Ave.

Action Item 2.3 Improve roadway on NE 223rd Ave from Halsey to Sandy.

Action Item 2.4 Connect Sidewalks from the Village to NE Halsey Boulevard.

Action item 2.6 Install additional crosswalks with flashing lights for densest parts of Halsey Corridor.

Goal 4 – Parks and Recreation

Action Item 4.5 Investigate a Park & Ride for bus service to the Gorge and other destinations at NE 207th Ave and Halsey, with possible dog park and soccer field.

Goal 6 – Historic Character & Neighborhoods

Action Item 6.6 Consider opportunities to improve parking in the Village area, including public purchase of available properties.

Goal 7 – Enhance Livability

Action Item 7.1 Maintain and enhance walkability of neighborhoods.

Action Item 7.3 Encourage commercial development (dining, retail, etc.) to adapt to changes in shopping habits.

Action Item 7.4 Attract professional services to Haley and Village service areas.

Finding: The Plan conforms to the *Fairview 20.30.40 Community Vision* as there are projects identified in the Plan that will incentivize commercial and at-large economic development, provide improvements to NE 223rd Avenue and address other mobility issues and help support the livability strategy. There are specific projects that will build gateways, incentivize live-work in the Village, provide parking solutions for the Village, improve the transportation network for

all modes of travel by providing transportation improvements and streetscape improvements, provide increased development capacity by improving utility infrastructure in the Area, and incentivize new development in the Area.

D. Main Streets on Halsey Plan Fairview, Wood Village Troutdale, Strategic Economic Action Plan June 2017 (Main Streets on Halsey Plan)

Vision: The neighborhoods connected by Halsey will prosper from improved mobility, access to growing economic opportunity, and new development and reinvestment that result in jobs and new housing.

Finding: The Plan conforms to the *Main Streets on Halsey Plan* as the urban renewal plan implements major components of the *Main Streets on Halsey Plan*.

E. 2017 Parks and Open Space Master Plan

Goal: The City seeks to operate a safe and well maintained park, open space, and recreation system for Fairview and its surrounding communities.

Vision and Mission: The City considers parks an integral component in the health and well-being of the community. The Fairview Parks system promotes accessibility and recreation for all ages by providing places for community gatherings, multicultural events, and social interaction in service of a diverse and vital community.

Finding: The Plan conforms to the *2017 Parks and Open Space Master Plan*, as providing funding for the Rails for Trails project will enhance recreational opportunities for Fairview residents. In addition, the enhanced streetscape will include sidewalk improvements and the transportation improvements will include bicycle improvements. Park Cleone is included in the Area to provide the ability to fund connectivity projects through the park.

F. Fairview Development Code

The land uses in the Area will conform to the zoning designations in the City of Fairview Municipal Code, Title 19 Development Code (Development Code), including maximum densities and building requirements, and the requirements in the Development Code are incorporated by reference herein. The following zoning districts are present in the Area.

As the Development Code is updated, this document will be updated by reference. If a substantial amendment is completed in the future, this section will be updated to match the current zoning designations. The following listings are in the same order as the Development Code.

Agricultural Holding

This zone is intended primarily as a holding zone to be used for agricultural uses until the land is developed for industrial purposes.

Residential District – This includes R, R7.5, R10, Residential Multi-Family and Residential Townhouse

Purpose

A. The residential district is intended to promote the livability, stability and improvement of the city’s neighborhoods. This chapter provides standards for the orderly expansion and improvement of neighborhoods based on the following principles:

1. Make efficient use of land and public services, implement the Comprehensive Plan, and provide minimum and maximum density standards for housing.
2. Accommodate a range of housing needs, including owner-occupied and rental housing.
3. Provide for compatible building and site design at an appropriate neighborhood scale.
4. Reduce reliance on the automobile for neighborhood travel and provide options for walking, bicycling, and transit use.
5. Provide direct and convenient access to schools, parks and neighborhood services.
6. Utilize subdistricts to add additional allowed uses to the uses in the R, single-family residential, base district.
7. Utilize overlay districts to limit uses in the underlying base district.

Town Center Commercial

A city goal is to strengthen the town center commercial district as the “heart” of the community and as the logical place for people to gather and create a business center. The town center commercial district is intended to support this goal through elements of design and appropriate mixed use development. This chapter provides standards for the orderly improvement of the district based on the following principles:

- A. Efficient use of land and urban services;
- B. A mixture of land uses to encourage walking as an alternative to driving, and to provide more employment and housing options;
- C. Both formal and informal community gathering places;
- D. A distinct storefront character that identifies commercial districts;
- E. Connections to neighborhoods and other employment areas;

F. Reduced reliance on the automobile and reduced parking needs.

Corridor Commercial

The corridor commercial district is intended to allow auto-accommodating commercial development while encouraging walking, bicycling, and transit. The district allows a full range of retail and service businesses with a local or regional market. Industrial uses are allowed but are limited in size to avoid adverse effects and ensure that they do not dominate the character of the commercial area. The district's development standards promote attractive development, an open and pleasant street appearance and compatibility with adjacent residential areas. Development is intended to be aesthetically pleasing for motorists, transit users, pedestrians, and the businesses themselves.

Light Industrial

The light industrial district accommodates a range of light manufacturing, industrial-office uses, automobile-oriented uses (e.g., lodging, restaurants, auto-oriented retail), and similar uses which are not appropriate in the town center areas. The district's standards are based on the following principles:

- A. To ensure efficient use of land and public services;
- B. To provide a balance between jobs and housing, and encourage mixed use development;
- C. To provide transportation options for employees and customers;
- D. To provide business services close to major employment centers;
- E. To ensure compatibility between industrial uses and nearby residential areas;
- F. To provide appropriately zoned land with a range of parcel sizes for industry;
- G. To provide for automobile-oriented uses, while preventing strip-commercial development in highway corridors.

General Industrial

This district is intended for a broad range of uses, which can be located in areas where they do not directly affect the livability of residential neighborhoods and the quality and viability of commercial areas in the city. This district provides for the normal operation of an industry, which can meet and maintain the standards set in this section in order to reasonably protect nearby residential and commercial districts. The general industrial district accommodates a range of light and heavy industrial land uses. It is intended to segregate incompatible developments from other districts, while providing a high-quality environment for businesses and employees. This chapter guides the orderly development of industrial areas based on the following principles:

- A. Provide for efficient use of land and public services;
- B. Provide transportation options for employees and customers;
- C. Provide appropriate design standards to accommodate a range of industrial users, in conformance with the Comprehensive Plan.

Residential

Community Service Parks Overlay -

There is no purpose section, so this is the uses section:

The following community service/parks uses and those of a similar nature may be permitted in any zoning district when approved at a public hearing by the planning commission. The district is to be applied only to public property (lands owned by public agencies) or utilities.

- A. Government building or use.
- B. Park, playground, athletic or recreational use.
- C. Open space and green way.
- D. Library.
- E. School, private, parochial or public educational institution.
- F. Power substation or other public utility building or use.
- G. Telecommunications facilities where permitted.

Village Zoning Provisions

This section implements the policies of the Fairview Village community plan by providing a mixture of single-family, townhouse, and multifamily residential uses as well as retail/office, commercial and business park uses. These uses are located in the areas where suitable services and facilities are currently provided or can be provided as development occurs. In addition, this plan area allows for pedestrian-oriented development with good connections via the sidewalks, trails and street system from residential areas to parks, schools, open spaces, retail and office uses.

XII. APPENDIX A: LEGAL DESCRIPTION



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Report Accompanying the Fairview Urban Renewal Plan

Adopted by the City of Fairview

Date, 2018

Ordinance No. 8 - 2018__

Fairview Urban Renewal Area



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I. INTRODUCTION

The Report on the Fairview Urban Renewal Plan (Report) contains background information and project details that pertain to the Fairview 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 Fairview City Council as part of the approval of the Plan.

The Report provides the analysis required to meet the standards of ORS 457.085(3), including financial feasibility. The Report accompanying the Plan contains the information required by ORS 457.085, including:

- A description of the physical, social, and economic conditions in the area;(ORS 457.085(3)(a))
- Expected impact of the Plan, including fiscal impact in light of increased services; (ORS 457.085(3)(a))
- Reasons for selection of the Plan Area; (ORS 457.085(3)(b))
- The relationship between each project to be undertaken and the existing conditions; (ORS 457.085(3)(c))
- The estimated total cost of each project and the source of funds to pay such costs; (ORS 457.085(3)(d))
- The estimated completion date of each project; (ORS 457.085(3)(e))
- The estimated amount of funds required in the Area and the anticipated year in which the debt will be retired; (ORS 457.085(3)(f))
- A financial analysis of the Plan; (ORS 457.085(3)(g))
- A fiscal impact statement that estimates the impact of tax increment financing upon all entities levying taxes upon property in the urban renewal area; (ORS 457.085(3)(h)) and
- A relocation report. (ORS 457.085(3)(i))

The relationship of the sections of the Report and the ORS 457.085 requirements is shown in Table 1. The specific reference in the table below 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.

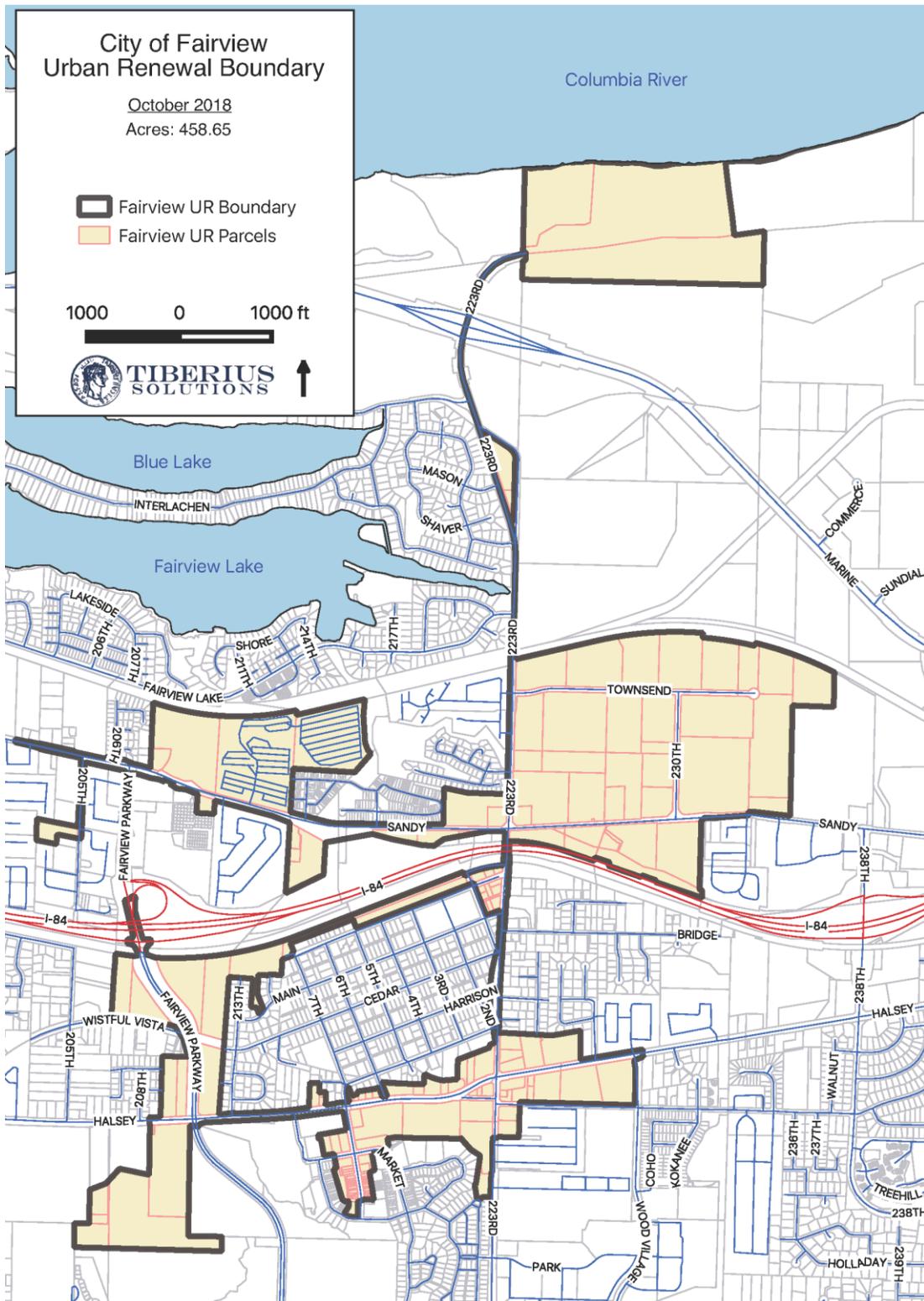
Table 1 - Statutory References

Statutory Requirement	Report Section
ORS 457.085(3)(a)	X
ORS 457.085(3)(b)	XI
ORS 457.085(3)(c)	II
ORS 457.085(3)(d)	III
ORS 457.085(3)(e)	VI
ORS 457.085(3)(f)	IV,V
ORS 457.085(3)(g)	IV,V
ORS 457.085(3)(h)	VIII
ORS 457.085(3)(i)	XII

The Report provides guidance on how the urban renewal plan might be implemented. As the Fairview Urban Renewal Agency (Agency) will review revenues and potential projects each year, it has the authority to make adjustments to the implementation assumptions in this Report. The Agency may allocate budgets differently, adjust the timing of the projects, decide to incur debt at different timeframes than projected in this Report, and make other adjustments to the financials as determined by the Agency. The Agency may also make changes as allowed in the amendments section of the Plan. These adjustments must stay within the confines of the overall maximum indebtedness of the Plan.

Figure 1 depicts the Fairview Urban Renewal Area boundary. The right of way (ROW) on NE 223rd from the UP Railroad ROW to the northernmost parcel is a 5 foot cherry stem to allow the area to the north to be contiguous to the remainder of the urban renewal area.

Figure 1 - Fairview Urban Renewal Area Boundary



Source: Tiberius Solutions, LLC

II. 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 Area are described below, including how they relate to the existing conditions in the Area.

A. *Incentives and Assistance to Private Development*

1. **Private Development Loan-to-Grant Program** – Establish a fund for use on loans or grants with private developers in the urban renewal area. This program could address the following issues as well as other issues as designated by the Agency:
 - a. Mitigation of environmental and storm water issues
 - b. Demolition of structures
 - c. Consolidation of multiple adjacent lots into one larger lot
 - d. Resolution of access or infrastructure challenges

Existing conditions: No such fund exists. There are undeveloped properties in the Area that can potentially be developed with assistance.

2. **Utility System Development Charges (SDC) Assistance** – Provide financial assistance to incentivize targeted development through full or partial assistance of Utility SDCs with the Agency reimbursing city utilities.

Existing conditions: SDC assistance was formerly funded by the individual City utilities. In 2018 the City Council determined to curtail that program. There are undeveloped properties in the Area that can potentially be developed with assistance.

B. *Public Infrastructure*

1. **Water System Well #10** – Pay a portion of the development and construction costs for Water Well #10.¹

Existing conditions: Water System Well #10 is identified in the Capital Improvement Program as a new facility to add additional capacity for future water demands.

2. **Reservoir #1 Rehabilitation** – Pay a portion of the design and construction costs to implement the City Council approved plan for the rehabilitation of Reservoir #1.²

¹ City of Fairview Water System Master Plan 2016 – p B-1

² Ibid. p B-8

Existing conditions: Reservoir 1 is an older reservoir with maintenance and seismic vulnerability concerns. After a cost benefit analysis it was determined that although there is adequate storage capacity to meet the system requirements within a 20-year planning window (from the 2016 Master Plan) retaining Reservoir 1 provides benefits that include operational flexibility, storage redundancy, and additional storage for emergencies.³

- 3. Street Improvements including Pedestrian and Bicycle Improvements** – Identify, design and construct street, pedestrian and bicycle infrastructure that is included in the Fairview Transportation Systems Plan (TSP) and meets goals of the Agency. Projects to be undertaken include but are not limited to NE 223rd Avenue, Sandy Boulevard, Depot Street, Trails Next to Rails and a Railroad Pedestrian Undercrossing on NE 223rd Avenue.

Existing conditions: Significant sidewalk gaps and limited crossing opportunities exist along NE Sandy Boulevard. Significant sidewalk gaps exist along NE Fairview Avenue (NE 223rd Avenue), the only north-south street that connects through Fairview from NE Glisan to NE Marine Drive.⁴ Neither street is built to current Multnomah County design standards for their roadway classification.

Significant gaps in the bicycle network exist on NE Sandy Boulevard and NE Fairview Avenue (NE 223rd Avenue).⁵

The railroad bridge over NE Fairview Avenue (NE 223rd Avenue) provides space for a two-lane roadway only. Pedestrians and bicycles currently have to pass under the bridge on the roadway,⁶ Fairview Avenue connects residents to Blue Lake Regional Park, Chinook Landing Marine Park, and the city’s new Lakeshore Park. Providing a safe path under the bridge would provide bike and pedestrian access to these recreational facilities for the majority of Fairview’s population residing south of the bridge and providing a regional connection via the Gresham Fairview Trail.

Depot Street also has sidewalk gaps, including the south side from 7th Street to Fairview Elementary.

- 4. Roundabout features on Halsey Street’s major intersections** – Assist with the feasibility study, design and construction of roundabouts at NE Halsey Street and Fairview Parkway and NE Halsey Street and NE Fairview Avenue (NE 223rd Avenue) to improve safety, flow and access, and to create distinct streetscape character along Haslsey .

³ City of Fairview Water System Master Plan 2016 – p B-8

⁴ City of Fairview Transportation Systems Plan p 32 of Feb 4, 2016 memo, p 115 of Vol 2.

⁵ Ibid. p 32 of Feb 4, 2016 memo, p 115 of Vol 2.

⁶ Ibid. p 32 and 36 of Feb 4, 2016 memo, p 115 and 119 of Vol 2.

Existing conditions: Halsey Street’s major intersections at Fairview Parkway and NE 223rd Avenue have congestion and safety issues as identified in the City of Fairview TSP. NE Halsey Street has collision rates that exceed statewide averages for similar facilities.⁷

5. **Streetscape Improvements on Halsey** – Implement the streetscape, gateway and pedestrian safety aspect of the *Main Streets on Halsey Plan*. Streetscape improvements could include pedestrian crossings, bicycle amenities, access improvements, landscaping, benches, bus stop shelters, street trees, wayfinding signage, and lighting (theme light poles that could accommodate banners, flower baskets, lighted decorations and gateway treatments) and other improvements as identified by the Agency. Gateway treatments may include, but are not limited to new signage, public art, and landscaping, with a focus on entering the Halsey corridor from the west end of Fairview.

Existing conditions: The *Main Streets on Halsey Plan* identifies features that will make the Halsey Street corridor through Fairview, Troutdale and Wood Village friendlier to pedestrian and bicycle activity and will create a sense of place for enhancing neighborhood development. Currently none of the features identified in the *Main Streets on Halsey Plan* have been funded or implemented in the Area.

6. **Sandy Sewer Boulevard Trunk Line** – Pay a portion of the design and construction costs for the Sandy Boulevard Sewer trunk line.

Existing conditions: The Sandy Boulevard Trunk Line is identified in the *City of Fairview Sanitary Sewer 2013 Master Plan*, Section 6 Capital Improvement Plan. The line needs to be upsized to provide additional capacity and prevent overflows.⁸

7. **Streetscape and Gateway Improvements on Fairview Parkway** – Visually enhance gateway into Fairview through landscape improvements, overpass treatments, public art and signage from the I-84 overpass to Halsey Street.

Existing conditions: Currently no gateway improvements exist. There is a small “Fairview” sign, but additional gateway treatments such as landscaping, public art, or a larger sign are desired. A gateway concept is identified in Chapter 9 of the *Fairview Comprehensive Plan*.

8. **Fairview Village Parking** – Develop and implement a plan to accommodate parking needs for full development of the Village commercial area.

⁷ Ibid, p 31 of Feb 4, 2016 memo, p 114 of Vol 2.

⁸ *City of Fairview Sanitary Sewer 2013 Master Plan*

Existing conditions: Currently, Village area parking is accommodated in private lots associated with development, through on-street parking, and in the small public lot adjacent to City Hall. The Village was planned as a transit and pedestrian –oriented district that served people without requiring a car. Actual development has not achieved this goal and lack of traditional parking is hampering development of vacant parcels. Additional public parking could provide flexibility to accommodate parking needs for a broader range of permitted commercial uses, and to support businesses and customer s with convenient parking as the Village develops to full buildout.

C. Economic Development

1. **Incentivize Village Live Work Developments** – Develop a loan/grant program that incentivizes and removes barriers to Live-Work developments in the Village.

Existing conditions: Village Live Work is a desired element in this Area. While a few ground floor retail developments have occurred, more is desired. The majority of buildings in the Village Mixed-Use zone along Village Street were built as residential townhomes and require retrofitting to meet building and fire code requirements for commercial use. This program will provide assistance for such conversions to encourage additional live work developments.

2. **Park-n-Ride with Transit and Bike Hub on PPL Property** – Develop and construct a Park-n-Ride Station at the northeast corner of the Fairview Parkway and Halsey Street intersection.

Existing conditions: The PPL Property is currently vacant and is a prime location for a Park-n-Ride Transit and Bike Hub facility. This project was included in the Main Streets on Halsey Plan.

3. **Purchase and Resale of Property for Development or Redevelopment** – Purchase property that is blighted, underdeveloped or vacant; remove the obstacles to development and resell to private ownership that has the interest and capacity to create development that meets the goals of the Agency.

Existing conditions: There is significant vacant property in the Area. Some of the vacant property owners are not currently motivated or lack the capacity to develop the property. This program would allow the Agency to help connect vacant properties with motivated and capable developers. There is no funding in the City of Fairview’s budget to allow for purchase and resale of property for development or redevelopment.

4. **Public Art** - Install public art in the Area to enhance the community’s uniqueness and create economic development.

Existing conditions: There is presently no funding for public art in the Area. One of the City Council goals for 2018 is to Enhance and promote economic development activity

and a specific measure is to use art projects to enhance the community's uniqueness and create economic development.

D. Plan Administration and Planning Refinement

1. Plan Administration and Planning Refinement – Fund the administration of the plan.

Examples of eligible projects include:

- Auditing, insurance, bond counsel, and other required administrative costs
- Marketing projects and programs related to the Plan
- Preparation of financial plans and/or financial analyses of projects and proposals
- Personnel, materials, and other associated administrative costs
- Professional consulting services to refine urban design concepts
- Environmental analyses
- Other consultation or design services related to the administration of Plan projects, which could include the creation and administration of design guidelines, engineering services, or other management costs

Existing conditions: There is currently no urban renewal plan in Fairview. Once a plan is established, there will be annual expenses associated with operating the Plan. This project will pay for those costs and for future planning refinement.

2. Initial Plan Preparation – Provide reimbursement to the city of costs of consulting fees, legal description, notices, recording and other costs associated with preparation of the urban renewal plan.

Existing conditions: ORS 457 allows for initial planning for an urban renewal area. This project would allow the city to be reimbursed for some of the costs of the urban renewal plan preparation.

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

The total cost estimates for projects is shown on Table 2 below. These are all estimates acknowledging that the urban renewal portions of these project activities must fit within the maximum indebtedness. These costs are shown in constant 2019 dollars (2019 \$) to equate to the projected amount of funds available for projects in 2019 \$.

The Plan assumes that the Agency/City will use other funds to assist in the completion of the projects within the Area. These sources include but are not limited to City of Fairview General, Street and Utility Funds' revenues or reserves, System Development Charges (SDCs), local, state and federal grants, and other sources as identified by the Agency/City. The Agency /City may pursue regional, county, state, and federal funding, private developer contributions and any other sources of funding that may assist in the implementation of the programs.

The Agency will be able to review and update fund expenditures and allocations on an annual basis when the annual budget is prepared.

Table 2 - Estimated Cost and Timing of Each Project

Project	2019\$	Year of Expenditure \$	Initial Year FYE	
Private Development LoantoGrant Program	\$1,000,000	\$1,146,400	FYE 2019	\$100k per year
Incentivize Village Live Work Developments	\$1,000,000	\$1,180,790	FYE 2020	\$100k per year
Pedestrian improvements: NE 223rd RR undercrossing	\$500,000	\$500,000	FYE 2019	
Utility SDCs Assistance	\$7,000,000	\$8,373,100	FYE 2022	\$1M per year
Reservoir #1 Rehabilitation	\$90,000	\$92,700	FYE 2020	
Water System Well #10	\$520,000	\$585,260	FYE 2023	
Street and Pedestrian Improvements on NE 223rd	\$800,000	\$900,400	FYE 2023	
Roundabout @ Halsey Street and Fairview Parkway	\$800,000	\$1,075,120	FYE 2029	
ParkinRide on PPL Property	\$920,000	\$1,236,388	FYE 2029	
Streetscape on Halsey	\$2,000,000	\$2,687,800	FYE 2029	
Street and Pedestrian Improvements on Depot Street	\$650,000	\$873,535	FYE 2029	
Property Acquisition and Development	\$4,000,000	\$6,577,500	FYE 2029	first funding
NE 223rd Street and Halsey Roundabout	\$800,000	\$1,140,560	FYE 2031	
Sandy Blvd., Street and pedestrian improvements	\$560,000	\$822,360	FYE 2032	
Sandy Boulevard Sewer Trunkline	\$1,000,000	\$1,468,500	FYE 2032	
Streetscape and Gateway Improvements on Fairview Parkway	\$1,000,000	\$1,512,600	FYE 2033	
Trails Next to Rails	\$1,000,000	\$1,604,700	FYE 2035	
Fairview Village Parking	\$4,000,000	\$7,122,300	FYE 2037	
Public Art	\$500,000	\$958,050	FYE 2041	
Contingency for Projects	\$3,022,486	\$6,208,077	End of Area	
Financing Fees	\$311,859	\$376,000	throughout	
Urban Renewal Plan preparation	\$50,000	\$51,500	FYE 2020	
Administration	\$3,000,000	\$4,506,360	throughout	
Total Expenditures	\$34,524,345	\$51,000,000		

Source: City of Fairview

IV. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through 2044 are based on projections of the assessed value of development within the Area and the consolidated tax rate that will apply in the Area. Table 3 shows the incremental assessed value, tax rates and tax increment revenues each year, adjusted for discounts and delinquencies. Discounts are given by the county assessor for full payment of property taxes by a November date. These adjustments assume 5% for delinquencies and discounts with a portion of those being added back in the following year. The projections in the financial model assume substantial new development coming onto the tax rolls in FYE 2020 through FYE 2026, and then an assessed value growth rate 3.0%. Much of the development projected from FYE 2020 through FYE 2022 is development for which development permits are already approved or discussions with the city have occurred. The projections from FYE 2023 to FYE 2026 assume the programs in the urban renewal plan will help provide incentives for further new development to occur. During the time period between FYE 2020 through FYE 2026 there is also assumed 3% growth on the existing assessed value in the Area. These projections of growth are the basis for the projections in Table 4, Table 5, Table 6, Table 7, Table 8, and Table 9.

The first year of tax increment collections is anticipated to be FYE 2020. Gross TIF is calculated by multiplying the tax rate times the excess value used. The tax rate is per thousand dollars of value, so the calculation is “tax rate times excess value used divided by one thousand.” The consolidated tax rate includes permanent tax rates only and excludes general obligation bonds (GO) and local option levies issued after October 2001, which would not be impacted by this Plan. In the final year of the plan the Fairview Urban Renewal Agency will voluntarily underlevy as not to exceed the maximum indebtedness set forth in the Plan.

In most new urban renewal plans there are no GO bonds issued prior to 2001. We have noted that there is one GO Bond still in effect for the Reynolds School District that will have an impact on property tax payers in Fairview for one year. Tiberius Solutions has estimated the impact to be 7 cents per \$100,000 of assessed value. Therefore, a property with an assessed value of \$200,000 would pay an additional 14 cents of property taxes for the first year only of the urban renewal area. a property with an assessed value of \$300,000 would pay an additional 21 cents of property taxes in the first year only of the urban renewal area. The Reynolds School District will still receive their full share of the bond proceeds.

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

FYE	Total Assessed Value	Frozen Base	Increment	Tax Rate	Gross TIF	Adjustments	Prior Year TIF	Net TIF
2020	144,290,729	139,121,341	5,169,388	15.5217	80,238	(4,012)	0	76,226
2021	165,538,950	139,121,341	26,417,609	14.6922	388,133	(19,407)	1,525	370,251
2022	201,361,937	139,121,341	62,240,595	14.6922	914,451	(45,723)	7,375	876,103
2023	216,076,288	139,121,341	76,954,947	14.6922	1,130,637	(56,532)	17,375	1,091,480
2024	231,510,470	139,121,341	92,389,128	14.6922	1,357,400	(67,870)	21,482	1,311,012
2025	247,694,077	139,121,341	108,572,735	14.6922	1,595,172	(79,759)	25,791	1,541,204
2026	264,658,392	139,121,341	125,537,050	14.6922	1,844,415	(92,221)	30,308	1,782,502
2027	271,997,236	139,121,341	132,875,895	14.6922	1,952,239	(97,612)	35,044	1,889,671
2028	279,556,246	139,121,341	140,434,905	14.6922	2,063,298	(103,165)	37,093	1,997,226
2029	287,342,026	139,121,341	148,220,684	14.6922	2,177,688	(108,884)	39,203	2,108,007
2030	295,361,380	139,121,341	156,240,038	14.6922	2,295,510	(114,776)	41,376	2,222,110
2031	303,621,314	139,121,341	164,499,973	14.6922	2,416,866	(120,843)	43,615	2,339,638
2032	312,129,046	139,121,341	173,007,705	14.6922	2,541,864	(127,093)	45,920	2,460,691
2033	320,892,010	139,121,341	181,770,669	14.6922	2,670,611	(133,531)	48,295	2,585,375
2034	329,917,863	139,121,341	190,796,522	14.6922	2,803,221	(140,161)	50,742	2,713,802
2035	339,214,492	139,121,341	200,093,151	14.6922	2,939,809	(146,990)	53,261	2,846,080
2036	348,790,020	139,121,341	209,668,679	14.6922	3,080,494	(154,025)	55,856	2,982,325
2037	358,652,813	139,121,341	219,531,472	14.6922	3,225,400	(161,270)	58,529	3,122,659
2038	368,811,490	139,121,341	229,690,149	14.6922	3,374,654	(168,733)	61,283	3,267,204
2039	379,274,927	139,121,341	240,153,586	14.6922	3,528,385	(176,419)	64,118	3,416,084
2040	390,052,268	139,121,341	250,930,927	14.6922	3,686,727	(184,336)	67,039	3,569,430
2041	401,152,929	139,121,341	262,031,588	14.6922	3,849,820	(192,491)	70,048	3,727,377
2042	412,586,609	139,121,341	273,465,268	14.6922	4,017,806	(200,890)	73,147	3,890,063
2043	424,363,301	139,121,341	285,241,960	14.6922	4,190,832	(209,542)	76,338	4,057,628
2044	436,493,293	139,121,341	297,371,952	14.6922	4,369,048	(218,452)	79,626	4,230,222
TOTAL:					\$62,494,718	\$(3,124,737)	\$1,104,389	\$60,474,370

Source: Tiberius Solutions, LLC

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

Table 4, Table 5, and Table 6 show the resources and expenditures..

The Area is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the urban renewal area in 2044.

The maximum indebtedness is \$51,000,000 (fifty-one million dollars). The estimated total amount of tax increment revenues required to service the maximum indebtedness of \$51,000,000 is \$60,135,749.

These tables show the expected revenues for both current years and prior years collections of delinquencies. It also shows a projection of when borrowing might occur.

The Area is anticipated to undertake its first borrowing in FYE 2019. The analysis assumes the initial borrowing would be a long-term bank loan with \$3,400,000 in principal, a 20-year amortization period, and an interest rate of 3.5%. Actual loan terms will be determined through negotiations with lending institutions and are subject to change based on broader market conditions. The finance plan assumes the city of Fairview (City) would provide a full faith and credit pledge to secure this loan. This is because the Area will not have collected any tax increment funding (TIF) revenue in FYE 2019 when the loan is incurred, and therefore would not be capable of incurring a loan of this size until several years in the future. The support of the City allows the Area to begin investing in projects immediately, jump starting economic development in the area, and fueling future growth in assessed value.

In addition to the full faith and credit pledge, it is assumed the City would provide a bridge loan of \$650,000 to the Area, which would be used by the Area to cover a portion of debt service payments on the bank loan through FYE 2021, when TIF revenue is anticipated to be sufficient to cover the annual debt service. The Area is forecast to be capable of repaying the general fund loan, with interest, by FYE 2022. This general fund loan is not expected to count against the maximum indebtedness, as it is not intended to directly fund any new projects, but rather to repay other formal debt (similar to a refinancing). In Table 4, proceeds from the general fund loan are shown in the Tax Increment Fund, which is why the total resources shown in the Tax Increment Fund in Tables 4,5 and 6, are higher than the total TIF revenue shown in Table 3. Ultimately, the City may choose to use a different fund structure that clearly delineates TIF revenue from other resources, such as the assumed general fund loan.

Later years of the finance plan assume additional bank loans, each assumed to have an interest rate of 5%, reflecting the likelihood that rates will increase over time. Amortization periods for future borrowings range from 13 to 20 years, with terms structured to be as long as possible, while still allowing all debt to be retired by FYE 2044. The principal amount of future loans is sized to ensure annual TIF revenues achieve a minimum debt service coverage ratio of 1.5 in all years.

The time frame of urban renewal is not absolute; it may vary depending on the actual ability to meet the maximum indebtedness. If the economy is slower, it may take longer; if the economy is more robust than the projections, it may take a shorter time period. The Agency may decide to change the assumptions on the incentive required for both programs. These assumptions show one scenario for financing and that this scenario is financially feasible.

Table 4 - Tax Increment Revenues and Allocations to Debt Service, page 1

	TOTAL:	FYE 2019	FYE 2020	FYE 2021	FYE 2022	FYE 2023	FYE 2024	FYE 2025	FYE 2026
Resources									
Beginning Balance		-	410,772	249,825	14,242	363,284	-	-	-
Interest Earnings	5,190	-	2,054	1,249	71	1,816	-	-	-
General Fund Loan	650,000	650,000	-	-	-	-	-	-	-
TIF: Current Year	59,039,723	-	76,226	368,726	868,728	1,074,105	1,289,530	1,515,413	1,752,194
TIF: Prior Years	1,104,388	-	-	1,525	7,375	17,375	21,482	25,791	30,308
Total Resources	60,799,300	650,000	489,052	621,324	890,415	1,456,580	1,311,012	1,541,204	1,782,502
Expenditures									
Debt Service									
Loan A	(4,784,553)	(239,228)	(239,228)	(239,228)	(239,228)	(239,228)	(239,228)	(239,228)	(239,228)
Loan B	(9,629,110)	-	-	-	-	(481,456)	(481,456)	(481,456)	(481,456)
Loan C	(10,777,125)	-	-	-	-	-	-	-	-
Loan D	(2,906,242)	-	-	-	-	-	-	-	-
Repayment of General Fund Loan	(655,758)	-	-	(367,855)	(287,903)	-	-	-	-
Total Debt Service	(28,752,789)	(239,228)	(239,228)	(607,082)	(527,131)	(720,683)	(720,683)	(720,683)	(720,683)
Debt Service Coverage Ratio		-	0.32	1.55	3.66	1.51	1.82	2.14	2.47
Transfer to URA Projects Fund	(32,046,511)	-	-	-	-	(735,897)	(590,329)	(820,520)	(1,061,819)
Total Expenditures	(60,799,300)	(239,228)	(239,228)	(607,082)	(527,131)	(1,456,580)	(1,311,012)	(1,541,204)	(1,782,502)
Ending Balance		410,772	249,825	14,242	363,284	-	-	-	-

Source: Tiberius Solutions LLC

Table 5 - Tax Increment Revenues and Allocations to Debt Service. page 2

	FYE 2027	FYE 2028	FYE 2029	FYE 2030	FYE 2031	FYE 2032	FYE 2033	FYE 2034	FYE 2035
Resources									
Beginning Balance	-	-	-	-	-	-	-	-	-
Interest Earnings	-	-	-	-	-	-	-	-	-
General Fund Loan	-	-	-	-	-	-	-	-	-
TIF: Current Year	1,854,627	1,960,133	2,068,804	2,180,734	2,296,023	2,414,771	2,537,080	2,663,060	2,792,819
TIF: Prior Years	35,044	37,093	39,203	41,376	43,615	45,920	48,295	50,742	53,261
Total Resources	1,889,671	1,997,226	2,108,007	2,222,110	2,339,638	2,460,691	2,585,375	2,713,802	2,846,080
Expenditures									
Debt Service									
Loan A	(239,228)	(239,228)	(239,228)	(239,228)	(239,228)	(239,228)	(239,228)	(239,228)	(239,228)
Loan B	(481,456)	(481,456)	(481,456)	(481,456)	(481,456)	(481,456)	(481,456)	(481,456)	(481,456)
Loan C	-	-	(673,570)	(673,570)	(673,570)	(673,570)	(673,570)	(673,570)	(673,570)
Loan D	-	-	-	-	-	(223,557)	(223,557)	(223,557)	(223,557)
Repayment of General Fund Loan									
Total Debt Service	(720,683)	(720,683)	(1,394,254)	(1,394,254)	(1,394,254)	(1,617,811)	(1,617,811)	(1,617,811)	(1,617,811)
Debt Service Coverage Ratio	2.62	2.77	1.51	1.59	1.68	1.52	1.60	1.68	1.76
Transfer to URA Projects Fund	(1,168,988)	(1,276,542)	(713,753)	(827,857)	(945,384)	(842,881)	(967,565)	(1,095,991)	(1,228,270)
Total Expenditures	(1,889,671)	(1,997,226)	(2,108,007)	(2,222,110)	(2,339,638)	(2,460,691)	(2,585,375)	(2,713,802)	(2,846,080)
Ending Balance	-	-	-	-	-	-	-	-	-

Source: Tiberius Solutions LLC

Table 6 - Tax Increment Revenues and Allocations to Debt Service, page 3

	FYE 2036	FYE 2037	FYE 2038	FYE 2039	FYE 2040	FYE 2041	FYE 2042	FYE 2043	FYE 2044
Resources									
Beginning Balance	-	-	-	-	-	-	-	-	-
Interest Earnings	-	-	-	-	-	-	-	-	-
General Fund Loan	-	-	-	-	-	-	-	-	-
TIF: Current Year	2,926,469	3,064,130	3,205,921	3,351,966	3,502,391	3,657,329	3,816,916	3,981,290	3,820,338
TIF: Prior Years	55,856	58,529	61,283	64,118	67,039	70,048	73,147	76,338	79,626
Total Resources	2,982,325	3,122,659	3,267,204	3,416,084	3,569,430	3,727,377	3,890,063	4,057,628	3,899,963
Expenditures									
Debt Service									
Loan A	(239,228)	(239,228)	(239,228)	-	-	-	-	-	-
Loan B	(481,456)	(481,456)	(481,456)	(481,456)	(481,456)	(481,456)	(481,456)	-	-
Loan C	(673,570)	(673,570)	(673,570)	(673,570)	(673,570)	(673,570)	(673,570)	(673,570)	(673,570)
Loan D	(223,557)	(223,557)	(223,557)	(223,557)	(223,557)	(223,557)	(223,557)	(223,557)	(223,557)
Repayment of General Fund Loan									
Total Debt Service	(1,617,811)	(1,617,811)	(1,617,811)	(1,378,583)	(1,378,583)	(1,378,583)	(1,378,583)	(897,127)	(897,127)
Debt Service Coverage Ratio	1.84	1.93	2.02	2.48	2.59	2.70	2.82	4.52	4.35
Transfer to URA Projects Fund	(1,364,515)	(1,504,849)	(1,649,393)	(2,037,501)	(2,190,847)	(2,348,794)	(2,511,480)	(3,160,501)	(3,002,836)
Total Expenditures	(2,982,325)	(3,122,659)	(3,267,204)	(3,416,084)	(3,569,430)	(3,727,377)	(3,890,063)	(4,057,628)	(3,899,963)
Ending Balance	-	-	-	-	-	-	-	-	-

Source: Tiberius Solutions LLC

VI. 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 Agency. Estimated project timing is shown in Table 2. Annual expenditures for program administration is also shown. These are predicated on the fact that urban renewal activities will start off slowly in the beginning years and increase in the final years of the Area.

The Area is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the Area in 2044, a 25 program.

The amount of money available for projects in 2019 constant dollars for the Fairview Urban Renewal Area is \$34,319,864.

Table 7, Table 8, and Table 9 show the \$34,319,864 of 2019 project dollars inflated over the life of the Area along with administrative expenses. All costs shown in Table 7, Table 8, and Table 9 are in year-of-expenditure dollars, which are adjusted by 3.0% annually to account for inflation.

The Agency may change the completion dates in their annual budgeting process or as project decisions are made in administering the Plan. They may allocate project amounts from one project to another as long as the total maximum indebtedness is not exceeded.

Table 7 - Programs and Costs in Year of Expenditure Dollars, page 1

	TOTAL:	FYE 2019	FYE 2020	FYE 2021	FYE 2022	FYE 2023	FYE 2024	FYE 2025	FYE 2026
Resources									
Beginning Balance		-	2,732,000	2,271,860	1,943,731	511,086	4,158,218	3,239,062	2,499,565
Interest Earnings	153,489	-	13,660	11,359	9,719	2,555	20,791	16,195	12,498
Transfer from TIF Fund	32,046,511	-	-	-	-	735,897	590,329	820,520	1,061,819
Bond/Loan Proceeds	18,800,000	3,400,000	-	-	-	6,000,000	-	-	-
Other	-								
Total Resources	51,000,000	3,400,000	2,745,660	2,283,219	1,953,450	7,249,538	4,769,338	4,075,777	3,573,882
Expenditures (YOE \$)									
Private Development Loan-to-Grant Program	(1,146,400)	(100,000)	(103,000)	(106,090)	(109,270)	(112,550)	(115,930)	(119,410)	(122,990)
Incentivize Village Live Work Developments	(1,180,790)		(103,000)	(106,090)	(109,270)	(112,550)	(115,930)	(119,410)	(122,990)
Pedestrian improvements: NE 223rd RR undercrossing	(500,000)	(500,000)							
Utility SDCs Assistance	(8,373,100)				(1,092,700)	(1,125,500)	(1,159,300)	(1,194,100)	(1,229,900)
Reservoir #1 Rehabilitation	(92,700)		(92,700)						
Water System Well #10	(585,260)					(585,260)			
Street and Pedestrian Improvements on NE 223rd	(900,400)					(900,400)			
Round-a-bout @ Halsey Street and Fairview Parkway	(1,075,120)								
Park-in-Ride on PPL Property	(1,236,388)								
Streetscape on Halsey	(2,687,800)								
Street and Pedestrian Improvements on Depot Street	(873,535)								
Property Acquisition and Development	(6,577,500)								
NE 223rd Street and Halsey Round-a-bout	(1,140,560)								
Sandy Blvd., Street and pedestrian improvements	(822,360)								
Sandy Boulevard Sewer Trunk-line	(1,468,500)								
Streetscape and Gateway Improvements on Fairview Parkway	(1,512,600)								
Trails Next to Rails	(1,604,700)								
Fairview Village Parking	(7,122,300)								
Public Art	(958,050)								
Contingency for Projects	(6,208,077)								
Financing Fees	(376,000)	(68,000)				(120,000)			
Urban Renewal Plan preparation	(51,500)		(51,500)						
Administration	(4,506,360)		(123,600)	(127,308)	(131,124)	(135,060)	(139,116)	(143,292)	(147,588)
Total Expenditures	(51,000,000)	(668,000)	(473,800)	(339,488)	(1,442,364)	(3,091,320)	(1,530,276)	(1,576,212)	(1,623,468)

Source: Tiberius Solutions LLC

Notes: TIF is tax increment revenues. Tax rates are expressed in terms of dollars per \$1,000 of assessed value.

Table 8 - Programs and Costs in Year of Expenditure Dollars, page 2

	FYE 2027	FYE 2028	FYE 2029	FYE 2030	FYE 2031	FYE 2032	FYE 2033	FYE 2034	FYE 2035
Resources									
Beginning Balance	1,950,414	1,456,978	1,018,469	35,013	696,941	334,166	769,638	46,939	956,205
Interest Earnings	9,752	7,285	5,092	175	3,485	1,671	3,848	235	4,781
Transfer from TIF Fund	1,168,988	1,276,542	713,753	827,857	945,384	842,881	967,565	1,095,991	1,228,270
Bond/Loan Proceeds	-	-	7,300,000	-	-	2,100,000	-	-	-
Other									
Total Resources	3,129,154	2,740,805	9,037,314	863,045	1,645,810	3,278,718	1,741,051	1,143,165	2,189,255
Expenditures (YOE \$)									
Private Development Loan-to-Grant Program	(126,680)	(130,480)							
Incentivize Village Live Work Developments	(126,680)	(130,480)	(134,390)						
Pedestrian improvements: NE 223rd RR undercrossing									
Utility SDCs Assistance	(1,266,800)	(1,304,800)							
Reservoir #1 Rehabilitation									
Water System Well #10									
Street and Pedestrian Improvements on NE 223rd									
Round-a-bout @ Halsey Street and Fairview Parkway			(1,075,120)						
Park-in-Ride on PPL Property			(1,236,388)						
Streetscape on Halsey			(2,687,800)						
Street and Pedestrian Improvements on Depot Street			(873,535)						
Property Acquisition and Development			(2,687,800)						
NE 223rd Street and Halsey Round-a-bout					(1,140,560)				
Sandy Blvd., Street and pedestrian improvements						(822,360)			
Sandy Boulevard Sewer Trunk-line						(1,468,500)			
Streetscape and Gateway Improvements on Fairview Parkway							(1,512,600)		
Trails Next to Rails									(1,604,700)
Fairview Village Parking									
Public Art									
Contingency for Projects									
Financing Fees			(146,000)			(42,000)			
Urban Renewal Plan preparation									
Administration	(152,016)	(156,576)	(161,268)	(166,104)	(171,084)	(176,220)	(181,512)	(186,960)	(192,564)
Total Expenditures	(1,672,176)	(1,722,336)	(9,002,301)	(166,104)	(1,311,644)	(2,509,080)	(1,694,112)	(186,960)	(1,797,264)

Source: Tiberius Solutions LLC

Table 9 - Programs and Costs in Year of Expenditure Dollars, page 3

	FYE 2036	FYE 2037	FYE 2038	FYE 2039	FYE 2040	FYE 2041	FYE 2042	FYE 2043	FYE 2044
Resources									
Beginning Balance	391,991	1,560,130	1,166,092	857,395	876,351	988,045	237,696	-	-
Interest Earnings	1,960	7,801	5,830	4,287	4,382	4,940	1,188	-	-
Transfer from TIF Fund	1,364,515	1,504,849	1,649,393	2,037,501	2,190,847	2,348,794	2,511,480	3,160,501	3,002,836
Bond/Loan Proceeds	-	-	-	-	-	-	-	-	-
Other									
Total Resources	1,758,466	3,072,780	2,821,315	2,899,183	3,071,581	3,341,778	2,750,364	3,160,501	3,002,836
Expenditures (YOE \$)									
Private Development Loan-to-Grant Program									
Incentivize Village Live Work Developments									
Pedestrian improvements: NE 223rd RR undercrossing									
Utility SDCs Assistance									
Reservoir #1 Rehabilitation									
Water System Well #10									
Street and Pedestrian Improvements on NE 223rd									
Round-a-bout @ Halsey Street and Fairview Parkway									
Park-in-Ride on PPL Property									
Streetscape on Halsey									
Street and Pedestrian Improvements on Depot Street									
Property Acquisition and Development						(1,916,100)	(1,973,600)		
NE 223rd Street and Halsey Round-a-bout									
Sandy Blvd., Street and pedestrian improvements									
Sandy Boulevard Sewer Trunk-line									
Streetscape and Gateway Improvements on Fairview Parkway									
Trails Next to Rails									
Fairview Village Parking		(1,702,400)	(1,753,500)	(1,806,100)	(1,860,300)				
Public Art						(958,050)			
Contingency for Projects							(539,932)	(2,916,565)	(2,751,580)
Financing Fees									
Urban Renewal Plan preparation									
Administration	(198,336)	(204,288)	(210,420)	(216,732)	(223,236)	(229,932)	(236,832)	(243,936)	(251,256)
Total Expenditures	(198,336)	(1,906,688)	(1,963,920)	(2,022,832)	(2,083,536)	(3,104,082)	(2,750,364)	(3,160,501)	(3,002,836)

Source: Tiberius Solutions LLC

VII. REVENUE SHARING

Revenue sharing is part of the 2009 legislative changes to urban renewal and means that, at thresholds defined in ORS 457.470, the impacted taxing jurisdictions will receive a share of the incremental growth in the Area. Revenue sharing targets are not projected to be reached during the life of the Area. If assessed value in the Area grows more quickly than projected, the revenue sharing triggers could be reached.

The first threshold is 10% of the original maximum indebtedness (\$5,100,000). At the 10% threshold, the Agency 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. If this threshold is met, revenue for the district would be capped at 12.5% of the maximum indebtedness, with all additional tax revenue being shared with affected taxing districts.

In the final year of the plan the Fairview Urban Renewal Agency will voluntarily underlevy as not to exceed the maximum indebtedness set forth by the Plan. This will result in a voluntary revenue sharing of an estimated \$330,258

VIII. 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 districts consists primarily 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 through FYE 2044 and are shown in Table 10 and Table 11.

The Reynolds School District and the Multnomah ESD 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 10 and Table 11 show the projected impacts to permanent rate levies of taxing districts as a result of this Plan. Table 10 shows the general government levies, and Table 11 shows the education levies.

Table 10 - Projected Impact on Taxing District Permanent Rate Levies - General Government

FYE	Multnomah County	Port of Portland	City of Fairview	East Multnomah Soil/Water - Gov	Metro	Multnomah County Library	Subtotal
2020	21,330	344	17,140	451	474	5,795	45,534
2021	109,456	1,767	87,955	2,316	2,434	29,737	233,665
2022	258,999	4,180	208,122	5,480	5,760	70,364	552,905
2023	322,670	5,208	259,286	6,827	7,176	87,662	688,829
2024	387,570	6,255	311,437	8,200	8,620	105,294	827,376
2025	455,620	7,353	366,120	9,640	10,133	123,781	972,647
2026	526,954	8,505	423,442	11,150	11,720	143,161	1,124,932
2027	558,636	9,016	448,900	11,820	12,424	151,768	1,192,564
2028	590,432	9,529	474,450	12,493	13,132	160,407	1,260,443
2029	623,182	10,058	500,767	13,186	13,860	169,304	1,330,357
2030	656,914	10,602	527,873	13,899	14,610	178,468	1,402,366
2031	691,658	11,163	555,792	14,634	15,383	187,907	1,476,537
2032	727,445	11,741	584,549	15,392	16,179	197,630	1,552,936
2033	764,305	12,335	614,168	16,172	16,999	207,644	1,631,623
2034	802,271	12,948	644,676	16,975	17,843	217,958	1,712,671
2035	841,376	13,579	676,100	17,802	18,713	228,582	1,796,152
2036	881,654	14,229	708,465	18,655	19,609	239,525	1,882,137
2037	923,140	14,899	741,802	19,532	20,531	250,796	1,970,700
2038	965,871	15,589	776,139	20,436	21,482	262,405	2,061,922
2039	1,009,884	16,299	811,507	21,368	22,460	274,362	2,155,880
2040	1,055,217	17,031	847,935	22,327	23,469	286,678	2,252,657
2041	1,101,910	17,784	885,456	23,315	24,507	299,363	2,352,335
2042	1,150,005	18,560	924,102	24,332	25,577	312,429	2,455,005
2043	1,199,541	19,360	963,908	25,381	26,679	325,887	2,560,756
2044	1,152,932	18,608	926,454	24,394	25,642	313,224	2,461,254
TOTAL:	\$17,778,972	\$286,942	\$14,286,545	\$376,177	\$395,416	\$4,830,131	\$37,954,183

Source: Tiberius Solutions LLC

Table 11 - Projected Impact on Taxing District Permanent Rate Levies – Education

FYE	Multnomah ESD	Reynolds School District	Mt Hood CC	East Soil Conserv - Edu	Subtotal Education	Total All
2020	2,247	21,916	2,415	40	26,618	72,152
2021	11,532	112,460	12,391	204	136,587	370,252
2022	27,287	266,107	29,320	483	323,197	876,102
2023	33,995	331,525	36,528	602	402,650	1,091,479
2024	40,832	398,206	43,875	723	483,636	1,311,012
2025	48,002	468,124	51,579	850	568,555	1,541,202
2026	55,517	541,416	59,655	983	657,571	1,782,503
2027	58,855	573,967	63,241	1,042	697,105	1,889,669
2028	62,205	606,636	66,841	1,101	736,783	1,997,226
2029	65,656	640,285	70,548	1,162	777,651	2,108,008
2030	69,209	674,942	74,367	1,225	819,743	2,222,109
2031	72,870	710,640	78,300	1,290	863,100	2,339,637
2032	76,640	747,409	82,351	1,357	907,757	2,460,693
2033	80,524	785,280	86,524	1,425	953,753	2,585,376
2034	84,523	824,288	90,822	1,496	1,001,129	2,713,800
2035	88,643	864,467	95,249	1,569	1,049,928	2,846,080
2036	92,887	905,850	99,809	1,644	1,100,190	2,982,327
2037	97,258	948,475	104,505	1,722	1,151,960	3,122,660
2038	101,760	992,378	109,343	1,801	1,205,282	3,267,204
2039	106,397	1,037,599	114,325	1,883	1,260,204	3,416,084
2040	111,173	1,084,177	119,457	1,968	1,316,775	3,569,432
2041	116,092	1,132,151	124,743	2,055	1,375,041	3,727,376
2042	121,159	1,181,565	130,188	2,145	1,435,057	3,890,062
2043	126,378	1,232,462	135,796	2,237	1,496,873	4,057,629
2044	121,467	1,184,573	130,519	2,150	1,438,709	3,899,963
TOTAL:	\$1,873,108	\$18,266,898	\$2,012,691	\$33,157	\$22,185,854	\$60,140,037

Source: Tiberius Solutions LLC

Please refer to the explanation of the schools funding in the preceding section

Table 12 shows the projected increased revenue to the taxing jurisdictions after tax increment proceeds are projected to be terminated. These projections are for FYE 2045.

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 12 - Additional Revenues Obtained after Termination of Tax Increment Financing

Taxing District	Type	Tax Rate	From Frozen Base	From Excess Value	Total
General Government					
Multnomah County	Permanent	4.3434	604,260	1,345,871	1,950,131
Port of Portland	Permanent	0.0701	9,752	21,722	31,474
City of Farview	Permanent	3.4902	485,561	1,081,494	1,567,055
East Multnomah Soil/Water - Gov	Permanent	0.0919	12,785	28,477	41,262
Metro	Permanent	0.0966	13,439	29,933	43,372
Multnomah County Library	Permanent	1.1800	164,163	365,642	529,805
Subtotal		9.2722	1,289,960	2,873,139	4,163,099
Education					
Multnomah ESD	Permanent	0.4576	63,662	141,795	205,457
Reynolds School District	Permanent	4.4626	620,843	1,382,807	2,003,650
Mt Hood CC	Permanent	0.4917	68,406	152,361	220,767
East Soil Conserv - Edu	Permanent	0.0081	1,127	2,510	3,637
Subtotal		5.4200	754,038	1,679,473	2,433,511
Total		14.6922	2,043,998	4,552,612	6,596,610

Source: Tiberius Solutions LLC

IX. 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 25% for municipalities under 50,000 in population . As noted below, the frozen base (assumed to be FYE 2019 values), including all real, personal, personal, manufactured, and utility properties in the Area, is projected to be \$139,121,341. The total assessed value of the City of Fairview is \$716,606,333. The percentage of assessed value in the Urban Renewal Area is 19.41%, below the 25% threshold.

The Area contains 458.65 acres, including public rights-of-way, and the City of Fairview contains 2,258 acres. This puts 20.31% of the City’s acreage in an urban renewal which is below the 25% threshold.

Table 13 - Urban Renewal Area Conformance with Assessed Value and Acreage Limits

	Assessed Value	Acreage
In URA	\$139,121,341	458.65
In City	\$716,606,333	2,258.00
Percent in URA	19.41%	20.31%

Source: Compiled by Elaine Howard Consulting, LLC with data from City of Fairview and Multnomah County Department of Assessment and Taxation (FYE 2018)

X. EXISTING PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS AND IMPACTS ON MUNICIPAL SERVICES

This section of the Report describes existing conditions within the Fairview Urban Renewal Area and documents the occurrence of “blighted areas,” as defined by ORS 457.010(1).

A. *Physical Condition*

1. *Land Use*

The Area measures 458.65 total acres in size, which is composed of 164 individual parcels encompassing 403.43 acres, and an additional 55.21 acres in public rights-of-way. An analysis of FYE 2018 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 accounts for the most prevalent land use within the area (67.86%). This was followed by Multi-Family (10.16%). Detailed land use designations in the area can be seen in Table 14.

Table 14 - Land Use in the Area

Land Use	Parcels	Acreage	Percent of Acreage
Commercial	89	273.78	67.86%
Multi-Family	6	40.97	10.16%
Residential	56	28.52	7.07%
Farm	1	26.04	6.45%
Recreation	4	15.07	3.74%
Miscellaneous	7	14.27	3.54%
Tract	1	4.79	1.19%
TOTAL:	164	403.44	100.00%

Source: Compiled by Tiberius Solutions LLC with data from the Multnomah County Department of Assessment and Taxation (FYE 2018)

2. Comprehensive Plan Designations

The most prevalent comprehensive plan designation by acreage in the Area is General Industrial (41.88%). The second most prevalent comprehensive plan designation in the Area is Commercial (17.79%). Detailed comprehensive plan designations in the Area can be seen in Table 15.

Table 15 – Comprehensive Plan Designations in the Area

Comprehensive Plan Designation	Parcels	Acreage	Percent of Acreage
General Industrial	34	168.98	41.88%
Commercial	49	71.78	17.79%
River Oriented	2	48.28	11.97%
Parks	12	43.16	10.70%
Residential Medium Density	4	36.85	9.13%
Residential Light Density	15	14.27	3.54%
Village	39	11.49	2.85%
Light Industrial	2	4.50	1.11%
Public	7	4.13	1.02%
TOTAL:	164	403.44	100.00%

Source: Compiled by Tiberius Solutions LLC with data from the Multnomah County Department of Assessment and Taxation (FYE 2018)

3. Zoning Designations

The most prevalent zoning designation by acreage in the Area is General Industrial (45.01%). The second most prevalent zoning designation in the Area is Town Center Commercial (12.37%). Detailed zoning designations in the Area can be seen in

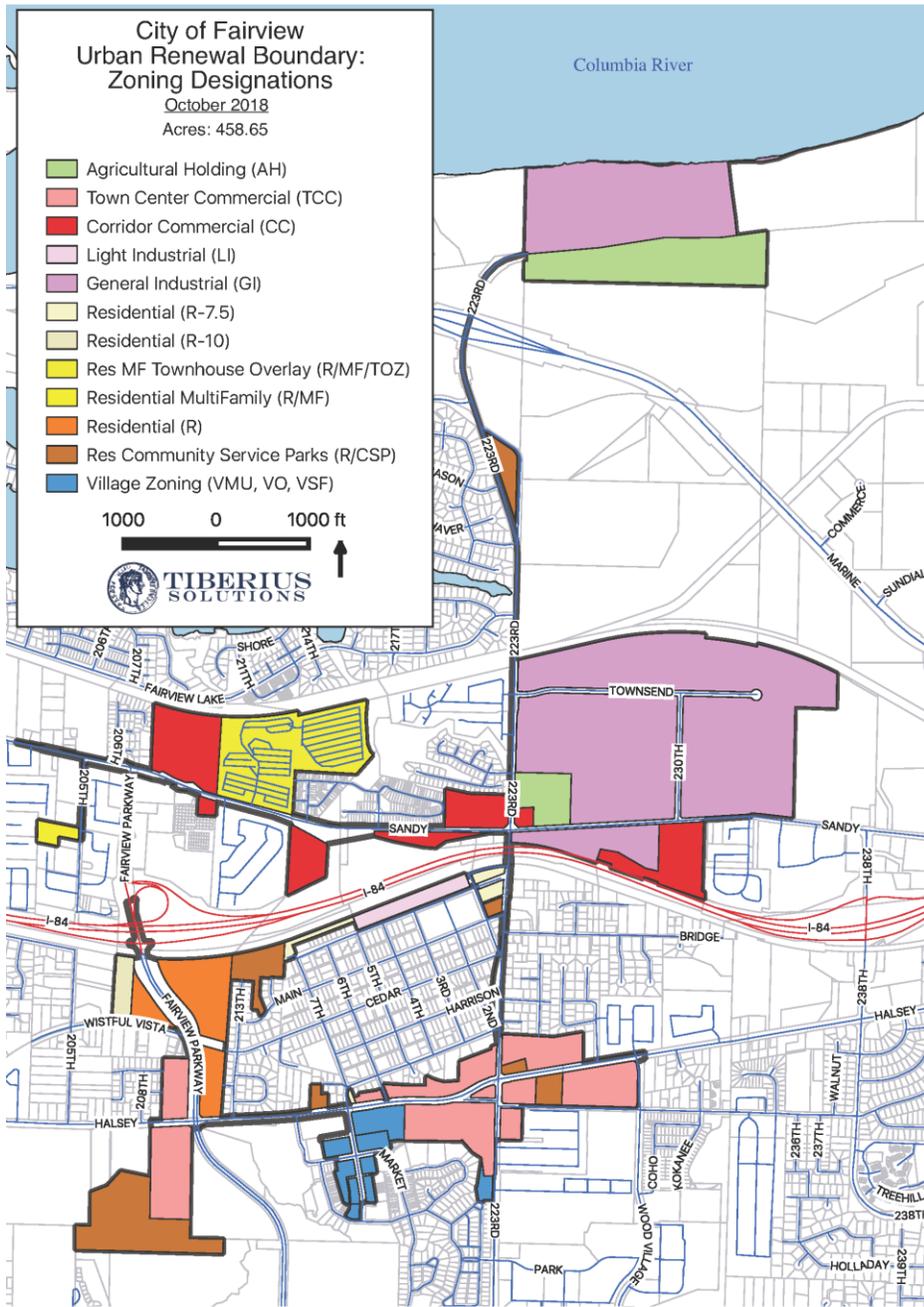
Table 16.

Table 16 - Zoning Designations in the Area

Zoning Designations	Parcels	Acreage	Percent of Acreage
General Industrial	35	181.57	45.01%
Town Center Commercial	38	49.91	12.37%
Corridor Commercial	14	38.07	9.44%
Agricultural Holding	2	33.04	8.19%
Residential - Townhouse	2	30.21	7.49%
Residential - Community Service Parks	16	29.30	7.26%
Residential	3	17.55	4.35%
Village Mixed Use	35	5.69	1.41%
Village Office	3	4.79	1.19%
Light Industrial	2	4.50	1.11%
Residential - 7.5	11	3.01	0.75%
Residential - 10	1	2.95	0.73%
Residential - Multi-Family	1	1.84	0.46%
Village Single Family	1	1.00	0.25%
TOTAL:	164	403.44	100.00%

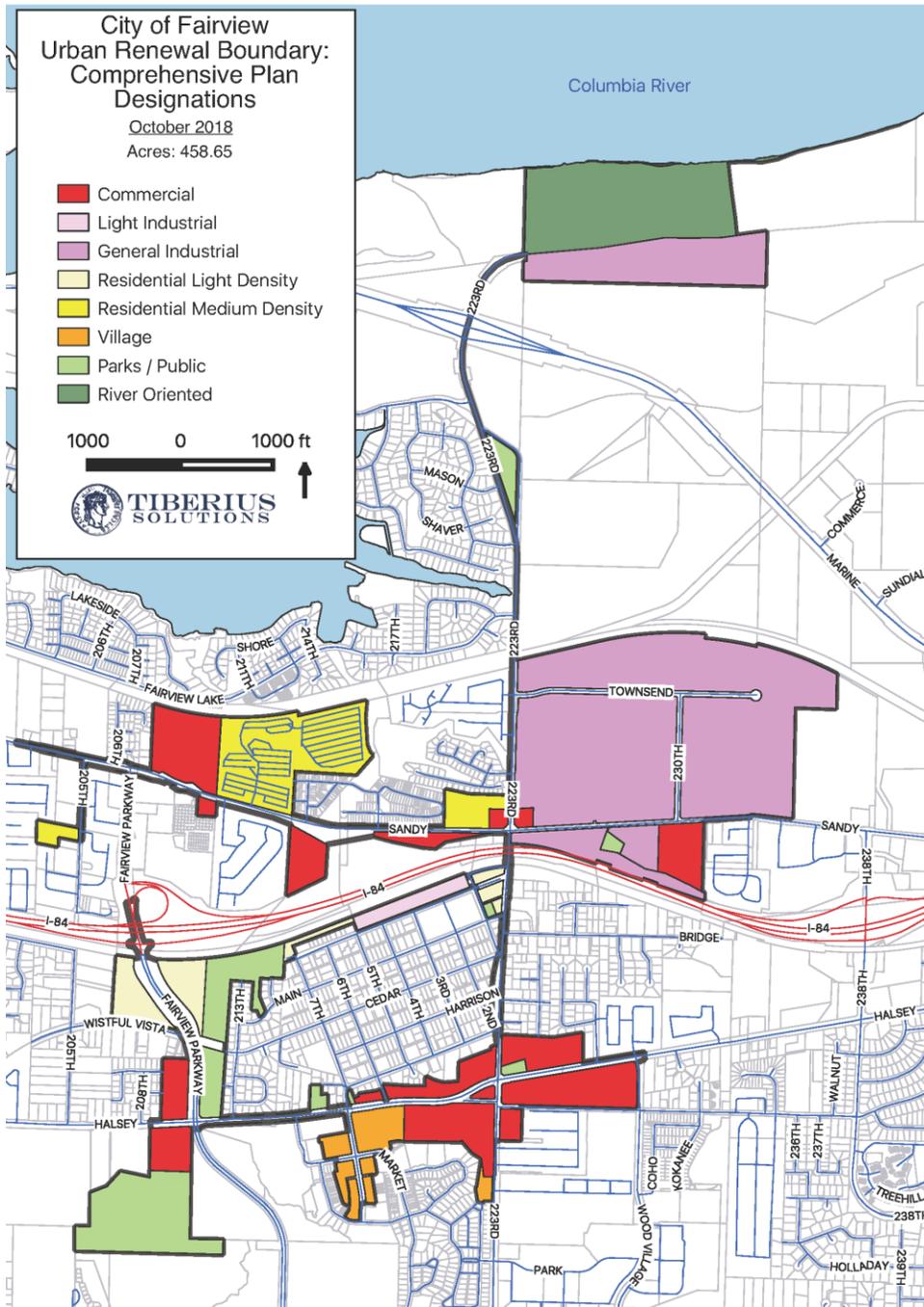
Source: Compiled by Tiberius Solutions LLC with data from the Multnomah County Department of Assessment and Taxation (FYE 2018)

Figure 2 - Fairview Urban Renewal Area Zoning Designations



Source: Tiberius Solutions LLC

Figure 3 - Fairview Urban Renewal Area Comprehensive Plan Designations



Source: Tiberius Solutions LLC

E. Infrastructure

This section identifies the existing conditions in the Area to assist in **establishing blight in the ordinance adopting the Pan Amendment.** There are projects listed in several City of Fairview infrastructure master plans that relate to these existing conditions. The fact that they are listed in a master plan indicates there is a deficiency that needs to be corrected. **This does not mean that all of these projects are included in the Plan.** The specific projects that are included in the Plan are listed in Sections IV and V of this Report.

1. Transportation

NE Fairview Parkway is a Major Arterial

Ne Halsey Street is a Minor Arterial

NE 223rd Avenue is a Major Collector

Arata Road is a Major Collector

The projects listed in Table 17 are capital projects in the Area from the City of Fairview Transportation Systems Plan:

Table 17 - Transportation Projects in the Area

Project Number	Name	Cost Estimate
R1	NE Fairview Ave. (NE 223rd Ave.) Reconstruction (Fairview Creek to NE Halsey)	\$12,000,000
R2	NE Fairview Ave. (NE 223rd Ave.) Improvements (Fairview Creek to 40-mileloop/NE Marine Dr.)	\$8,000,000
R3	Reconstruct railroad crossing on NE Fairview Ave. (NE 223rd Ave.) (north of I- 84)	\$10,400,000
R7	NE Sandy Blvd. Reconstruction (NE 201st Ave. to NE 230th Ave.)	\$8,400,000
R8	NE Sandy Blvd. Improvements (NE 230th Ave. to NE 238th Ave.)	\$800,000
R9	NE Sandy Blvd. Access Management	\$200,000
R12	NE Halsey St. Access Management	\$100,000
M4	NE Fairview Ave. (NE 223rd Ave.)/NE Glisan Street Intersection Improvement	\$970,000
S1	NE Sandy Blvd. Safety Study	\$50,000
S2	NE Halsey St. Safety Study	\$50,000
S3	NE Fairview Ave. (NE 223rd Ave.) Safety Study	\$50,000
A1	NE Sandy Blvd. Pedestrian Crossing Treatments	\$500,000
A16	NE Halsey Street Pedestrian Crossing	\$100,000
A17	E Halsey St at NE 201st Ave Pedestrian Improvements	\$20,000
A19	NE Fairview Parkway Bike Path	\$900,000
A25	NE 223rd Ave. Bike Path	\$2,100,000
A27	NE 223rd Ave. Pedestrian Crossing	\$100,000
A33	Sidewalk Curb Ramp Improvement Program	\$1,000,000

Source: Fairview Transportation Systems Plan

2. Water

The Water System Project Sheets are based on the Water System Master Plan prepared by PACE Engineers, Inc., in December 2010, and updated by Murray, Smith & Associates in 2016. All included projects are eligible for use of SDC fees.

System Summary

The City of Fairview supplies water to residents who live within the City limits except for those in the southwest corner (South of I-84, North of Glisan Street, West of Fairview Parkway) who are supplied water by the Rockwood Water Public Utilities District. The City has five permitted water rights for use of groundwater within the Troutdale Sandstone Aquifer and the Sand and Gravel Aquifer, which total 3,922 gallons per minute (GPM). The source of Fairview's drinking water supply is from four operational wells (three currently active and one reserve).

The wells are connected to the water distribution system which comprises two pressure zones, one pump station, approximately 23 miles of piping, 700 valves, 221 public fire hydrants, three pressure reducing valve vaults and five inter-ties with neighboring water purveyors.

The City maintains a total of 6.2 million gallons of stored water in three welded steel reservoirs. The average day demand for 2010, not including water loss, was 517 gallons per minute, which is approximately 206 gallons per equivalent residential unit. The City supplies water to approximately 1,605 single-family residential, multi-family residential, commercial and school connections.

Funding

The City has three primary methods for collecting revenue to pay for the costs associated with owning and operating a water system. Revenue is generated in the form of water rates, system development charges, and outside sources including grants, loans and bonds.

The projects listed in Table 18 are capital projects in the Area from the City of Fairview Water Master Plan for the next 5 years:

Table 18 - Water Master Plan Projects in the Area

Implementation Year	Capital Improvement Project Description	Cost Estimate	% SDC Eligible
2017-2021	Source Firm Capacity Improvements	\$2,356,000	92%
Multiple	Distribution Piping Replacement	\$4,242,000	17%
2027-2036	Storage Reservoir Coating Maintenance	\$1,648,000	17%
2027-2036	SCADA System Renewal	\$92,000	17%
2017-2021	Reservoir 1 Alternatives Evaluation	\$25,000	0%

Source: *City of Fairview Water Master Plan*

3. Stormwater

The Stormwater system project sheets are based on the 2007 Consolidated Stormwater Master Plan, its associated Capital Improvements Plan (CIP) and updated in August 2016.

System Summary

The primary bodies of water in the City of Fairview managed through the storm water program are Fairview Creek and Fairview Lake. Fairview Creek discharges to Fairview Lake, which discharges to the Columbia Slough. The Columbia Slough is a tributary of the Willamette River. Secondary bodies of water include No Name Creek, Osborn Creek, Raintree Creek, Silent Creek, and Salmon Creek. Salmon Creek is within the Sandy Improvement Drainage District and is pumped to the Columbia River. The other secondary streams in Fairview all drain to the Columbia Slough via Fairview Lake.

The City's stormwater system provides conveyance of surface water runoff for flood control and water quality protection and enhancement. Stormwater management facilities consist of a series of collection and conveyance systems, detention systems, and treatment facilities. Treatment facilities are typically a combination of landscape and structural components that slow, filter, detain, and/or infiltrate stormwater runoff after a rainfall event.

Proper and regular maintenance of the stormwater system, comprised of components such as pipes, inlets and manholes, keeps the system as designed and limits localized flooding. Regular inspection and cleaning of specialized stormwater quality facilities such as detention ponds and grassy swales is also critical. Without proper maintenance stormwater flows may bypass these facilities without any treatment. Public Works personnel perform stormwater system maintenance activities that integrate water-quality friendly practices.

The stormwater sewer system is made up of the following components:

- 13.6 miles of stormwater pipes, culverts, and inlet leads
- 449 Catch basins, 2 water quality manholes, 38 Outfalls, 4 Flow-control quality manholes, 3 Vortex manholes, (4) Sediment MHs (see CF), (5) UICs/Dry Wells (see CF), 5 Detention Ponds, 6 Natural Streams/Creeks, Fairview Lake, and Salish Ponds, various swales and other green street solutions.

Funding

The City has three primary methods for collecting revenue to pay for the costs associated with owning and operating a stormwater system. Revenue is generated in the form of stormwater rates, system development charges, and outside sources including grants, loans and bonds.

There are no deficiencies identified in the Area.

4. Sanitary Sewer

The Sanitary Sewer Program is based on the 2013 *City of Fairview Sanitary Sewer Master Plan* and its associated Capital Improvements Plan (CIP.) All of the projects are eligible for SDC funds.

System Summary

The sanitary sewer system provides sewer service for the collection and discharge of sewage to the Gresham Treatment Plant. The sanitary sewer system is made up of the following components:

Pipelines

The City's sewer system comprises 27 miles of piping including 24 miles of gravity and 3 miles of forcemain. The major pipeline systems owned and operated by the City of Fairview include:

Fairview Trunk- 15-21inch line aligned in a north-south direction from Sandy Boulevard to the southerly boundary of Fairview.

Sandy Boulevard Trunk – 21 inch line aligned east to west, bounded by NE 223rd Avenue on the east and the Fairview city limits on the west.

Interlachen Trunk – 12 inch line extending from NE Blue Lake Road to the west end of Fairview Lake.

Sandy Boulevard Trunk Improvements

The Sandy Blvd. Trunk is proposed to be upsized to provide additional capacity and prevent overflows. Alternative #1 (discussed in Section 5.3) is the recommended alternative. In light of street reconstruction planned for Sandy Boulevard, the CIP has the Sandy Boulevard Trunk Replacement project scheduled in two phases. Phase 1 is 3350 linear feet of 30-inch pipe and Phase 2 is 3350 linear feet of 27-inch pipe.

Because of the agreement with the City of Wood Village, the proposed Sandy Boulevard Trunk Replacement is identified as a tentative improvement, with the assumption that Wood Village and Multnomah County will be consulted prior to any plans for implementation.

The projects listed in Table 19 are projects in the Area from the *City of Fairview's Sanitary Sewer Master Plan*:

Table 19 - Sanitary Sewer Master Plan Projects

CIP #	Project	Cost	
6	Sandy Blvd. Trunk Improvement Phase 1	\$2,231,110	TBD
7	Sandy Blvd. Trunk Improvement Phase 2	\$2,033,080	TBD

Source: City of Fairview Sanitary Sewer Master Plan

5. Parks and Open Space

Park Cleone is in the Area. It is classified as a Neighborhood Park and has 4.7 acres as identified in the Comprehensive Plan, Chapter 8 Recreational Needs. The Comprehensive Plan states: “An expansion of the existing Park Cleone could provide an additional community park. This expansion also knows and the 207th Avenue Park is within a power line easement and while it will not be used for sports fields due to neighborhood opposition, other recreational facilities may be located here.” Other amenities include a covered picnic area, a paved walking trail, basketball courts and children’s play equipment.

The *2017 Parks and Open Space Master Plan* contains a Capital Improvement Plan intended to direct the development of parks, open space, recreation, and trails in the next five years (from 2017). Under Long Term Goals is the following analysis:

Neighborhood Park Improvements

Park Cleone: Park Cleone’s playground area is located in an open, sunny space. Installation of a covered area would provide shade for children in summer and shelter in rainy months.

Restrooms in City Parks

One of the most common complaints received by the Public Works Department in regards to City Parks is the lack of restroom facilities. Restrooms require the need for additional staff time to consistently maintain restrooms in operable and usable conditions. Based on the great need for restrooms, the City should evaluate the addition of restrooms at the following parks:

- Community Park
- Lakeshore Park
- Park Cleone
- Pelfrey Park

Off-Leash Dog Park

The green space area on 207th Avenue and Halsey would be ideal for an off-leash dog park and bike hub. The site is a Pacific Power and Light (PP&L) easement, and development is contingent upon an agreement with PP&L and available funding. A soccer field has also been proposed on the property to the north of this site, as described in the “Active Recreation Space and Sports Field Development” section below.

Active Recreation Space and Sports Field Development

Active recreation space and sports field development was previously identified as goal in both the Parks Master Plan and the Recreation Masterplan. The previous Parks Masterplan also proposed the development of a major sports park. This would require significant land and development costs, and the City does not currently have the resources to coordinate such a project.

Opportunities for active recreation space can be addressed through working cooperatively with schools and other nearby jurisdictions to improve and better utilize existing fields and indoor active recreation spaces. This addresses the goal of increasing sports-fields capacity through the most cost effective means necessary. A long-term opportunity may exist to acquire an easement on the NE corner of 207th Avenue and Halsey for soccer field development, as described in the following section.

Park Easement at 207th Avenue and Halsey

The 2001 Parks Master Plan identified the area just west of Park Cleone on 207th and Halsey as a potential site for a soccer field. Residents have also voiced the need for an off-leash dog park. The site is owned by Pacific Power & Light (PP&L) and development of a park is contingent on an easement agreement with PP&L. Suggestions for supporting features include a fence, benches, access to water, and installation of dog waste dispensers for disposal of pet waste. Given the limited funding and availability of sites for acquisition, developing a new site through an easement is desirable.

F. Social Conditions

Within the Area, there are 53 tax lots shown as Residential use and 6 tax lots shown as Multi-Family. The Social Conditions are derived from US Census Bureau, American Community Survey 2012-2016 Five Year Estimates and represent areas in close proximity to the urban renewal area as the boundary of the urban renewal area does not directly align with Block Groups. All of the following tables represent this larger area. According to the US Census Bureau, American Community Survey 2012-2016 Five Year Estimates, the Block Groups that represent this Area have 1,462 residents, 83% of whom are white.

Table 20 - Race in the Area

Race	Number	Percent
White	1,216	83.17%
Black or African American	65	4.45%
American Indian and Alaska Native	14	0.96%
Asian	95	6.50%
Native Hawaiian and Other Pacific Islander	0	0.00%
Some other race	24	1.64%
Two or more races	48	3.28%
TOTAL:	1,462	100%

Source: American Community Survey 2012-2016 Five Year Estimates

The largest percentage of residents are between 35 to 44 years of age (23%).

Table 21 - Age in the Area

Age	Number	Percent
Under 5 years	0	0.00%
5 to 9 years	104	7.11%
10 to 14 years	114	7.80%
15 to 17 years	87	5.95%
18 to 24 years	60	4.10%
25 to 34 years	21	1.44%
35 to 44 years	331	22.64%
45 to 54 years	199	13.61%
55 to 64 years	295	20.18%
65 to 74 years	203	13.89%
75 to 84 years	48	3.28%
85 years and over	0	0.00%
TOTAL:	1,462	100%

Source: American Community Survey 2012-2016 Five Year Estimates

In the block groups, 21% of adult residents have earned a bachelor’s degree or higher. Another 29% have some college education without a degree, and another 25% have graduated from high school with no college experience.

Table 22 - Educational Attainment in the Area

Educational Attainment	Number	Percent
Less than high school	130	11.85%
High school graduate (includes equivalency)	279	25.43%
Some college	318	28.99%
Associate's degree	145	13.22%
Bachelor's degree	169	15.41%
Master's degree	56	5.10%
Professional school degree	0	0.00%
Doctorate degree	0	0.00%
TOTAL:	1,097	100%

Source: American Community Survey 2012-2016 Five Year Estimates

The most common travel time class was 10 to 19 minutes, with 29% of journeys being in this class. This was followed by the 30 to 39 minutes travel time class, which represented 23% of journeys.

Table 23 - Travel Time to Work in the Area

Travel Time	Number	Percent
Less than 10 minutes	101	16.49%
10 to 19 minutes	177	28.87%
20 to 29 minutes	125	20.39%
30 to 39 minutes	138	22.51%
40 to 59 minutes	52	8.48%
60 to 89 minutes	20	3.26%
90 or more minutes	0	0.00%
TOTAL:	613	100%

Source: American Community Survey 2012-2016 Five Year Estimates

Of the means of transportation used to travel to work, the majority, 82%, Drove alone with another 11% Carpooling.

Table 24 - Means of Transportation to Work in the Area

Means of Transportation	Number	Percent
Drove alone	504	82.22%
Carpooling	65	10.60%
Using Public Transportation	21	3.43%
Motorcycling	0	0.00%
Bicycling	0	0.00%
Walking	23	3.75%
Using Other Means	0	0.00%
Working at home	0	0.00%
TOTAL:	613	100%

Source: American Community Survey 2012-2016 Five Year Estimates

The income in the Block Groups is depicted in Table 25. The median income is \$65,992.

Table 25 - Household Income

Income	Number	Percent
Less than \$10,000	29	4.98%
\$10,000 to \$19,999	21	3.61%
\$20,000 to \$29,999	59	10.14%
\$30,000 to \$39,999	32	5.50%
\$40,000 to \$49,999	40	6.87%
\$50,000 to \$59,999	21	3.61%
\$60,000 to \$74,999	182	31.27%
\$75,000 to \$99,999	99	17.01%
\$100,000 to \$124,999	66	11.34%
\$125,000 to \$149,999	18	3.09%
\$150,000 to \$199,999	15	2.58%
\$200,000 or more	0	0.00%
Total	582	100.00%

Source: American Community Survey 2012-2016 Five Year Estimates

G. 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, including all real, personal, manufactured, and utility properties, is estimated to be \$135,403,485. This will be established when the Multnomah County Assessor certifies the frozen base.

2. Building to Land Value Ratio

An analysis of property values can be used to evaluate the economic condition of real estate investments in a given area. The relationship of a property’s improvement value (the value of buildings and other improvements to the property) to its land value is generally an accurate indicator of the condition of real estate investments. This relationship is referred to as the “Improvement to Land Value Ratio,” or “I:L.” The values used are real market values. In urban renewal areas, the I:L is often used to measure the intensity of development or the extent to which an area has achieved its short- and long-term development objectives.

Error! Reference source not found. shows the improvement to land ratios (I:L) for properties within the Area. The Multnomah County database did not list any parcels as exempt in their land use designations, even though there is a park in the Area. This table is based on the land use designations by the county. In the Area 106 parcels representing 80% of the acreage have I:L ratios less than 1.0. In other words, the improvements on these properties are worth less than the land they sit on. A reasonable I:L ratio for properties in the Area is 2.0. Only 27 of the 164 parcels in the Area, totaling 15% of the acreage have I:L ratios of 2.0 or more in FYE 2018. In summary, the area is underdeveloped and not contributing significantly to the tax base in Fairview.

Table 26 - Improvement to Land Ratios in the Area

Improvement to Land Ratio	Parcels	Acreage	Percent of Acreage
Exempt	0	0.00	0.00%
No Improvement Value	69	191.36	47.43%
0.01-0.50	20	114.99	28.50%
0.51-1.00	17	17.60	4.36%
1.01-1.50	25	13.89	3.44%
1.51-2.00	6	6.53	1.62%
2.01-2.50	10	2.67	0.66%
2.51-3.00	0	0.00	0.00%
3.01-4.00	7	39.14	9.70%
> 4.00	10	17.27	4.28%
Total	164	403.44	100.00%

Source: Compiled by Tiberius Solutions LLC with data from the Multnomah County Department of Assessment and Taxation (FYE 2018)

H. Impact on Municipal Services

The fiscal impact of tax increment financing on taxing districts that levy taxes within the Area (affected taxing districts) is described in Section VIII 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 incentives and assistance to private development, public infrastructure, and economic development. The use of tax increment allows the city to add an additional funding source to the City of Fairview general fund or system development charges (SDC) funds to allow these projects to be completed.

It is anticipated that these improvements will catalyze development on the undeveloped and underdeveloped parcels in the Area. This development will require city services. However, since the property is within the city limits, the city has anticipated the need to provide services to the Area. Some of the public infrastructure is being completed to enable full services for future development in the Area. As the development will be new construction, it will be up to current building code and will aid in any fire protection needs.

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

XI. 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.

XII. RELOCATION REPORT

There is no relocation report required for the Plan. No specific acquisitions that would result in relocation benefits have been identified. However, if homes are acquired that require relocation, the Agency shall comply with applicable relocation requirements.