



# CITY OF OREGON CITY

## URBAN RENEWAL COMMISSION RETREAT

### AGENDA

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Commission Chambers, Libke Public Safety Facility, 1234 Linn Ave, Oregon City  
Monday, May 16, 2022 at 6:00 PM

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*Ways to participate in this public meeting:*

- *Attend in person, location listed above, and masks are required.*
- *Register to provide electronic testimony (email [recorderteam@orcity.org](mailto:recorderteam@orcity.org) or call 503-496-1505 by 3 p.m. on the day of the meeting to register).*
- *Email [recorderteam@orcity.org](mailto:recorderteam@orcity.org) (deadline to submit written testimony via email is 3 p.m. on the day of the meeting).*
- *Mail to City of Oregon City, Attn: City Recorder, P.O. Box 3040, Oregon City, OR 97045.*

#### CALL TO ORDER

#### ROLL CALL

#### CITIZEN COMMENTS

#### DISCUSSION ITEM

1. Retreat - Updating the Urban Renewal Plan

#### COMMUNICATIONS

#### ADJOURNMENT

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#### PUBLIC COMMENT GUIDELINES

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*Complete a Comment Card prior to the meeting and submit it to the City Recorder. When the Mayor/Chair calls your name, proceed to the speaker table, and state your name and city of residence into the microphone. Each speaker is given three (3) minutes to speak. To assist in tracking your speaking time, refer to the timer on the table.*

*As a general practice, the City Commission does not engage in discussion with those making comments.*

*Electronic presentations are permitted but shall be delivered to the City Recorder 48 hours in advance of the meeting.*

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#### ADA NOTICE

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*The location is ADA accessible. Hearing devices may be requested from the City Recorder prior to the meeting. Individuals requiring other assistance must make their request known 48 hours preceding the meeting by contacting the City Recorder's Office at 503-657-0891.*

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***Agenda Posted at City Hall, Pioneer Community Center, Library, City Website.***

***Video Streaming & Broadcasts: The meeting is streamed live on the Oregon City's website at [www.orcity.org](http://www.orcity.org) and available on demand following the meeting. The meeting can be viewed on Willamette Falls Television channel 28 for Oregon City area residents as a rebroadcast. Please contact WFMC at 503-650-0275 for a programming schedule.***



# CITY OF OREGON CITY

## Staff Report

625 Center Street  
Oregon City, OR 97045  
503-657-0891

**To:** Urban Renewal Commission  
**From:** City Manager Tony Konkol

**Agenda Date:** 5/16/2022

### SUBJECT:

Retreat - Updating the Urban Renewal Plan

### STAFF RECOMMENDATION:

Staff recommends that the Urban Renewal Commission continue with the process toward ultimately developing an updated Urban Renewal Plan.

### EXECUTIVE SUMMARY:

There are a variety of steps that the Commission should consider taking to further assist with updating the Urban Renewal Plan, they include:

- Affirming the categorization of the projects
- Focusing on the vision of the Urban Renewal Commission
- Picking the projects that most fit your vision
- Prioritizing the projects that have been chosen
- Authorizing staff to research construction cost estimates on the chosen projects

### BACKGROUND:

During its meeting held on July 7, 2021, The Urban Renewal Commissioners began reviewing a draft "Vision Statement and Framework for Decision-Making" provided by staff. The Commissioners contributed their own insights and ideas with regard to the vision statement. Due to time constraints, they were unable to complete their review of the second part of the draft document, "Framework for Decision-Making."

Members of the Urban Renewal Commission agreed to host a retreat to further develop the vision statement. Meanwhile, it was acknowledged that the Leland Consulting Group submitted a memo that highlighted vision statements from other communities.

On August 16, 2021, The Urban Renewal Commission held its first retreat to further draft a vision statement. The commissioners expressed their preferences as to what should be included in the vision statement. After much discussion about the structure and content

of the statement, commissioners turned their attention to identifying the goals. The Urban Renewal Commissioners finished its meeting by further detailing the goals.

It was agreed that the goal categories should be the following:

- Livability
- Tourism Opportunities
- Recreational Opportunities
- Infrastructure Investments

At its retreat held on November 16, 2021, the commissioners commenced with a discussion on a framework for decision-making. Staff provided a draft document that was utilized to further aid the commissioners to home in on specific steps and elements of the decision-making process. There were a few revisions and adjustments discussed during the retreat and staff was directed to make them.

On April 5, 2022, the Urban Renewal Commission completed its review of the “Framework for Decision-Making” by fine-tuning the flowchart and clarifying a few narrative statements.

Matt Zook, Finance Director gave a financial report reflecting the following points:

- The Urban Renewal District is debt free as of 2021
- The District realizes approximately \$3 million a year in property tax revenue
- \$3 million would cover payments on a borrowing of \$38 million at 5% over 20 years
- The District has slightly over \$6 million in unrestricted funds

Mr. Zook stated that the 2007 Plan Report recognized that the maximum indebtedness of \$130.1 million intentionally excluded the impact of inflation on the estimated costs of the projects included in the Plan Report. Further, subsequent boards were expected to review and update the Plan, the project list, and the maximum amount of indebtedness if necessary. It is important to note that the maximum indebtedness of \$130.1 million is a legally fixed number that does not get adjusted by inflation.

Since 2007 when the maximum indebtedness was established at \$130.1 million, the URA has spent \$23.9 million, leaving \$106.2 million margin. This is margin of what the plan can spend and is not a cash balance. The URA can spend property tax revenue directly on projects on a pay-as-you-go basis, toward the repayment of debt, or a mix of both.

In 2022 dollars, the URC can create a list of projects totaling between \$75 million and \$83 million to be accomplished over the next 20 years assuming an average annual inflation rate of just over 3%.

Due to the time value of money and the fixed limit of remaining maximum indebtedness (\$106.2 million), the spending capacity of the URA in 2022 dollars is less than the original 2007 amount. The spending capacity shrinks over time unless invested in projects that will provide a greater return than inflation, and ideally, much, much higher.

During this meeting of May 16, 2022, staff recommends that the Urban Renewal Commission do the following:

- Affirm the categorization of the projects
- Focus on the vision of the Urban Renewal Commission
- Pick the projects that most fit your vision
- Prioritize the projects that have been chosen
- Authorize staff to research construction cost estimates on the chosen projects

Attached to this staff report are the following documents:

- Urban Renewal Projects, Categorized and Reflecting 2022 Inflation Dollars
- Projects Notes
- A map of City-owned and Urban Renewal-Owned Projects within the Urban Renewal District
- Recap of the vision statement

**OPTIONS:**

1. Continue with the process toward developing a revised draft Urban Renewal Plan

OREGON CITY URBAN RENEWAL PROJECTS (CATEGORIZED IN INFLATION DOLLARS)

| PROJECTS    |                                                                    | EXISTING PLAN  | REMAINING      |                                                                                                             |
|-------------|--------------------------------------------------------------------|----------------|----------------|-------------------------------------------------------------------------------------------------------------|
|             |                                                                    | 2007 DOLLARS   | PROJECTS IN    |                                                                                                             |
|             |                                                                    |                | 2022 DOLLARS*  |                                                                                                             |
| UR Report # |                                                                    |                |                |                                                                                                             |
|             | PUBLICLY OWNED (URA/CITY)                                          |                |                | KEY NOTES                                                                                                   |
| 2           | Clackamette Cove                                                   | \$ 8,000,000   | \$ 7,673,209   | *After project expenses to date in 2022 Inflation Dollars                                                   |
| 4           | Amtrak Station+                                                    | \$ 1,000,000   | \$ -           |                                                                                                             |
| 6           | City Property McLoughlin (12th & Main Streets)                     | \$ 2,000,000   | \$ 3,187,000   | Based on how quickly projects are completed, it is projected that project costs                             |
| 7           | Stimson Property Redevelopment (1795 Washington Street)            | \$ 10,000,000  | \$ 15,933,000  | will reach \$106 million dollars in maximum indebttness in inflated dollars over the next 20 years          |
| 10          | End of the Oregon Trail                                            | \$ 1,000,000   | \$ 1,593,000   |                                                                                                             |
| 14          | Civic Complex^                                                     | \$ 10,000,000  | \$ 8,441,442   | Target \$65 to \$85 million dollars in project costs in 2022 inflation dollars                              |
| 12          | Falls Access and Viewing (Riverwalk)                               | \$ 3,000,000   | \$ 4,602,289   | in order to accomplish target projects over time within the remaining 106.2 million of maximum indebtedness |
|             | PUBLIC & PRIVATE PARTNERSHIP (Not Owned by URC)                    |                |                |                                                                                                             |
| 1           | Rossman Landfill                                                   | \$ 30,000,000  | \$ 47,800,000  |                                                                                                             |
| 3           | Metro Transfer Station^^                                           | \$ -           | \$ -           | ADVISORY STEPS IN IDENTIFYING FUTURE PROJECTS:                                                              |
| 5           | County Shops (902 Abernethy Rd)^^^                                 | \$ 5,100,000   | \$ 8,126,000   | Step 1 - The projects should be categorized                                                                 |
| 13          | 7th Street Projects^                                               | \$ 5,500,000   | \$ 8,752,610   | Step 2 - Initially, focus on the vision and not the numbers.                                                |
| 8           | Oregon City Shopping Ctr.^                                         | \$ 2,000,000   | \$ 3,187,000   | Step 3 - Pick projects that most fits the vision                                                            |
| 9           | Kruger Lumber Building (1625 Washington Street)                    | \$ 1,000,000   | \$ 1,573,964   | Step 4 - Prioritize the projects that were chosen                                                           |
| 11          | Historic Downtown                                                  | \$ 37,500,000  | \$ 52,474,356  | Step 5 - Staff will do construction cost estimates on the chosen projects                                   |
|             | Historic Downtown (Court House)                                    | \$ -           | \$ -           |                                                                                                             |
|             | Upstairs Downtown Residences (Seismic Retrofit)(NEW)               | \$ -           | \$ -           |                                                                                                             |
|             | INFRASTRUCTURE PROJECTS                                            |                |                |                                                                                                             |
|             | Historic Downtown                                                  | \$ -           | \$ -           | PROJECT-RELATED KEY LEGENDS                                                                                 |
|             | Quiet Zone (NEW)                                                   | \$ -           | \$ -           | +Investment phases slated to be accomplished have been completed                                            |
|             | Parking Garage (NEW)                                               | \$ -           | \$ -           | ^ No Further Investment Comtemplated                                                                        |
|             | McLoughlin Blvd ( 99E to Tunnel) - (safety)                        | \$ -           | \$ -           | ^^Metro Seeking to Relocate Facility                                                                        |
|             | Main Street (10th to 15th Street)                                  | \$ -           | \$ -           | ^^^Project Moving into Private Hands                                                                        |
|             | PLAN ADMINISTRATION COSTS                                          |                |                |                                                                                                             |
|             | Public Administration and Related Costs                            | \$ 11,400,000  | \$ 18,164,000  |                                                                                                             |
|             | Debt Issuance Costs                                                | \$ 2,600,000   | \$ 4,143,000   |                                                                                                             |
|             | TOTAL                                                              | \$ 130,100,000 | \$ 185,650,870 |                                                                                                             |
|             | OTHER PROPERTIES                                                   |                |                |                                                                                                             |
|             | Sell Residential Properties -214 Tumwater Drive and 313 S. 2nd St. |                |                |                                                                                                             |

## PROJECTS IN THE 2007 URBAN RENEWAL PLAN

### PROJECT NOTES: DESCRIPTION & RELATIONSHIP TO EXISTING CONDITIONS

#### 1. Rossman Landfill

##### **Description of Project:**

- Mixed-use Lifestyle center consisting of approximately 950,000 square feet of retail space
- 100,000 square feet of office space
- 250 residential dwelling units.
- Anticipated urban renewal investment is approximately \$30 million
- Anticipated private investment is approximately \$240million.

##### **Relationship to Existing Conditions:**

- Property is a brownfield site.
- Property will require significant steps toward the rehabilitation of the land.
- It is expected that a needs to be developed that will generate enough tax increment revenues that would allow the organization to finance other projects identified in the Urban Renewal Plan.
- Development assistance will aid in the creation medium and high-density housing in the Area.
- A new project will be expected to assist with funding transportation projects including the I-205/Highway Interchange Phase 1, Washington Street and Abernethy Road improvements, and the creation of through-streets.
- Transportation and Public Access Improvements will improve access and circulation throughout the Urban Renewal Project Area for autos, transit, pedestrians and bicyclists, and will support new development and redevelopment throughout the urban renewal area.

#### 2. Clackamette Cove

##### **Description of Project:**

- Mixed use housing and commercial development consisting of approximately 180 condominiums, 86 town homes, 43,000 square feet of office space and restaurant space.
- The development will feature approximately 40.07 acres of parkland and open space along with approximately 36.38 acres of water recreation with two docks and space for the Sheriff's marine patrol and canoe launches.
- The anticipated urban renewal investment is \$8 million.
- The anticipated private investment is approximately \$160 million.

##### **Relationship to Existing Conditions:**

- The development at Clackamette Cove will create increment that will allow the City to offer greater development assistance to other projects.
- The increase in value of this property, if the proposed project is successful, is expected to generate tax increment revenues that would allow the Agency to finance other projects identified in the Urban Renewal Plan and Report to the Plan.
- The Cove faces many environmental problems, new development will need to take steps toward ameliorating them.
- Parks and Recreation improvements will provide for additional park and open space needed by the community, will enhance the redevelopment of the Clackamette Cove area, and will implement a component of "The Oregon City Futures" strategy.

### 3. Metro Transfer Station ^^

#### **Description of the Project:**

-Major commercial use complementing development of landfill and consistent with Oregon City's regional center development.

#### **Relationship to Existing Conditions:**

-No further investment in this publicly property contemplated

### 4. Amtrak Station +

#### **Description of Project:**

- The City has constructed the first phase of the project, which consisted of an entry drive, limited parking, and train platform for loading and unloading passengers.
- Phase II consisted of acquiring and moving a historic depot to the project site, building additional parking and landscaping the area.
- This Urban Renewal Agency has committed \$1 million in Urban Renewal funding to complete Phase II.
- The depot can be leased as office, restaurant, or shopping space or used as a public train station.

#### **Relationship to Existing Conditions:**

- The Amtrak Station will allow for improved parking, strengthen Oregon City's status as a Regional Center, and promote general accessibility as well allowing easier public access to the region.
- Parking improvements will improve the visual appearance and attract more passengers from throughout the southern Metro region.
- Transportation and Public Access Improvements will improve access and circulation throughout the Urban Renewal Project Area for autos, transit, pedestrians, and bicyclists, and will support new development and redevelopment throughout the urban renewal area.

### 5. County Shops Property (902 Abernethy Rd.) ^^^

#### **Description of the Project:**

- Housing and mixed-use development consistent with development of area and Oregon City's Regional Center Development.
- The County had indicated a price of \$5.1 million for this purchase.
- Should the Urban Renewal Agency purchase this property to facilitate this development the Agency anticipates a return of a portion of this investment to match its purchase price.
- The Agency anticipated a private investment of approximately \$40 million.

#### **Existing Conditions:**

- Property is moving toward private ownership

### 6. City Owned Property on Mcloughlin Blvd. (12<sup>th</sup> & Main Streets)

#### **Description of the Project:**

- Conceptually, the Agency is seeking opportunities for commercial/mixed use development that is consistent with Oregon City Regional Center development.
- The Agency is prepared to invest approximately \$2 million to create a private investment of approximately \$15 million.

#### **Relationship to Existing Conditions:**

- Development of this property will support the rehabilitation of existing commercial buildings in the Urban Renewal Project Area and will assist in the development of additional medium and high-density housing in the Area.

7. Stimson Property (1795 Washington Street Area)

**Description of the Project:**

- This property is located between the City's Amtrak Station and Metro's transfer station and has been discussed as a site for a major Class A office development with lower levels of parking consistent with Oregon City's regional center development.
- The Agency is prepared to invest approximately \$10 million in urban renewal funds with an anticipated private sector investment of approximately \$60 million.
- Associated employment will improve the jobs balance in Clackamas County and Oregon City. Development will complement what occurs on the landfill site. Proximity to I-205 provides excellent visibility and access.

**Relationship to Existing Conditions:**

- Development of this property will support the rehabilitation of existing commercial buildings in the Renewal Plan Area and will assist in attracting medium and high-density housing to the Area.

8. Oregon City Shopping Center ^

**Description of the Project:**

- Subsequent to development of the Clackamette Cove, the City-owned property along Highway 99 and the development of the landfill area.
- The Agency had anticipated that the owners of this property would modernize the property due to its proximity to the Clackamette Cove and the development of the landfill area.
- It was envisioned that additional transit-oriented buildings along McLoughlin Boulevard corridor with parking more centralized would be developed, connecting a roadway or ped/bike pathway.

**Relationship to Existing Conditions:**

- Improvements to this property would support the rehabilitation of existing commercial buildings in the area.

9. Krueger Lumber Building – 1625 Washington Street

**Description of the Project:**

- The Agency believes that the Krueger Lumber Building has great development potential. An appropriate development could help enable the view of Abernethy Creek.

**Relationship to Existing Conditions:**

- Improvements to this property will support the habilitation of existing commercial buildings in the Renewal Plan Area.

10. End of Oregon Trail

**Description of the Project:**

- Description of Project:** The facility at the Interpretive Center is in need of major renovation.
- The Agency has allocated \$1 million to improve this facility to complement the City's Regional Center development

- **Relationship to Existing Conditions:** Improvements to this property will support the rehabilitation of existing commercial buildings in the Area.

## 11. Historic Downtown Projects

### **Description of the Project: Court House**

-Clackamas County has decided to build a new courthouse at a different location within Oregon City. The existing property will be available for new development.

### **Description of the Project: Seismic Retrofit to Support Residences on the Upper Level of Downtown Properties**

-Enabling the creation of residences on the upper levels of buildings in the downtown will provide more eyes in the downtown area for security reasons.

-Having people living in the downtown area will create its own small economy and community that helps with making the downtown area more vibrant.

### **Description of the Project: Quiet Zone**

-A "quiet zone" is an area where railroads are directed to cease the routine sounding of train horns when approaching public highway-rail grade crossings, though train horns may still be used in emergency situations.

-Consequently, with the passing of the Transportation, Housing and Urban Development Bill, \$2 million to Oregon City Quiet Zone has been approved. Oregon City will eventually be able to design and construct a Quiet Zone to reduce rail noise levels and attract business growth to the historic Downtown area

-Requires a \$600,000 local match

### **Description of the Project: Parking Garage**

-A multi-level parking facility in the downtown area will aid in providing more vehicle parking and help to mitigate parking challenges that comes with growth and development.

### **Description of the Project: Mcloughlin Blvd. (99E) to Tunnel**

-A public infrastructure amenity that will provide a safe, aesthetically pleasing avenue for pedestrians and vehicles alike as pedestrians as both share the route.

### **Description of the Project: Main Street (10<sup>th</sup> to 15<sup>th</sup> Street)**

-A public infrastructure amenity that will provide a safe, aesthetically pleasing avenue for pedestrians and vehicles alike as pedestrians as both share the route.

### **Relationship to Existing Conditions:**

-Transportation and Public Access Improvements will improve access and circulation throughout the Urban Renewal Project Area for autos, transit, pedestrians, and bicyclists, and will support new development and redevelopment throughout the urban renewal area.

-Investments in the real estate projects that are situated in the downtown area will create a more vibrant and diversified economy within the downtown.

## 12. Falls Access and Viewing

### **Description of the Project:**

- Development of tourism destination by providing greater access to Willamette Falls and development of a viewing platform with improved parking in the area.
- The Agency has allocated \$3 million for the City's contribution to this project, and private sector investment in this Project is anticipated to total approximately \$15 million.

### **Relationship to Existing Conditions:**

- Parks and Recreation Improvements will provide for additional park and open space needed by the community, will enhance the redevelopment of the Clackamette Cove Area.

## 13. 7th Street Projects^

### **Description of the Project:**

- This project will include development of 7<sup>th</sup> Street and the Bluff nearby.
- Within this area is the Oregon City Plumbing Block, part of which has been privately developed, the larger portion of which remains underdeveloped.
- The 7<sup>th</sup> Street and Bluff area would include a portion of the Bluff from 7<sup>th</sup> Street to the Elevator: an unknown and significant area for a destination public facility or private commercial development.
- The Agency plans to continue its investment in the renovation and restoration of the entire length of the Bluff promenade.
- It is also examining the Antique Mall Block, a mixed-use commercial/residential or office with parking, as a likely site for further development, as well as the McLean Clinic, a commercial/retail or office development with parking.
- The Agency has allocated approximately \$5.5 million for this project, and expects roughly \$27.5 million in private Investment.

### **Relationship to Existing Conditions:**

- Streetscape and parking improvements in areas surrounding 7th Street will improve the visual appearance and pedestrian environment in commercial areas, and will provide additional parking facilities needed to serve shoppers, workers and residents.
- Streets, transportation and public access improvements will improve access and circulation throughout this area for autos, transit, pedestrians and bicyclists, and will support new development and redevelopment throughout the Urban Renewal Area.
- Development Assistance programs will support the rehabilitation of existing commercial buildings in the Area, and will assist in the development of additional medium and high density housing in the Area.

## 14. Civic Complex ^

### **Description of the Project:**

- Modernization of City-owned facilities or new construction to house municipal offices and bring a governmental component into one of the Agency's major commercial areas within the urban renewal district.
- The Agency allocated approximately \$10 million for this investment.

### **Relationship to Existing Conditions:**

- No further investment in this publicly property contemplated

## THE VISION STATEMENT OF THE URBAN RENEWAL COMMISSION OF THE CITY OF OREGON CITY

Oregon City is a historically, culturally, and geographically unique place in the Portland Metro Region. It was established in 1829 and in 1844 was the first incorporated city west of the Missouri River. The community's history establishes it as the State's original hometown. In Oregon City there are historic houses, museums, and Willamette Falls situated within the community that stand as testament to the City's historical significance to the State of Oregon and to the United States.

Oregon City is one of the hubs of the Portland Metro Area. It seeks to attract visitors, new residents who appreciate the community's commitment to quality of life. The City's core is a recognizable, vibrant destination with public and private investment in small-scale shops, a mix of restaurants, and cultural amenities that reflect the area's diversity.

Within the Urban Renewal District ("**the District**") residents live, work, and play while having access to various amenities including vibrant visitor experiences that attract the public during both the day and night; well-presented historical venues that provide visitors different vantage points of the community's past; enjoyable recreational opportunities of various types and venues; livable environs that enhance one's quality of life, efficient transportation options that move people in and around the District; and sound investments in public infrastructure that complement and support private investment.

Overall, the District's project expenditures are fiscally conservative and do not saddle future generations with long term environmental or economic burdens. For-profit business operations provide long-term employment, helps broaden the tax base, and provides a positive rate of return to the District.

The District is an important economic development tool that contributes to the realization of the Urban Renewal Commission's vision by accomplishing the following goals:

### **LIVABILITY**

Livability is about building community amenities that enhance the quality of life through action to improve local environments and provide safe conditions in places where people live. It includes:

- Protection of community neighborhoods' unique identities, locating tourism amenities in appropriate places except neighborhoods
- Provision of various housing options with different price points
- Presence of unique shopping amenities
- Existence of recreational opportunities
- Offering of varied dining options
- Establishment of quality childcare services
- Provision of good water quality
- Development of good job opportunities
- Creation of efficient multi-modal transportation services
- Presence of safe living conditions
- Existence of a quiet zone along the railroad route downtown

## TOURISM OPPORTUNITIES

Creating an environment that offers amenities that establish a sense of vitality, excitement and wonder attracts visitors during the day and the night. The District will offer the following amenities that are designed to solidify the City's brand as being Oregon's Hometown:

- Enhanced and upgraded End of the Oregon Trail Interpretive Center
- Increased use and improved Amtrak Train Station
- Increased use of the Clackamette Park RV area
- Projects that complement and enhance the downtown
- Hotels and convention meeting space
- Visitor parking
- Transportation options including shuttles and/or trolleys
- River transportation and recreational opportunities
- Public restrooms
- Transportation linkage(s) between tourism destination assets
- Good water quality (Cove, Clackamas, and Willamette Rivers)
- Willamette Falls Legacy Project

## RECREATIONAL OPPORTUNITIES

The ability to establish recreational opportunities offering various types of outdoor and indoor amenities, man-made and/or natural, can contribute to a higher quality of life for residents. Investments in establishing the type of recreational investments supported by the Urban Renewal Commission include:

- Trails, Biking, Walking
- Good water quality (Cove, Willamette, and Clackamas Rivers)
- Accessible recreation at Clackamette Park and Jon Storm
- Increased accessibility to the Cove, Willamette, and Clackamas Rivers

## INFRASTRUCTURE INVESTMENTS

New investments in a variety of infrastructure projects are designed to help mitigate the challenges of growth in the district to allow visitors to enjoy all of the amenities that the District has to offer. As visitors drive into Oregon City, the provision of the following assets will assist them to efficiently move in and around the District from one end to the other and to engage in various events and activities taking place.

- Public restrooms
- Lighting enhancements downtown
- Quiet Zone along the railroad route downtown
- Adaptive reuse of existing properties
- Walking and Biking Trails
- Adaptive reuse of existing buildings (i.e., seismic, ADA, etc.)
- Visitor parking structure(s)
- Multi-modal transportation

***The attributes of livability, infrastructure improvements, recreational and tourism opportunities are interdependent and serve to enable the District to provide a positive rate of return and helps Oregon City solidify its status as a regional center within the Portland Metro Region.***



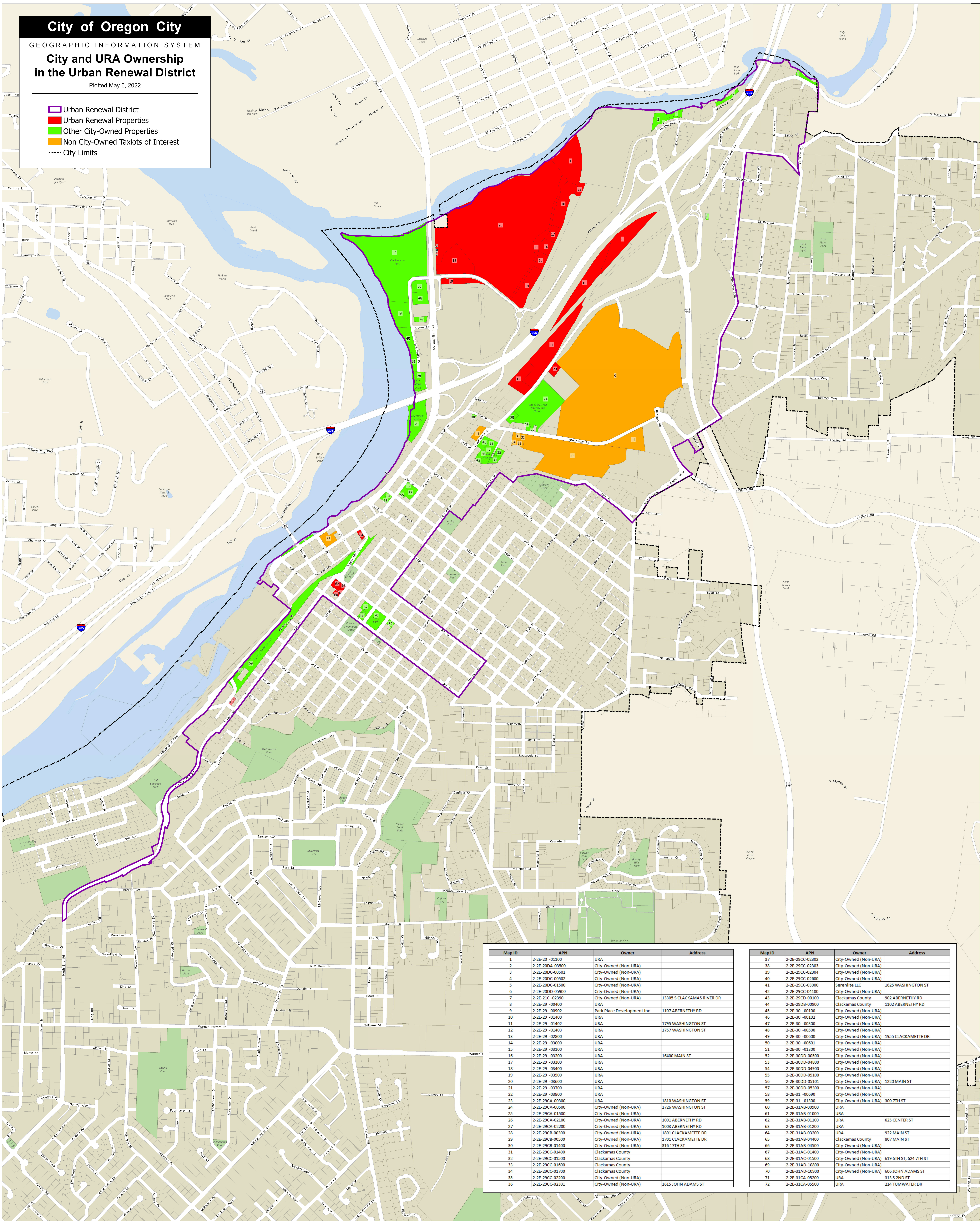
# City of Oregon City

GEOGRAPHIC INFORMATION SYSTEM

## City and URA Ownership in the Urban Renewal District

Plotted May 6, 2022

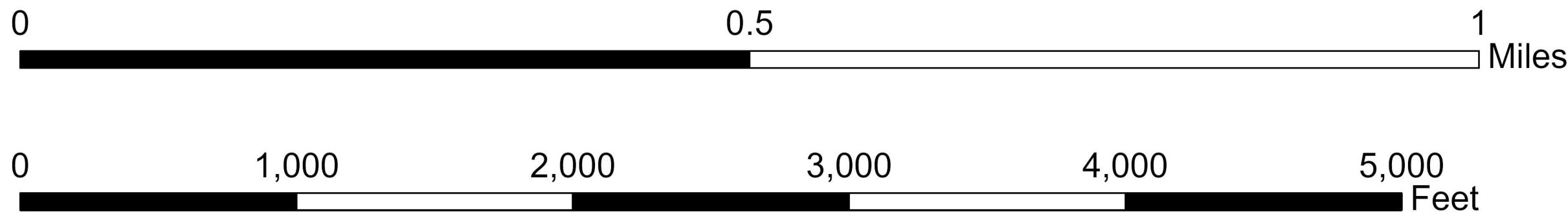
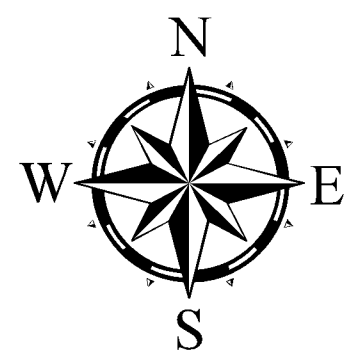
- Urban Renewal District
- Urban Renewal Properties
- Other City-Owned Properties
- Non City-Owned Taxlots of Interest
- City Limits



| Map ID | APN             | Owner                      | Address                    |
|--------|-----------------|----------------------------|----------------------------|
| 1      | 2-2E-20 -01100  | URA                        |                            |
| 2      | 2-2E-20DA-03500 | City-Owned (Non-URA)       |                            |
| 3      | 2-2E-20DC-00501 | City-Owned (Non-URA)       |                            |
| 4      | 2-2E-20DC-00502 | City-Owned (Non-URA)       |                            |
| 5      | 2-2E-20DC-01500 | City-Owned (Non-URA)       |                            |
| 6      | 2-2E-20DD-05900 | City-Owned (Non-URA)       |                            |
| 7      | 2-2E-21C -02390 | City-Owned (Non-URA)       | 13305 S CLACKAMAS RIVER DR |
| 8      | 2-2E-29 -00400  | URA                        |                            |
| 9      | 2-2E-29 -00902  | Park Place Development Inc | 1107 ABERNETHY RD          |
| 10     | 2-2E-29 -01400  | URA                        |                            |
| 11     | 2-2E-29 -01402  | URA                        | 1795 WASHINGTON ST         |
| 12     | 2-2E-29 -01403  | URA                        | 1757 WASHINGTON ST         |
| 13     | 2-2E-29 -02800  | URA                        |                            |
| 14     | 2-2E-29 -03000  | URA                        |                            |
| 15     | 2-2E-29 -03100  | URA                        |                            |
| 16     | 2-2E-29 -03200  | URA                        | 16400 MAIN ST              |
| 17     | 2-2E-29 -03300  | URA                        |                            |
| 18     | 2-2E-29 -03400  | URA                        |                            |
| 19     | 2-2E-29 -03500  | URA                        |                            |
| 20     | 2-2E-29 -03600  | URA                        |                            |
| 21     | 2-2E-29 -03700  | URA                        |                            |
| 22     | 2-2E-29 -03800  | URA                        |                            |
| 23     | 2-2E-29CA-00300 | URA                        | 1810 WASHINGTON ST         |
| 24     | 2-2E-29CA-00500 | City-Owned (Non-URA)       | 1726 WASHINGTON ST         |
| 25     | 2-2E-29CA-01500 | City-Owned (Non-URA)       |                            |
| 26     | 2-2E-29CA-02100 | City-Owned (Non-URA)       | 1001 ABERNETHY RD          |
| 27     | 2-2E-29CA-02200 | City-Owned (Non-URA)       | 1003 ABERNETHY RD          |
| 28     | 2-2E-29CB-00300 | City-Owned (Non-URA)       | 1801 CLACKAMETTE DR        |
| 29     | 2-2E-29CB-00500 | City-Owned (Non-URA)       | 1701 CLACKAMETTE DR        |
| 30     | 2-2E-29CB-01400 | City-Owned (Non-URA)       | 316 17TH ST                |
| 31     | 2-2E-29CC-01400 | Clackamas County           |                            |
| 32     | 2-2E-29CC-01500 | Clackamas County           |                            |
| 33     | 2-2E-29CC-01700 | Clackamas County           |                            |
| 34     | 2-2E-29CC-01700 | Clackamas County           |                            |
| 35     | 2-2E-29CC-02200 | City-Owned (Non-URA)       |                            |
| 36     | 2-2E-29CC-02301 | City-Owned (Non-URA)       | 1615 JOHN ADAMS ST         |

| Map ID | APN             | Owner                | Address                |
|--------|-----------------|----------------------|------------------------|
| 37     | 2-2E-29CC-02302 | City-Owned (Non-URA) |                        |
| 38     | 2-2E-29CC-02303 | City-Owned (Non-URA) |                        |
| 39     | 2-2E-29CC-02304 | City-Owned (Non-URA) |                        |
| 40     | 2-2E-29CC-02600 | City-Owned (Non-URA) |                        |
| 41     | 2-2E-29CC-03000 | Serenite LLC         | 1625 WASHINGTON ST     |
| 42     | 2-2E-29CC-04100 | City-Owned (Non-URA) |                        |
| 43     | 2-2E-29CD-00100 | Clackamas County     | 902 ABERNETHY RD       |
| 44     | 2-2E-29DB-00900 | Clackamas County     | 1102 ABERNETHY RD      |
| 45     | 2-2E-30 -00100  | City-Owned (Non-URA) |                        |
| 46     | 2-2E-30 -00102  | City-Owned (Non-URA) |                        |
| 47     | 2-2E-30 -00300  | City-Owned (Non-URA) |                        |
| 48     | 2-2E-30 -00500  | City-Owned (Non-URA) |                        |
| 49     | 2-2E-30 -00600  | City-Owned (Non-URA) | 1955 CLACKAMETTE DR    |
| 50     | 2-2E-30 -00601  | City-Owned (Non-URA) |                        |
| 51     | 2-2E-30 -01300  | City-Owned (Non-URA) |                        |
| 52     | 2-2E-30DD-00500 | City-Owned (Non-URA) |                        |
| 53     | 2-2E-30DD-04800 | City-Owned (Non-URA) |                        |
| 54     | 2-2E-30DD-04900 | City-Owned (Non-URA) |                        |
| 55     | 2-2E-30DD-05100 | City-Owned (Non-URA) |                        |
| 56     | 2-2E-30DD-05101 | City-Owned (Non-URA) | 1220 MAIN ST           |
| 57     | 2-2E-30DD-05300 | City-Owned (Non-URA) |                        |
| 58     | 2-2E-31 -00690  | City-Owned (Non-URA) |                        |
| 59     | 2-2E-31 -01300  | City-Owned (Non-URA) | 300 7TH ST             |
| 60     | 2-2E-31AB-00900 | URA                  |                        |
| 61     | 2-2E-31AB-01000 | URA                  |                        |
| 62     | 2-2E-31AB-01100 | URA                  | 625 CENTER ST          |
| 63     | 2-2E-31AB-01200 | URA                  |                        |
| 64     | 2-2E-31AB-03200 | URA                  | 922 MAIN ST            |
| 65     | 2-2E-31AB-04400 | Clackamas County     | 807 MAIN ST            |
| 66     | 2-2E-31AB-04500 | City-Owned (Non-URA) |                        |
| 67     | 2-2E-31AC-01400 | City-Owned (Non-URA) |                        |
| 68     | 2-2E-31AC-01500 | City-Owned (Non-URA) | 619 6TH ST, 624 7TH ST |
| 69     | 2-2E-31AD-10800 | City-Owned (Non-URA) |                        |
| 70     | 2-2E-31AD-10900 | City-Owned (Non-URA) | 606 JOHN ADAMS ST      |
| 71     | 2-2E-31CA-05200 | URA                  | 313 S 2ND ST           |
| 72     | 2-2E-31CA-05500 | URA                  | 214 TUMWATER DR        |

The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. This map is not suitable for legal, engineering, or surveying purposes. Notification of any errors is appreciated.



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