

ORDINANCE NO. 16- 07

AN ORDINANCE MAKING CERTAIN DETERMINATIONS AND FINDINGS
RELATING TO AND APPROVING THE FIRST AMENDMENT TO THE ASTOR-
WEST URBAN RENEWAL PLAN

WHEREAS, the City Council of the City of Astoria approved the Astor-West Urban Renewal Plan by adoption of Ordinance No. 02-18, on December 16, 2002. The Astor-West Urban Renewal Plan is referred to herein as the "Plan;"

WHEREAS, the Astoria Development Commission ("Agency"), as the duly authorized and acting urban renewal agency of the City of Astoria, Oregon, is proposing to amend the Plan to add property and projects to the Astor-West Urban Renewal Area ("Area"). This amendment is proposed so that the objectives in the Plan may be fully accomplished and the urban renewal projects called for in the Plan, as amended, may be completed; and

WHEREAS, under the terms of Section 1000(C) of the Plan, an amendment increasing the area of the Plan by more than one percent is a Substantial Amendment and requires the notice, hearing, and approval procedures required by ORS 457.095, and special notice as provided in ORS 457.120; and

WHEREAS, the Agency, pursuant to the requirements of ORS Chapter 457, has prepared the amendment which is attached to this Ordinance as Attachment B, and incorporated herein by this reference ("Amendment"). The Amendment revises the legal description of the Area to include Bond Street right-of-way and properties in the general area as described in the Amendment; and

WHEREAS, the Agency has caused the preparation of a Report accompanying the Amendment as required by ORS 457.085(3) ("Report"), which Report dated November 21, 2016 is attached to this Ordinance as Attachment C and incorporated herein by this reference; and

WHEREAS, the Amendment and the Report were forwarded to the City of Astoria Planning Commission for recommendation, the Planning Commission considered the Amendment and Report on October 25, 2016 and found the Amendment conformed to the Astoria Comprehensive Plan and unanimously recommended that the City Council approve the Amendment, attached to this Ordinance as Attachment D and incorporated herein by this reference; and

WHEREAS, the Amendment and the Report were forwarded on October 4, 2016 to the governing body of each taxing district affected by the Amendment, and the Agency has thereafter consulted and conferred with said districts; and

WHEREAS, the City Council has not received written recommendations from the governing bodies of the affected taxing districts; and

WHEREAS, in September the City caused notice of the hearing to be held before the City Council on the Amendment, including the required statements of ORS 457.120(3), to be mailed to utility customers in the City of Astoria; and

WHEREAS, on November 7, 2016 the City Council held a public hearing to review and consider the Amendment, the Report, the Planning Commission Recommendation, and to receive public testimony; and

WHEREAS, after consideration of the record presented through this date, the City Council does by this Ordinance desire to approve the Amendment.

NOW THEREFORE, THE COUNCIL OF THE CITY OF ASTORIA HEREBY ORDAINS THAT:

Section 1. The Amendment complies with all requirements of ORS Chapter 457 and the specific criteria of 457.095(1) through (7), in that, based on the information provided in the Report, the Planning Commission Recommendation, and the public testimony before the City Council:

1. The Added Property is blighted, as defined by ORS 457.0101(1) because of inadequate streets, and utilities, and a prevalence of depreciated values resulting from underdevelopment and underutilization of property within the Area (ORS 457.010(1)(e) and (g)).
2. The projects to be undertaken by the Agency on the Added Property are necessary to protect the public health, safety, or welfare of the City because absent the completion of the projects, the Added Property will fail to contribute its fair share of property tax revenues to support City services and will fail to develop and/or redevelop according to the goals of the City's Comprehensive Plan;
3. The Amendment conforms to the Astoria Comprehensive Plan and provides an outline for accomplishing the projects described in the Plan, as more fully described in the Planning Commission Recommendation and the Plan as amended by this Amendment;
4. No acquisition and disposition of land or redevelopment activities resulting in residential displacement will occur as a result of the Amendment. Therefore the Amendment does not include provisions to house displaced persons;
5. The acquisition of real property is not expect in the Amendment or necessary for the development of adequate streets and utilities, as more fully described in Section II of the Report.
6. Adoption and carrying out the Plan, as amended by the Amendment is economically sound and feasible in that eligible projects and activities will be funded by urban renewal tax revenues derived from a division of taxes pursuant

to Section 1c, Article IX of the Oregon Constitution and ORS 457.440 and other available funding as more fully described in Section VIII of the Report; and

7. The City shall assume and complete any activities prescribed it by the Plan.

Section 2. The First Amendment to the Astor West Urban Renewal Plan is hereby approved based upon review and consideration by the City Council of the Amendment and Report, and the Planning Commission Recommendation, each of which is hereby accepted, and the public testimony in the record.

Section 3. The City Manager shall forward forthwith to the Agency a copy of this Ordinance.

Section 4. The Agency shall thereafter cause a copy of the Amendment to be recorded in the Records of Clatsop County, Oregon.

Section 5. The City Manager, in accordance with ORS 457.115, shall publish notice of the adoption of the Ordinance approving the Amendment, including the provisions of ORS 457.135, in the *Daily Astorian* no later than four days following adoption of this Ordinance.

Section 6. For convenience, and as an administrative matter without additional approval of the Agency Board or the City Council, the Agency is authorized to prepare an updated Astor-West Urban Renewal Plan incorporating the First Amendment.

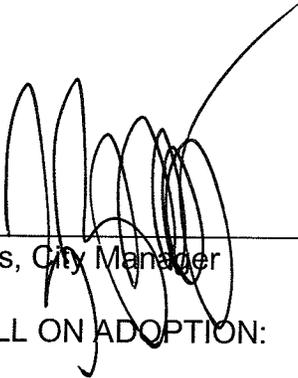
Section 7. The following documents are attached as part of this Ordinance:
Attachment B – Astor West Urban Renewal Plan First Amendment
Attachment C – Report on the Astor West Urban Renewal Plan First Amendment
Attachment D – Planning Commission Report and Recommendation on the Astor West Urban Renewal Plan First Amendment

Section 8. Effective Date. This ordinance and its amendment will be effective 30 days following its adoption and enactment by the City Council.

ADOPTED BY THE CITY COUNCIL THIS 21st DAY OF NOVEMBER, 2016.

APPROVED BY THE MAYOR THIS 21st DAY OF NOVEMBER, 2016.

ATTEST:



Brett Estes, City Manager

Arline LaMear

Mayor

ROLL CALL ON ADOPTION:

YEA

NAY

ABSENT

Councilor

Ward 2 Vacant

Nemlowill

Price

Warr

Mayor Arline LaMear

X

X

X

X

X

**CITY OF ASTORIA
ASTOR-WEST URBAN RENEWAL PLAN**

Astoria, Oregon

Prepared By:

**Urban Renewal Agency
of the
City of Astoria, Oregon**

**Spencer and Kupper
Planning and Development Services
2510 NE Thompson Street
Portland, Oregon 97212**

**Updated with the First Amendment
Elaine Howard Consulting, LLC
Elaine Howard
Scott Vanden Bos
November 21, 2016**

**URBAN RENEWAL PLAN
FOR THE
ASTOR-WEST URBAN RENEWAL AREA**

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PART ONE – TEXT

SECTION 100 - INTRODUCTION

This Urban Renewal Plan shall be known as the Astor-West Urban Renewal Plan and consists of Part One - Text and Part Two – Exhibits. The Plan has been prepared by the Astoria Urban Renewal Agency pursuant to Oregon Revised Statute (ORS) Chapter 457, the Oregon Constitution, and all applicable laws and ordinances of the State of Oregon and City of Astoria respectively. All such applicable laws and ordinances are made a part of this Plan, whether expressly referred to in the text or not.

The Urban Renewal Area consists of a single geographic area and boundary within which a variety of activities and projects are contemplated to eliminate blight and the causes of blight. The Renewal Area is intended to create an environment in which the private sector may develop uses compatible with the purposes of this Plan. The estimated total 2002-2003 taxable assessed value of property within the Area is \$27,346,707.

In addition to the provisions of this Astor-West Urban Renewal Plan, the use of all public rights-of-way and of all public and private property within the boundaries of the Astor-West Urban Renewal Area shall be subject to the conditions, regulations, procedures and requirements of the City's Comprehensive Plan, including all applicable City conditions, ordinances, regulations, and procedures which may be officially adopted or amended from time to time subsequent to the effective date of this Urban Renewal Plan.

The Astor-West Urban Renewal Plan was approved by the City Council of the City of Astoria on December 16, 2002 by Ordinance No. 02-18.

The first amendment was approved by the City Council on November 21, 2016, by Ordinance No. 16-07. The first amendment added projects and expanded the boundary and made other changes to the plan to update it to current needs.

SECTION 200 – DEFINITIONS

The following definitions will govern the construction of this Plan unless the context otherwise requires:

- A. “Agency”, “Renewal Agency” or “Urban Renewal Agency” means the Urban Renewal Agency of the City of Astoria, Oregon.
- B. “Area” means the area included within the boundaries of the Astor-West Urban Renewal Area Road Urban Renewal Area.
- C. “City” means the City of Astoria, Oregon.
- D. “Comprehensive Plan” means the City’s Comprehensive Land Use Plan and its implementing Ordinances, policies and development standards.
- E. “Council” or “City Council” means the legislative body, authorized under law to be the governing body of the City of Astoria, Oregon.
- F. “County” means the County of Clatsop, State of Oregon.
- G. “Density” or “Residential Density” means the number of residential dwelling units per net acre of land. A net acre is a land area containing 43,560 square feet exclusive of streets or other dedicated rights-of-way.
- H. “Displaced” person or business means any person or business who is required to relocate as a result of action by the Urban Renewal Agency to vacate a property for public use or purpose.
- I. “Disposition and Development Agreement” means an agreement between the Urban Renewal Agency and a private developer which sets forth the terms and conditions that will govern the disposition of land to a private developer.
- J. “Exhibit” means an attachment, either narrative or map, to this Astor-West Urban Renewal Plan, Part Two – Exhibits.
- K. “ORS” means Oregon Revised Statutes (State Law) and specifically Chapter 457 thereof.
- L. “Plan” means the Astor-West Urban Renewal Plan.
- M. “Planning Commission” means the Planning Commission of the City of Astoria, Oregon.

- N. “Project, Activity or Project Activity” means any undertaking or activity within the Urban Renewal Area such as a street project, or any other single activity which is authorized and for which implementing provisions are set forth in this Astor-West Urban Renewal Plan.
- O. “Redeveloper” means anyone acquiring property from the Commission or receiving financial assistance from the Commission for the physical improvement of privately or publicly held property.
- P. “Report” means the report accompanying the Plan, as provided in ORS 457.085(3).
- Q. “State” means the State of Oregon.
- R. “Text” means the written Urban Renewal Plan for the Astor-West Renewal Area, Part One – Text.
- S. “Urban Renewal Law” means Oregon Revised Statute, (ORS 457), Chapter 457, and the State Urban Renewal Law.
- T. “Urban Renewal Area” means the geographic area for which this Astor-West Urban Renewal Plan has been approved, the boundary of said area being described in Exhibits made a part of this Plan.

SECTION 300 – DESCRIPTION OF URBAN RENEWAL PROJECT AREA BOUNDARY

A. General.

The Astor-West Urban Renewal Area is located on the west side of Astoria, extending generally from Columbia Avenue west to Smith Point. The area includes property with frontage on West Marine Drive and both land and aquatic areas lying south of West Marine Drive. The renewal area contains 205.5 acres of land and water situated entirely within the City of Astoria.

B. The Renewal Plan Area Boundary.

The boundary of the Urban Renewal Area is shown on the Project Area Boundary Map and is included as Exhibit 1 of Part Two of this Plan. A legal description of the Renewal Area boundary is included as Exhibit 2 of Part Two of this Plan.

SECTION 400 – OBJECTIVES

To accomplish its mission the Agency will develop and implement an urban renewal program known as the Astor-West Urban Renewal Plan. The primary objectives of the Plan are to improve the physical conditions, functional relationships and visual quality of the area and to eliminate blight in order to create a climate more conducive for private development of property. The Plan will assist in meeting the Community's economic development objectives through redevelopment of key sites, assisting with the construction of needed public facilities, improving transportation and utility facilities in the renewal area, rehabilitation of older and historic structures, and creating public amenities. Activities supported through the Plan will be in conformance with the Astoria Comprehensive Plan and will complement the Port of Astoria Central Waterfront Master Plan.

The specific goals and objectives of this Plan are:

A. Public Facilities

Goal: Maintain, remodel, and construct public facilities, including but not limited to buildings, parks, trails, and docks, to enhance and increase public utilization of the renewal area.

Objectives:

1. Provide new public facilities.

B. Promote Private Development

Goal: Promote private development, redevelopment, and rehabilitation within the urban renewal area to help create jobs, tax revenue, and vibrant commercial and industrial districts and housing opportunities.

Objectives:

1. Enhance the environment for development and investment through improvements to streets, streetscapes, parks, open spaces and public buildings.
2. Assist property owners in rehabilitating buildings so they can accommodate more intensive and dynamic commercial, residential, and industrial activity.
3. Promote economic vitality by creating activities and encouraging uses that bring a significant number of potential customers and investors to the renewal area.

4. Act as a catalyst in bringing together developers and redevelopers with public and private owners of lands which are underutilized or vacant, to achieve new uses and economically sound enterprises which are consistent with the City's Comprehensive Plan, which provide a service to the community, and which establish a diversification of needed, year-round employment opportunities and residential uses.

C. Improvements to Streets, Streetscapes, Trolley Tracks and Open Spaces

Goal: Improve existing trolley tracks, streets and streetscapes and construct missing street links to improve traffic flow and connectivity, and construct or improve public open spaces within the renewal area to enhance livability.

Objectives:

1. Enhance streetscapes by installing street lighting, street trees, street furniture, planters and other amenities.
2. Reconstruct existing trolley tracks, roadways and sidewalks where needed.
3. Construct new streets and improve existing streets to provide connectivity and encourage private investment.
4. Address and improve pedestrian safety throughout the renewal area.
5. Improve pedestrian and bicycle access to and through the renewal area. Create pedestrian spaces that are attractive areas for residents and employees, that stimulate economic activity, and that enhance livability.

D. Utility Improvements

Goal: Improve and repair utilities to allow efficient development of the renewal area.

Objectives:

1. Construct or reconstruct utilities (including, but not limited to, water, sewer, and storm sewer) as necessary to encourage and permit development of private properties and public amenities.

E. Rehabilitate Building Stock

Goal: Upgrade the stock of existing structures in the renewal area in a manner which contributes to the historic and working-waterfront and residential character of the area.

Objectives:

1. Improve the appearance of existing buildings in order to enhance the overall aesthetics of the renewal area.
2. Help in improving the safety of older buildings in regard to seismic stability, fire safety, building code compliance and accessibility to persons with disabilities.
3. Promote the development and rehabilitation of residential uses to support the economic development of the area.

SECTION 405 - RELATIONSHIP TO LOCAL OBJECTIVES

The areas where the Astor-West Urban Renewal Plan First Amendment conforms to the goals of the Astoria Comprehensive Plan are as follows. The numbering reflects the numbering in the comprehensive plan document. Information from the existing comprehensive plan is in italics, how the Plan conforms to the comprehensive plan is in **bold italics**. This does not represent an exclusive list of goals and policies from the comprehensive plan, but shows that the urban renewal plan conforms to many of the goals and policies.

Economic Goals

Goal 1:

The City of Astoria will strengthen, improve, and diversify the area's economy to increase local employment opportunities.

Policies:

1. *Encourage, support, and assist existing businesses.*
2. *Provide support to local start-up businesses.*
4. *Encourage private development such as retail, restaurants, commercial services, transient lodging.*
5. *Provide a supportive environment for new business.*
6. *Encourage a diversity of businesses, target firms to add to the business mix and strengthen the overall economic base.*
7. *Encourage and support local industrial development in order to diversify beyond the City's predominant industrial sectors, while maintaining strong support for these sectors.*
8. *Broaden the economy to help balance the seasonal nature of existing industries and employment.*
9. *Encourage the broadening of the economy, particularly in areas which help balance the seasonal nature of existing industries.*

Goal 5:

Encourage the preservation of Astoria's historic buildings, neighborhoods and sites, and unique waterfront location in order to attract visitors and new industry.

Policies:

4. *Protect historic resources such as Uniontown buildings to maintain local character and attract visitors.*

Goal 6:

Maintain a system of public facilities and services capable of supporting existing and future industry, and commercial development.

The Plan conforms with the Economic Element goals because there are projects to provide storefront grants and loans, launching the Storefront Improvement Program for West Marine Drive. There are also projects to repair Bond Street, build a retaining wall on Bond Street, renovate and preserve affordable housing. The business assistance program, transportation and housing related projects will all have a positive impact on the Economy.

Housing Goals

Goal 1:

Provide opportunities for development of a wide variety of housing types and price ranges within the Urban Growth Boundary.

Goal 2:

Maintain and rehabilitate the community's existing house stock.

Policies:

1. *Maintain attractive and livable residential neighborhoods, for all types of housing.*
2. *Provide residential areas with services and facilities necessary for safe, healthful, and convenient urban living.*
5. *Encourage low and moderate income housing throughout the city, not concentrated in one area.*
12. *Encourage the development of the elderly and handicapped housing in the Downtown area, where the terrain is level and services are available within walking distance. Encourage renovation of the second floors of commercial buildings in the Downtown.*
19. *Encourage the use of sustainable development and building materials including use of energy efficient materials and design principles*
20. *Allow for, encourage, and support the development of housing units in conjunction with commercial development (e.g. housing located above commercial uses) to provide diversity and security in commercial areas and a range of housing options.*

The Plan conforms with the Housing goals because there are projects to renovate and preserve affordable housing within the Area.

Transportation Goals

Goal 1:

The maintenance of a safe and efficient transportation system

Goal 2:

The provision of several types of transportation, including public transit, bicycle and pedestrian systems.

Goal 4:

The reduction of traffic congestion on marine drive and in the downtown area.

Goal 8:

The support of economic development activities through the improvement of the transportation system.

The Plan conforms with the Transportation goals because there is a project that repairs Bond Street for two-way traffic, and builds a retaining wall on Bond Street.

SECTION 500 - LAND USE AND DEVELOPMENT CONTROLS

All development within the Urban Renewal Area shall conform to the conditions, limitations, and restrictions contained in the Comprehensive Plan, Development Code, State of Oregon Structural Specialty Code Based on the Uniform Building Code, and other applicable codes of the City of Astoria. Development shall also conform to any applicable State and Federal laws and regulations controlling the use of property.

The “Renewal Area Boundary and Zoning Map”, attached as Exhibit 3 of Part Two of this Plan, describes the locations of the principal land use classifications applicable to the Renewal Area and surrounds.

All land within the Urban Renewal Area is zoned as follows:

1. A-1 Zone – Aquatic One Development

The purpose of the Aquatic One Development Zone (A-1) is to provide for the maintenance, enhancement and expansion of areas, activities and structures needed for navigation and for water-dependent industrial, commercial and recreational uses. Water-related industrial, commercial and recreational uses are also provided for where such uses are consistent with the purpose of this Zone. The Aquatic One Development Zone includes: navigation channels, access channels, turning basins and deep water areas adjacent or in proximity to the shoreline; subtidal areas for in-water disposal of dredged material; areas of minimum biological significance needed for uses requiring alteration of the estuary; and areas for which an exception to the requirements of the Estuarine Resources Goal has been adopted as an amendment to the Astoria Comprehensive Plan.

2. A-2 Zone – Aquatic Two Development

The purpose of the Aquatic Two Development Zone is to enhance the unique character of the Downtown Waterfront and Maritime Museum subareas by

providing for their redevelopment as mixed-use areas; the redevelopment to occur in a manner that is compatible with the retention and expansion of existing water-dependent uses in the area. Water-dependent uses shall have the highest priority. Non-water-dependent uses are permitted where they are consistent with the provision for water-dependent uses. The mix of water-dependent and non-water-dependent uses shall provide for public access where feasible.

The Aquatic Two Development Zone includes: deep-water areas adjacent or in proximity to the shoreline; areas of minimum biological significance, vacant over-water pile supported structures suitable for redevelopment, and areas for which an exception to the requirements of the Estuarine Resources Goal has been adopted as an amendment to the Astoria Comprehensive Plan.

3. A-2A Zone – Aquatic Two-A Development

The purpose of the Aquatic Two-A Development Zone is to provide for its redevelopment as a mixed-use area while permitting exclusive office use on piling supported structures. The mix of uses shall provide for public access where feasible. The Aquatic Two-A Development Zone includes: deep water areas adjacent or in proximity to the shoreline; areas of minimum biological significance; and piles and pile supported structures. Also included are areas for which an exception to the requirements of the Estuarine Resources Goal has been adopted as an amendment to the City's Comprehensive Plan.

4. S-1 Zone – Marine Industrial Shoreland

The purpose of the Marine Industrial Shorelands Zone is to manage shorelands in urban and urbanizable areas especially suited for water-dependent uses and to protect these shorelands for water-dependent industrial, commercial and recreational use. The Marine Industrial Shorelands Zone includes areas with special suitability for water-dependent development. Primary attributes for Marine Industrial Shorelands areas are access to well scoured deep water and maintained navigation channels, existing developed land uses, potential for aquaculture, feasibility for marina development, and potential for recreational utilization. Uses of Marine Industrial Shorelands shall maintain the integrity of the estuary and coastal waters. Water-dependent uses receive highest priority, followed by water-related uses. Uses which are not water-dependent or water-related are provided for, but only when they do not foreclose options for future higher priority uses and do not limit the potential for more intensive uses of the area.

5. S-2 Zone – General Development Shoreland

The purpose of the S-2 Zone is to provide an area where a mixture of industrial, commercial, residential, public and recreational uses can locate. Uses which are

water-dependent or water-related and other uses which would benefit from a water-front location are preferred. The S-2 Zone includes areas less suitable for marine-oriented uses than the S-1 Zone, such as shoreland areas with limited backup land.

6. C-2 Zone – Tourist Commercial

The intent of this zone is primarily to provide suitable locations for tourist commercial facilities and certain tourist related establishments. In part, this means that areas in the zone should be in close proximity to an arterial street or highway. It also means that the uses allowed should be more limited than those permitted in a C-3 or C-4 Zone. Regulations for the zone are designed to enhance the attractiveness and convenience of the facilities for tourist use and achieve compatibility with adjacent residential areas and overall community design objectives.

7. C-3 Zone – General Commercial

This zone is primarily for a wide range of commercial businesses, including most of those allowed in other commercial zones. Compared to the C-4 Zone, the C-3 Zone is more appropriate for uses requiring a high degree of accessibility to vehicular traffic, low intensity uses on large tracts of land, most repair services, and small warehousing and wholesaling operations. Unlike the C-4 Zone, there are maximum lot coverage, landscaping, and off-street parking requirements for all uses.

8. R-3 Zone – High Density Residential

The purpose of the R-3 Zone is to provide an area for high density residential development not exceeding an average density of 26 units per net acre, accessory uses, and certain public uses.

9. IN – Institutional Zone

This zone is intended to facilitate uses such as parks, public works, schools, museums, open space, and similar activities on property which is presently committed to such uses.

SECTION 510 – TRAFFIC CIRCULATION

Street patterns may be altered to accommodate proposed development and to provide for safe and efficient traffic circulation in and around the Urban Renewal Area. Vehicular access should be provided to all useable sections of the Urban Renewal Area, and certain streets may be vacated to accommodate proposed traffic circulation patterns and may be vacated in areas of excessively

steep terrain or in potential earth-slide areas. Provisions shall be made for emergency vehicle access throughout the Urban Renewal Area.

Vehicular and pedestrian traffic circulation shall be segregated where possible. In all cases, adequate measures shall be taken to minimize conflict between vehicular and pedestrian traffic.

SECTION 520 – DEVELOPMENT CONTROLS

All development within the Urban Renewal Area shall conform to the conditions, limitations, and restrictions contained in the Comprehensive Plan, Development Code, State of Oregon Structural Specialty Code Based on the Uniform Building Code, and other applicable codes of the City of Astoria. Development shall also conform to any applicable State and Federal laws and regulations controlling the use of property.

SECTION 600 – URBAN RENEWAL ACTIONS WHICH MAY BE USED TO IMPLEMENT THE PLAN AND TO ACHIEVE PLAN OBJECTIVES

Sections 605 through 640 identify the general outline of Urban Renewal actions to be undertaken by the Renewal Agency or the City in the implementation of this Plan. Section 650 of this Plan describes projects to be undertaken.

SECTION 605 – PROPERTY ACQUISITION

A. Real Property to be Acquired.

The Renewal Agency may acquire property situated within the Urban Renewal Area and provisions for such acquisition are hereby made a part of this Plan. Such properties may be acquired by gift, devise, purchase, lease, eminent domain, or any other lawful method, and shall be for the following purposes:

1. Clearance and redevelopment, including development of vacant land.
2. Development of public improvements and supporting facilities.
3. Rehabilitation and conservation.
4. Rights-of-way for streets, alleys, bicycle and pedestrian ways, utilities, and other public improvements.

B. Assembling Land for Development by the Public or Private Sector.

Authorization to acquire property for these purposes without the use of eminent domain will require a minor amendment to this Plan, per Section 1000.A of this Plan.

Authorization to use eminent domain to acquire property for the purpose of use by the public sector will require a Council approved amendment per Section 1000.B.2 of this Plan.

SECTION 610 – RELOCATION OF RESIDENTS AND BUSINESSES

A. Relocation Procedures.

Provisions, in the form of a Relocation Plan will be made for the relocation of residents and businesses that may be displaced as a result of the Renewal Agency's acquisition of real property. The Renewal Agency shall assist all residents and businesses that may be displaced in finding other suitable dwellings and locations. These accommodations shall be decent, safe, and sanitary, and located in an area suitable to the displaced party.

All relocation activities and procedures by the Renewal Agency shall be in accordance with Oregon Revised Statutes, Sections 281.045 to 281.105 and with applicable local laws and regulations. Should Federal funds be used in conjunction with the implementation of the Plan, then the provisions of the Federal Uniform Property Acquisition and Relocation Act shall apply.

B. Relocation Payments.

Relocation payments shall be made to displacees in accordance with the Relocation Regulations of the Development Commission. These Relocation Regulations comply with State and Federal laws regarding relocation and displacees. The Renewal Agency may amend or modify these Regulations from time to time consistent with State and Federal law.

SECTION 615 – DEMOLITION AND SITE CLEARANCE

Except for structures which may be designated for rehabilitation and relocation to other sites, all structures and improvements on properties to be acquired by the Renewal Agency may be demolished and cleared as necessary to carry out this Plan.

SECTION 620 – PUBLIC IMPROVEMENTS

In order to achieve the objectives of this Plan, the following activities may be undertaken on behalf of the City by the Urban Renewal Agency in accordance with applicable Federal, State, county, and city laws, policies, and procedures. The Urban Renewal Agency may fund these activities in full, in part, or seek other sources of funding for them. The description of projects herein provides general authority to undertake these activities. These project activities may be modified or expanded upon as needed to meet Renewal Plan objectives. Changes will be undertaken in accordance with procedures for amendments to this Plan.

A. Streets.

All public streets to be improved within the Urban Renewal Area shall be constructed, reconstructed, and improved to meet or exceed City standards. Street improvements include the travel surface, curbs, sidewalks, gutters, storm drains, retaining walls and related facilities.

B. Utilities.

All utility lines and facilities, where feasible, shall be placed underground. All utility facilities will be of such size and design to adequately serve the Area. Utilities include but shall not be limited to, streetlights, sanitary and storm sewers, water lines, traffic signals, electrical distribution lines, telephone lines, television cables, natural gas distribution lines, fire hydrants, and related facilities.

C. Other Public Improvements.

Other public improvements will be provided in support of project development activities. These improvements include but shall not be limited to, public facilities, including a conference center, street trees and landscaping, parks, pedestrian walkways, bicycle paths and parking facilities.

SECTION 630 – REDEVELOPMENT AND PROPERTY DISPOSITION

A. Real Property Disposition.

The Renewal Agency shall make land in the Urban Renewal Area acquired by them available to private redevelopers or to public bodies in order that it may be developed or rehabilitated for the purposes specified in this Plan, and in accordance with applicable City zoning and other code requirements. Real property may be conveyed by the Renewal Agency to the City or other public body without charge.

The Renewal Agency shall reserve such powers and controls in the disposition and development documents, as may be necessary, to prevent transfer, retention, or use of property for speculative purposes, and to ensure that development is carried out pursuant to this Plan.

B. Redevelopers' Obligations.

Redevelopers shall be subject to the following obligations:

1. Redevelopers shall develop and use property in accordance with the land-use provisions and building requirements specified in this Plan.
2. Redevelopers shall begin and complete the development of property for the uses provided in this Plan within a reasonable period of time as determined by the Renewal Agency.
3. Redevelopers shall, if requested, submit all plans and specifications for construction of improvements to the Renewal Agency for review and approval to determine compliance of such plans and specifications with this Plan.
4. Redevelopers shall not restrict or effect or execute any agreements, lease, conveyance, or other instrument which has the effect of restricting the sale, lease, use or occupancy of any property or part thereof upon the basis of race, color, religion, sex, marital status, or national origin.
5. Redevelopers shall maintain the cleared land under their ownership within the Urban Renewal Area in a clean and safe condition.
6. The Renewal Agency may require the redeveloper to execute a development agreement acceptable to the Renewal Agency as a condition of any form of assistance by the Renewal Agency. The Redeveloper shall accept all conditions and agreements as may be required by the Renewal Agency.

SECTION 635 – COOPERATION WITH PUBLIC BODIES

Certain public bodies are authorized by State Law to aid and cooperate, with or without consideration, in the planning, undertaking, construction, or operation of this Urban Renewal Project. The Renewal Agency may seek the aid and cooperation of such public bodies in order to accomplish the purposes of this Plan.

SECTION 640 – PROPERTY MANAGEMENT

During such time as the Renewal Agency may own property in the Urban Renewal Area, such property shall be under the management and control of the Renewal Agency. The Renewal Agency may rent, maintain, manage, operate and clear such property pending its disposition for redevelopment.

SECTION 650 - PROPOSED URBAN RENEWAL PROJECTS

In order to achieve the objectives of this Plan, the following activities may be undertaken on behalf of the City by the Urban Renewal Agency in accordance with applicable Federal, State, county, and city laws, policies, and procedures. The Urban Renewal Agency may fund these activities in full, in part, or seek other sources of funding for them. The description of projects herein provides general authority to undertake these activities. These project activities may be modified, or expanded upon as needed to meet Renewal Plan objectives. Changes will be undertaken in accordance with procedures for amendments to this Plan.

A. Street, Curb, Sidewalk and Trolley Track Improvements.

Improvements within the renewal area will require the construction of new and the reconstruction of existing streets, curb, and sidewalks. Street construction and improvements may include Marine Drive, construction of a new Bay Street/Hamburg Street couplet, and improvements to Bay and Basin Streets and Bond Street. In addition, the Agency may participate in funding upgrades to waterfront trolley tracks and associated facilities. The Renewal Agency may participate in funding these improvements including, but not limited to, design, redesign, construction, resurfacing, repair and acquisition of right-of way for curbs, streets, retaining walls and sidewalks, and pedestrian and bicycle paths.

B. Water, Storm and Sanitary Sewers.

The development proposed for the renewal area will require the upgrade or replacement and construction of water, storm and sanitary sewer facilities.

C. Development and Redevelopment.

The Renewal Agency is authorized to provide loans or other forms of financial assistance to property owners wishing to develop or redevelop land or buildings within the renewal area, or to persons desiring to acquire or lease buildings or land from the Agency. The Agency may make this assistance available, as it deems necessary, to achieve the objectives of this Plan. This assistance includes assistance for housing retention and development.

D. Property Acquisition and Disposition.

In order to carry out the objectives of this Plan, the Renewal Agency is authorized to acquire land or buildings for public and private development purposes. The procedures for acquiring and disposing of property are described in Sections 605 and 630 of this Plan.

E. Plan Administration.

It is the intent of this Renewal Plan to provide for the effective administration of the Plan, and to plan for the various activities contained in the Plan. Tax increment funds may be utilized to pay indebtedness associated with preparation of the Urban Renewal Plan, to carry out design plans, miscellaneous land use and public facility studies, engineering, market, and other technical studies as may be needed during the course of the Urban Renewal Plan. Technical studies may include technical assistance in cleanup of environmental hazards. Project funds may be utilized to pay for marketing materials and programs to assist in carrying out the objectives of the redevelopment plan. Project funds also may be used to pay for personnel and other administrative costs incurred in management of the Renewal Plan.

SECTION 700 - FINANCING METHODS

Tax increment financing consists of using annual tax increment revenues to make payments on loans, usually in the form of tax increment 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 the 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 and maximum indebtedness

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.

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 \$9,250,000 (nine million two hundred and fifty thousand 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.

C. Prior Indebtedness

Any indebtedness permitted by law and incurred by the Urban Renewal Agency or the City in connection with preplanning for this Urban Renewal Plan shall be repaid from tax increment proceeds generated pursuant to this section.

SECTION 800 – ACTIONS BY THE CITY

The City shall aid and cooperate with the Development Commission in carrying out this Plan and shall take all actions necessary to ensure the continued fulfillment of the intent and purpose of this Plan and to prevent the recurrence or spread in the Area of conditions causing blight.

SECTION 900 – NON-DISCRIMINATION

All deeds, leases or contracts for the sale, lease or sublease or other transfer of land in any undertaking of the Astoria Development Commission under this Plan shall contain the restriction that there shall be no discrimination against or segregation of any person or group of persons on account of race, color, creed, religion, sex, marital status, national origin, or ancestry in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of the property.

SECTION 1000 – AMENDMENTS

It is anticipated that this Plan will be reviewed periodically during the execution of the Project. The Plan may be changed, modified, or amended as future conditions warrant.

A. Minor Amendments.

Minor changes to the Plan shall be made by a duly approved Resolution of the Renewal Agency that describes the details of the minor change. Minor changes shall include:

1. Identification of property to be acquired for any purpose set forth in Section 605.A of this Plan, provided that the acquisition does not require the use of eminent domain.
2. Changes to the Plan which are not specifically identified as requiring a Substantial Amendment, or a City Council-Approved Amendment
3. Amendments to clarify language, add graphic exhibits, make minor modifications in the scope or location of improvements authorized by this Plan, or other such modifications which do not change the basic planning or engineering principles of the Plan.
4. Increases in the urban renewal area boundary, not in cumulative excess of 1% of the original area of the urban renewal district.

B. City Council - Approved Amendments / Major Amendments not Requiring Special Notice per ORS 457.120.

Such amendments to the Plan shall require approval by the Renewal Agency per ORS 457.095 and approval by the City Council by Ordinance. Such amendments are defined as:

1. Adding a project, activity, or program that differs substantially from a project, program, or activity in the Plan, and is estimated to cost in excess of the equivalent of \$250,000 in first quarter year 2016 dollars over the duration of the Plan. The \$250,000 threshold shall be adjusted annually at a rate equal to the Construction Cost Index (CCI), also referred to as the ENR Index for Construction published quarterly by the Engineering News Record (ENR).
2. Identification of property to be acquired for any purpose set forth in Section 605 of this Plan, if that acquisition requires the use of eminent domain.

C. Substantial Amendments.

Substantial amendments shall require the notice, hearing, and approval procedures required by ORS 457.095, and special notice as provided in ORS 457.120. Substantial amendments are:

1. Adding land to the urban renewal area in cumulative excess of 1% of the original area of the urban renewal district.
2. Increasing the amount of maximum indebtedness that can be issued or incurred under the Plan.

SECTION 1200 – SEVERABILITY

If any provision of this Plan shall contravene or be invalid under either State or Federal law, such contravention or invalidity shall not invalidate all of the provisions of this Plan, but the remaining provisions shall be construed as if not containing the invalid portion.

SECTION 1300 - MAXIMUM INDEBTEDNESS

The Maximum Indebtedness authorized under this Plan is nine million and one hundred nineteen thousand dollars (\$9,119,000).

SECTION 1400 - CITIZEN PARTICIPATION

This Plan was developed with the participation and guidance of a citizens committee appointed by the Astoria City Council. In the course of formulating the renewal Plan, the Port/Uniontown Steering Committee held four open meetings on the Plan, and followed up with four public work sessions on the Renewal Plan.

The Astoria Planning Commission met to review the Plan on October 29, 2002. The Astoria City Council held a public hearing on adoption of this Plan on December 2, 2002. Additional notice on City Council adoption of the Plan was provided, as required by ORS 457.120.

The First Amendment included several opportunities for citizen participation. There was an open house on July 28, 2016. There was also opportunity for input at the Astoria Development Commission meeting, the Planning Commission meeting and the City Council hearing.

PART TWO - EXHIBITS

EXHIBIT 1 – PROJECT AREA BOUNDARY

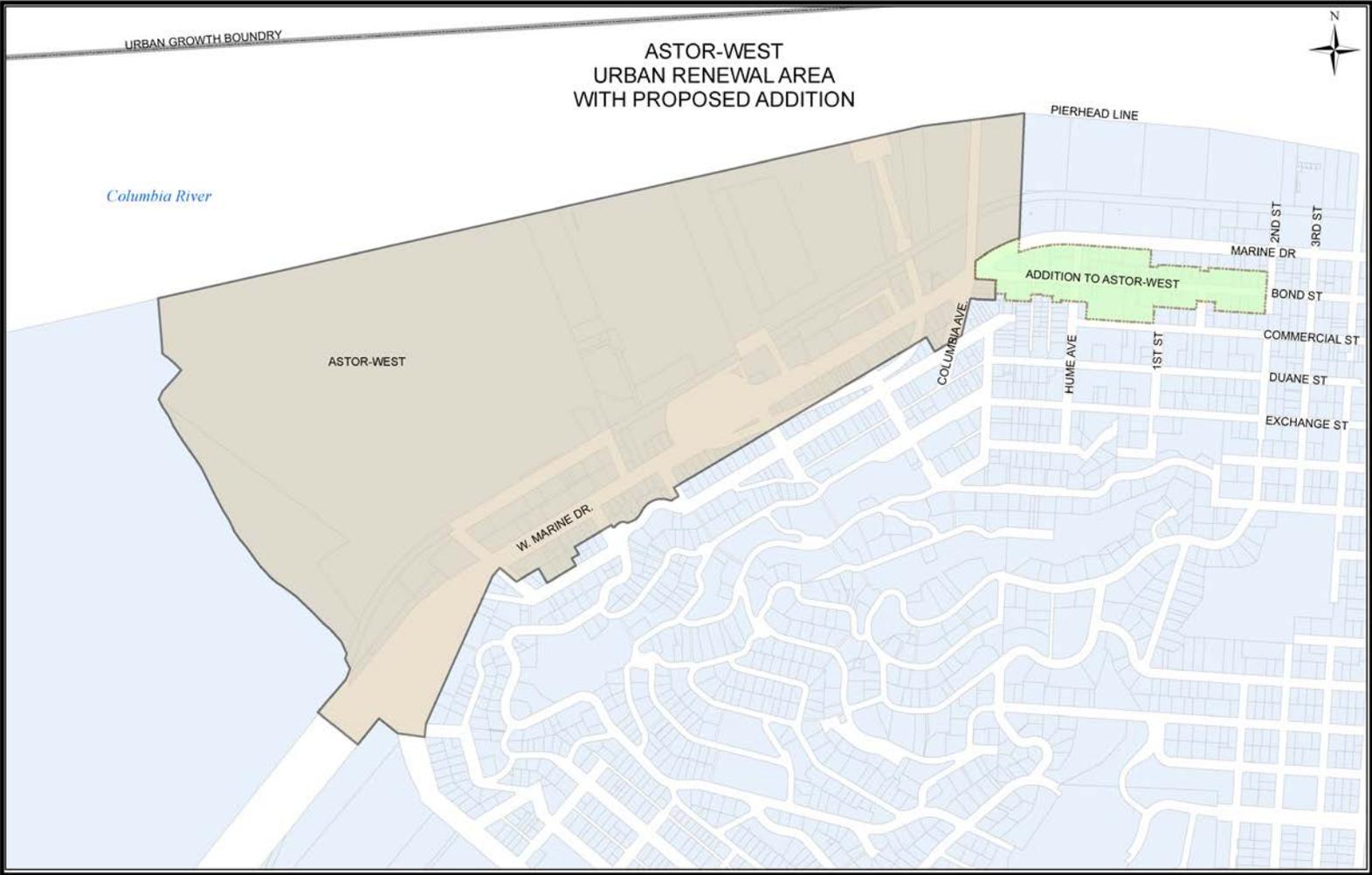


EXHIBIT 2 - LEGAL DESCRIPTION OF PROJECT BOUNDARY

A portion of Section 7, Township 8 North, Range 9 West, Willamette Meridian, City of Astoria, County of Clatsop, State of Oregon, generally bounded by Columbia Avenue to the west, West Marine Drive to the north, 2nd Street to the east and Commercial Street to the south.

Beginning at the Northeast corner of the Donation Land Claim of Samuel Smith;

Thence westerly along the north line of Block 1, Taylor's of Astoria, 70 feet;

Thence northerly and parallel with the northerly extension of the east line of said Donation Land Claim, 36 feet;

Thence westerly, parallel with said north line of Block 1, to the west line of a right of way dedicated in Book 205, Page 685, 60 feet;

Thence northerly along said right of way to the south line of West Bond Street;

Thence westerly along the south line of West Bond Street to the east line of Columbia Avenue extended;

Thence northerly along said east line to the south line of West Marine Drive;

Thence northeasterly along the south line of West Marine Drive, across Hume Avenue, to the west line of Lot 5, Block A, Trullinger's Addition to Astoria;

Thence southerly along the west line of said Lot 5, 100 feet;

Thence easterly along a line parallel with and 85 feet northerly of the north line of West Bond Street to the west line of Lot 17 of said Block A;

Thence northerly along the west line of said Lot 17 to the north line of said Lot 17;

Thence easterly along a line parallel with and 100 feet north of the north line of West Bond Street to the east line of Lot 13 of said Block A;

Thence southerly along the east line of said Lot 13, 20 feet;

Thence easterly along a line parallel with and 80 feet north of the north line of West Bond Street to the east line of Lot 12 of said Block A;

Thence northerly along the east line of said Lot 12 to the north line of said Lot 12;

Thence easterly along a line parallel with and 100 feet north of the north line of West Bond Street to the west line of 2nd Street;

Thence southerly along the west line of said 2nd Street, across West Bond Street, to the south line of Lot 4, Block 17, McClure's Astoria;

Thence westerly along a line parallel with and 100 feet south of West Bond Street to the west line of Lot 2, Block 1 of Astoria by Hinman;

Thence northerly along the west line of said Lot 2, 50 feet;

Thence westerly along a line parallel with and 50 feet south of West Bond Street, across 1st Street, to the west line of 1st Street;

Thence southerly along said west line to the south line of Lot 1, Block 2, Astoria by Hinman;

Thence westerly along a line parallel with and 100 feet south of the south line of West Bond Street to the east line of Lot 13 of said Block 2;

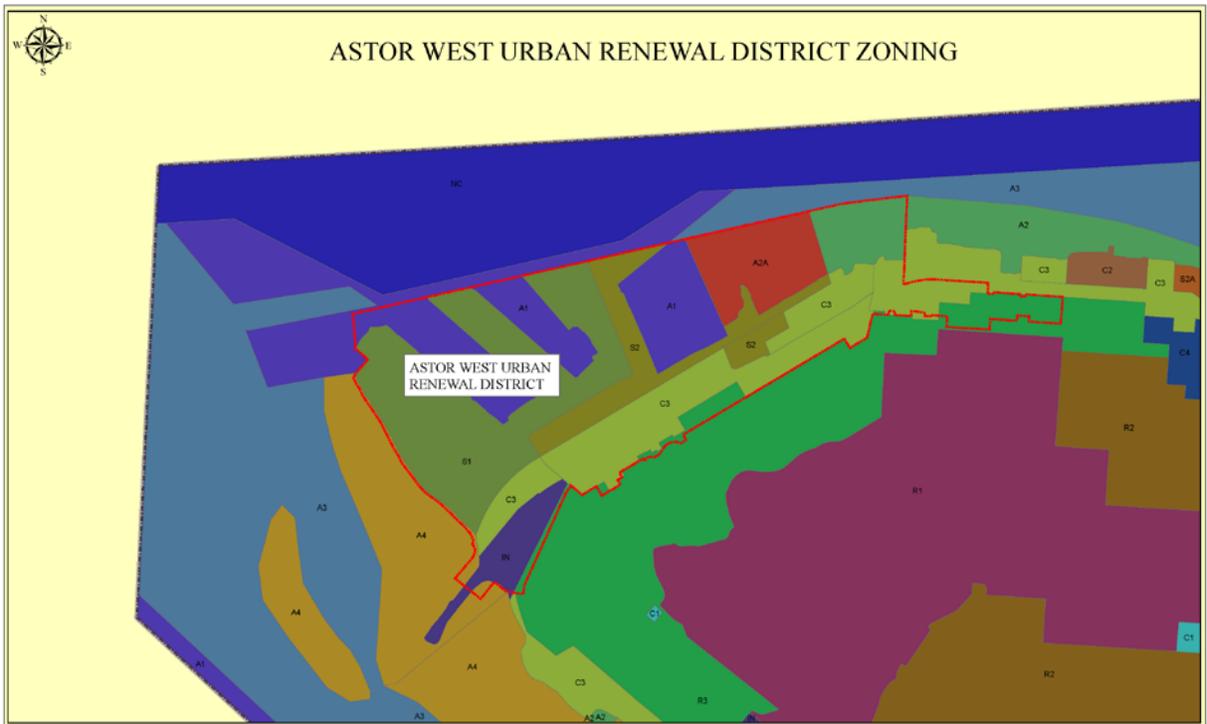
Thence southerly along the east line of said Lot 13 to the north line of Commercial Street;

Thence westerly along said north line to the west line of Lot 18, Block 1, Trullinger's Addition to Astoria as Corrected;

Thence northerly along said west line to the north line said Lot 18;

Thence westerly along a line parallel with and 100 feet south of the south line of West Bond Street, across Hume Avenue to the west line of Tract A of said Trullinger's Addition;
Thence southerly along said west line 10.95 feet;
Thence westerly along a line parallel with the north line of Lot 10 Plat of Union to the east line of Flavel Street;
Thence northerly along said east line to a point 81 feet south of the south line of West Bond Street;
Thence westerly to a point on the west line of Flavel Street, said point being the northeast corner of that certain tract conveyed by Fritz Johansen and wife to Nester Kiiski by Deed recorded in Book 199, Page 656, Clatsop County Records, on July 29, 2948;
Thence westerly along a line parallel with the south line of West Bond Street to the northwest corner of said Kiiski tract;
Thence north along the east line of a certain tract conveyed to Fritz Johansen and wife by Deed recorded in Book 200, page 619, Clatsop County Records, to the northeast corner of said tract, 6 feet;
Thence westerly along the north line of said tract, on a line parallel with the south line of West Bond Street, across Washington Street, to the west line of Washington Street;
Thence Southerly along the west line of Washington Street to the north line of the Plat of Union;
Thence westerly along the north line of said Plat to the northeast corner of the Samuel Smith Donation Land Claim and the Point of Beginning

EXHIBIT 3 - RENEWAL AREA BOUNDARY AND ZONING MAP



REPORT ACCOMPANYING THE FIRST AMENDMENT TO THE ASTOR-WEST URBAN RENEWAL PLAN

City of Astoria
November 21, 2016

Prepared by

Elaine Howard Consulting, LLC
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ECONorthwest
Kate MacFarlane

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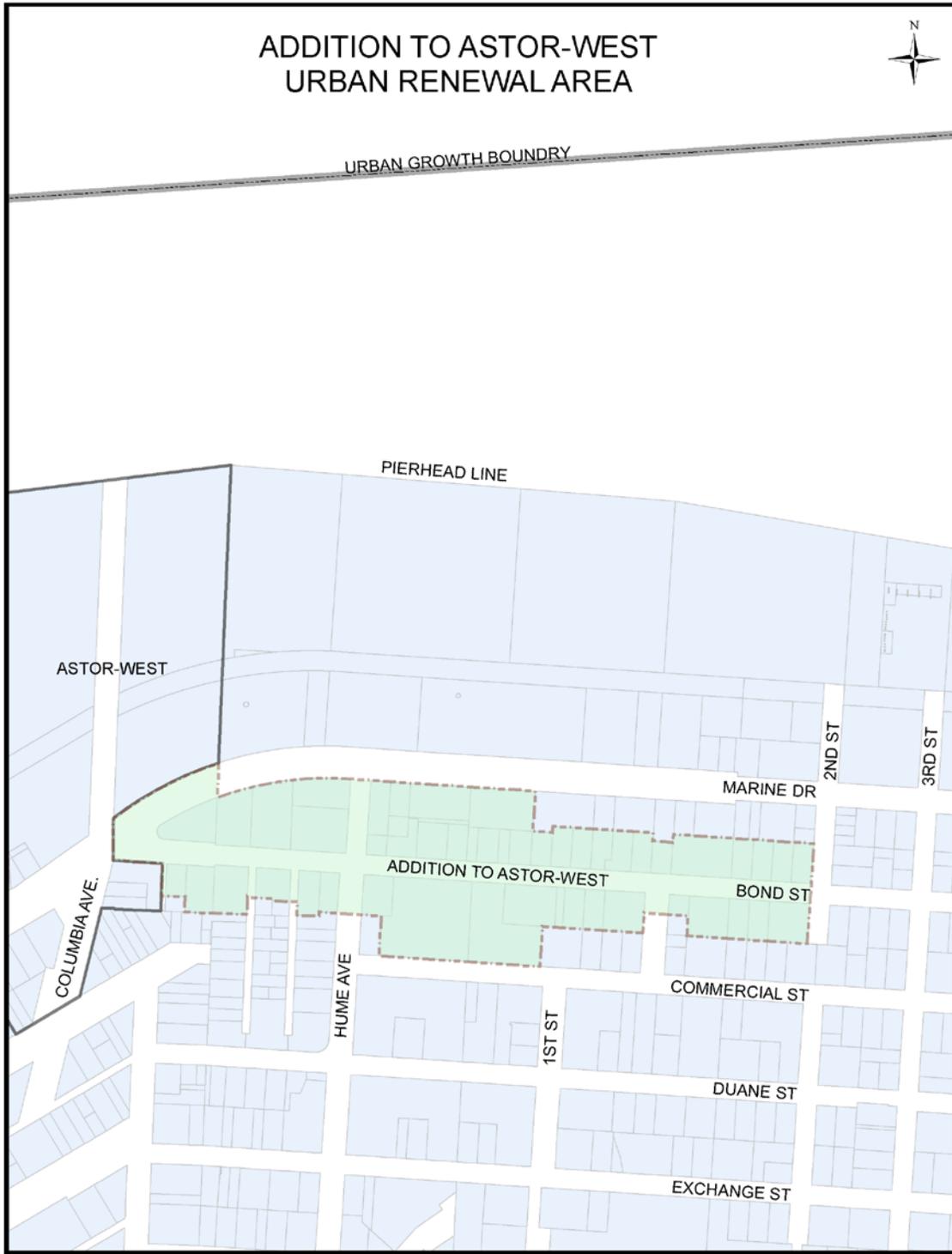
I. INTRODUCTION

The Astor-West Urban Renewal Report (Report) contains background information and project details for the First Amendment to the Astor-West Urban Renewal Plan (Plan). The Report is not a legal part of the Plan, but is intended to provide the public information and a basis for the findings made by the City Council as part of its approval of the Plan.

The Report provides the information required in ORS 457.085(3). The format of the Report is based on this statute.

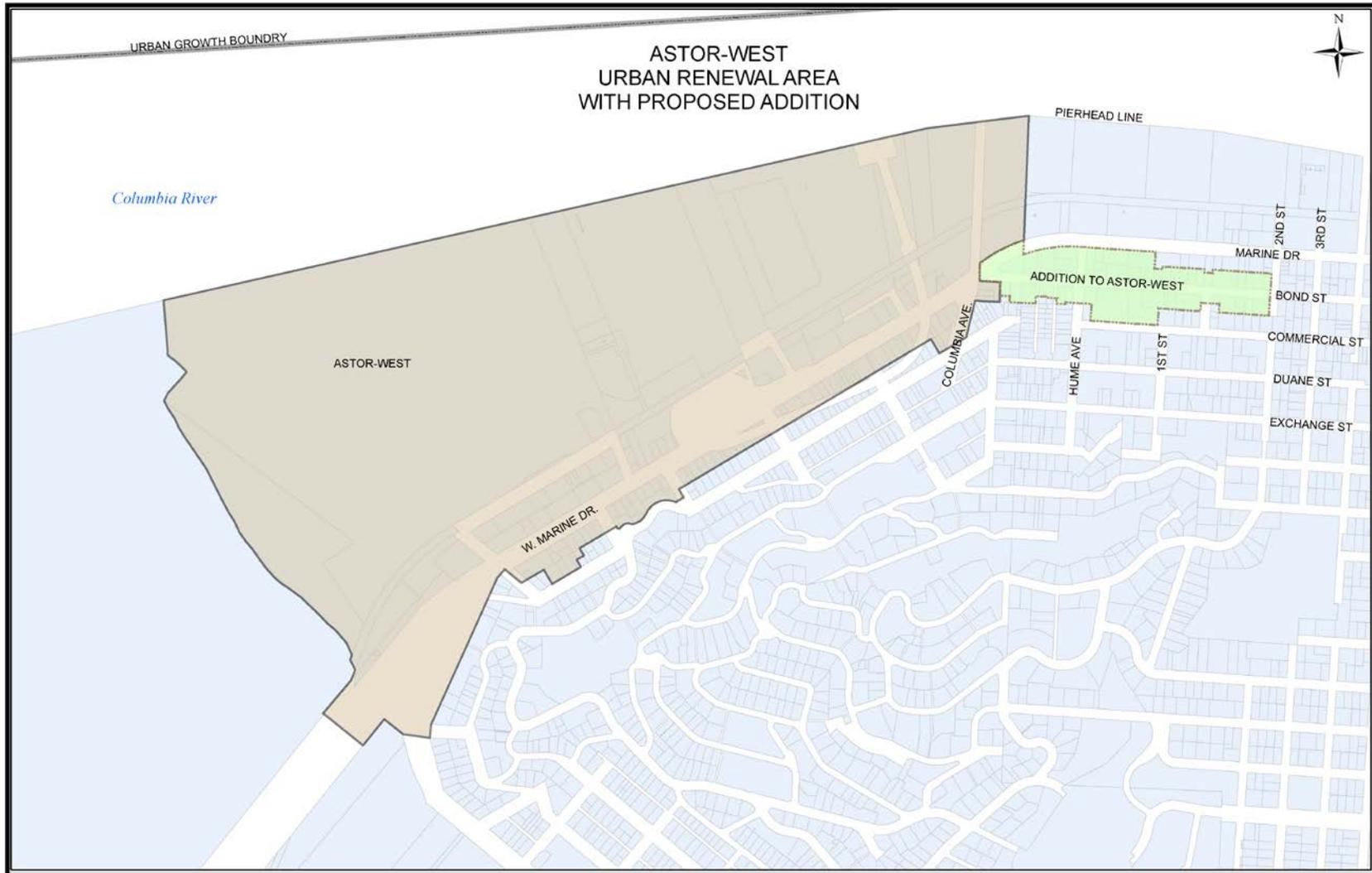
The First Amendment adds 12.05 total acres, 7.74 acres in 43 in tax lots and 4.31 acres in right of way, to the Astor-West Urban Renewal Area (Area). The property to be included into the Astor-West Urban Renewal Area is shown in Figure 1. The new boundary is shown in Figure 2; it includes the entire Area, outlined and shaded.

Figure 1. Amendment Area



REPORT ON FIRST AMENDMENT TO THE ASTOR-WEST URBAN RENEWAL PLAN

Figure 2. Astor-West Urban Renewal Area after Amendment



II. EXISTING PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS AND THEIR IMPACT ON MUNICIPAL SERVICES

This section of the Report describes existing conditions within the Area property, including area being added in this First Amendment (Amendment Area), documenting the occurrence of “blighted areas,” as defined by ORS 457.010(1).

A. Physical Conditions

1. Land Use

The Amendment Area, shown in Figure 1 above, contains approximately 43 tax lots consisting of 7.74 acres in tax lots and 4.31 acres of right of way, for a total of 12.05 acres. The right of way is Bond Street, Hume Avenue, 1st Avenue and Marine Drive.

An analysis of property classification data from Clatsop County FY 2015/16 Assessment and Taxation database was used to determine the land use designation of tax lots in the Amendment Area and Existing Area.

The land uses in the Area before and after the amendment are shown in Table 1. The Amendment Area adds 14 residential tax lots and 3.57 acres to the area, totaling 18 residential tax lots and 4 acres in the Area. The Amendment Area also adds 11 exempt properties and 1.39 acres. There are a total of 193 tax lots and 181.16 acres in tax lots in the Area after the amendment.

Table 1. Land Use of Area

Existing Land Use	Existing Tax Lots	Existing Acres	Amendment Tax Lots	Amendment Acres	Total Tax Lots	Total Acres	Percent of Acres
Exempt	19	132.60	11	1.39	30	133.99	73.96%
Commercial	84	32.64	10	1.81	94	34.45	19.02%
Manufactured	7	0.67	4	0.31	11	0.98	0.54%
Residential	4	0.43	14	3.57	18	4	2.21%
Industrial	11	2.74	0	0	11	2.74	1.51%
Vacant	25	4.34	4	0.66	29	5.00	2.76%
Total	150	173.42	43	7.74	193	181.16	100.00%

Source: Clatsop County Assessor

2. Zoning

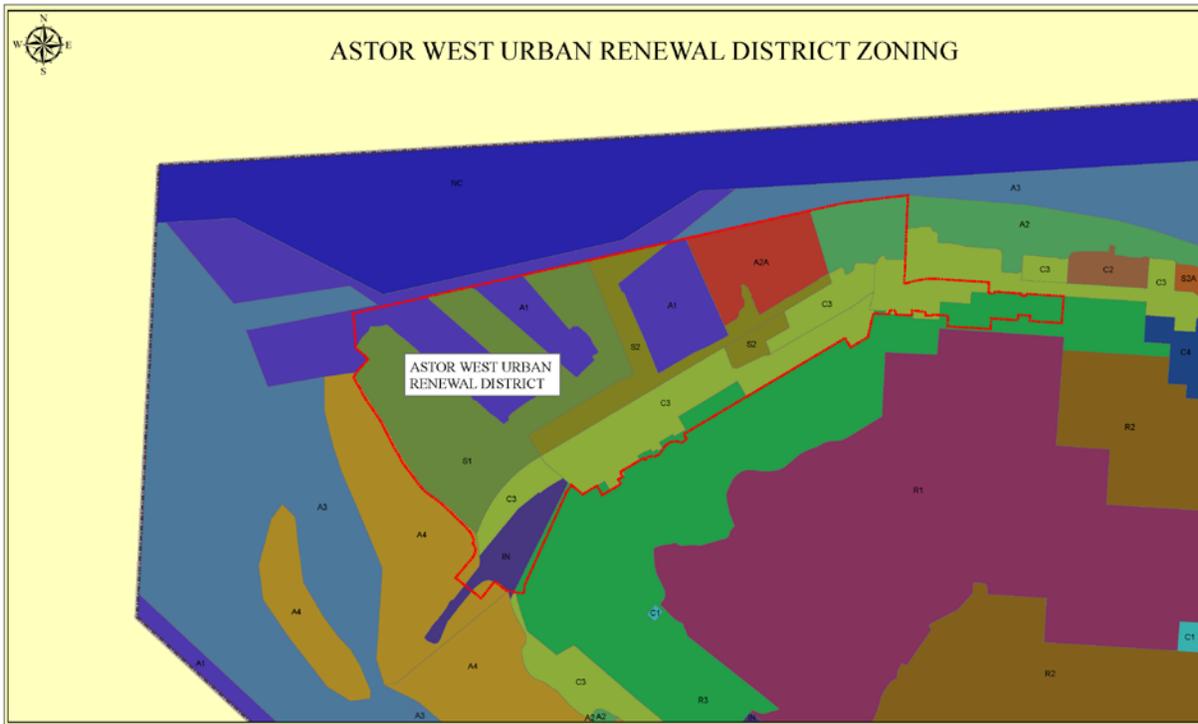
As illustrated in Table 2 and Figure 3, the Amendment Area contains 30 High Density Residential Zone tax lots comprising 5.39 acres. When combined with the existing area, there are 41 High Density Residential Zone tax lots for 6.62 acres. The Amendment also contains 13 General Commercial Zone tax lots comprising 2.35 acres. When combined with the existing area, there are 112 General Commercial Zone tax lots for 22.99 acres.

Table 2. Existing Zoning of Area

Zoning	Existing Tax Lots	Existing Acres	Amendment Tax Lots	Amendment Acres	Total Tax Lots	Total Acres	% Total Acres
Aquatic One Development Zone	12	99.25	0	0	12	99.25	54.79%
Aquatic Two-a Development Zone	5	22.31	0	0	5	22.31	12.32%
General Commercial Zone	99	20.64	13	2.35	112	22.99	12.69%
General Development Shorelands Zone	19	11.04	0	0	19	11.04	6.09%
Marine Industrial Shorelands	1	10.44	0	0	1	10.44	5.76%
Aquatic Two Development Zone	3	8.51	0	0	3	8.51	4.70%
High Density Residential Zone	11	1.23	30	5.39	41	6.62	3.65%
Total	150	173.42	43	7.74	193	181.16	100.00%

Source: City of Astoria

Figure 3. Astor-West Zoning Designations



There are 43 tax lots in the Amendment Area all designated West End in the Astoria Comprehensive Plan, comprising 7.74 acres for a total of 108 West End tax lots making up 14.57 acres in the Area. The remainder of the property is designated as Port in the Astoria Comprehensive Plan.

Table 3. Comprehensive Plan Designations of Area

Comprehensive Plan Designation	Existing Tax Lots	Existing Acres	Amendment Tax Lots	Amendment Acres	Total Tax Lots	Total Acres	% Total Acres
Port	85	166.60	0	0	85	166.6	91.96%
West End	65	6.83	43	7.74	108	14.57	8.04%
Total	150	173.43	43	7.74	193	181.17	100.00%

Source: City of Astoria

Figure 4. Astor-West Comprehensive Plan Designations



B. Infrastructure

1. Streets

As a result of a landslide in 2007, Bond Street has been closed to two-way traffic. Only one westbound lane of traffic is allowed limiting east west traffic to Marine Drive. In addition, water and sewer lines have been rerouted above the street. The Public Works Department commissioned a geotechnical analysis completed in August 2015 to study the feasibility of adding a retaining wall. The results of the study concluded that is indeed feasible. Based on the results, the Public Works Department prepared an “order of magnitude” cost estimate of \$395,000 to construct a retaining wall, repair Bond Street for two-way traffic, and include low cost traffic calming measures to mitigate potential speeding along a narrow street in a dense neighborhood of residential buildings.

Below are other projects that are listed in the Astoria Transportation Systems Plan¹ in the Area that indicate blighting conditions in the Area as defined by ORS 457.010.

Table 4. TSP Projects in the Area

Project #	Project Description	Project Extent	Project Elements	Priority	Estimated Cost
D2	US 101-US 30 Coordinated Signal Timing Plans	US 101-US 30 from Portway Street to Columbia Avenue-Bond Street	Optimize the existing traffic signals by implementing coordinated signal timing plans, upgrading traffic signal controllers or communication infrastructure or cabinets.	Medium-term Likely Funded Plan	\$75,000
D19	US 101/Hamburg Avenue Capacity Enhancement	US 101/Hamburg Avenue	Restrict access to left-in, right-in, right-out only or install a traffic signal and allow full access	Long-Term Phase 3 Aspirational Plan	\$26,000
D21	Marine Drive-Columbia to 9th Circulation Option	Marine Drive from Columbia Avenue to 9th Street	Reconfigure Marine Drive to three lanes. Relocate the traffic signal from commercial/9th Street to Commercial/10th Street	Short-Term Likely Funded Plan	\$446,000

¹ City of Astoria Transportation Systems Plan, Adopted April 21st 2014

Table 4. TSP Projects in the Area Continued

Project #	Project Description	Project Extent	Project Elements	Priority	Estimated Cost
D23	Bond Street Two-Way	Hume Avenue to 7th Street	Re-open Bond Street to two-way travel and implement traffic calming	Long-Term Phase 1 Likely Funded Plan	\$702,000
D24	Industry Street Extension	Basin Street to Bay Street Extension	Extend Industry Street from Basin Street to the bay Street extension as a Mixed-use local street	Long-Term Phase 1 Likely Funded Plan	\$1,057,000
D25	Bay Street Extension	North of US 30 to Industry Street Extensions	Extend Bay Street to the Industry Street extension as a Mixed-use local street	Long-Term Phase 1 Likely Funded Plan	\$293,000
D34	Portway Street Capacity Enhancement	Portway Street from US 101 to Industry Street	Improve to a Commercial/Industrial collector street cross-section. Move Portway Street centerline to the west to accommodate trucks making westbound right turns; requires right-of-way acquisition from parcel at northwest corner of intersection. Modify the approach to us 101 to include separate left and right turn lanes.	Long-Term Phase 3 Aspirational Plan	\$424,000
D35	Bay Street Upgrade	US 30 to northern terminus	Improve to a Mixed-use local street cross-section	Long-Term Phase 3 Aspirational Plan	\$68,000

Table 4. TSP Projects in the Area Continued

Project #	Project Description	Project Extent	Project Elements	Priority	Estimated Cost
P6	Alameda Avenue Community Based Solution	West of Melbourne Avenue to Grand Avenue	Develop a Community Based Solution	Long-Term Phase 4 Aspirational Plan	\$23,000
B14	Alameda Avenue (North) Shared Roadway Enhancements	W Marine drive to Oregon Street	Add wayfinding and shared lane markings.	Short-Term Likely Funded Plan	\$33,000
B52	West Marine Drive Bike Lanes	Roundabout to Hamburg Avenue	Re-stripe roadways to include bike lanes	Short-Term Likely Funded Plan	\$8,000
B55	Taylor Avenue Shared Roadway Enhancements	Hamburg Avenue to Florence Avenue	Add wayfinding and shared lane markings.	Short-Term Likely Funded Plan	\$5,000
CR01	US 30 and Bay Street Crossing Enhancements	US 30 and Bay Street	Upgrade existing crossing to the highest level pedestrian actuated beacon approved by ODOT. Consider restricting parking near crossing to improve visibility	Long-Term Phase 1 Likely Funded Plan	\$26,000
CR17	Roundabout Enhancements	Roundabout enhancements	Provide additional signage at roundabout to clarify expected behavior for bicyclists or consider alternate route using Taylor Avenue	Long-Term Phase 1 Likely Funded Plan	\$1,200

2. Water

As identified in an email dated July 27, 2016 from the City of Astoria, the City of Astoria Water Distribution Master Plan identifies one specific project in the Area in Table 4-1, p11. The recommended improvements are intended to provide for future development at the Port of Astoria and improve fire flow in the area.

In general, water infrastructure in the subject area is nearing or well past its design life. Many of the pipes and services were installed close to a century ago. In addition, the system layout does not have the redundancy associated with modern design practice.

The water infrastructure at the Port of Astoria is in need of significant improvements to facilitate proper maintenance activity and accommodate future development. The City does not maintain their system, but understands it is in need of significant upgrades and maintenance.

3. Storm Drainage

As identified in an email dated July 27, 2016 from the City of Astoria, there are several potential projects associated with the City's Combined Sewer Overflow program that will need to be implemented in the Area. These projects are intended to control sanitary sewer overflow from Portway Avenue to 2nd Street and are planned for construction in Phase 5.

Generally, storm drainage infrastructure in the subject area is nearing or well past its design life. Many of the storm drain outfalls to the Columbia River need significant improvements to properly accommodate adjacent development and the changing outlet area conditions. Coordinating maintenance needs of aging State drainage infrastructure in this area has also proved challenging.

4. Sanitary Sewer

As identified in an email dated July 27, 2016 from the City of Astoria, the City's sanitary sewer interceptor and associated lift station in the Area was installed in the mid-1970s and is quickly nearing the end of its design life. Significant maintenance efforts will be needed to promote continued use of the existing infrastructure associated with the interceptor.

In general, sanitary sewer infrastructure in this area in passed its design life and need of rehabilitation or replacement.

C. Social Conditions

There are underinvested residential properties that potentially need assistance (i.e., grants/ loans/technical assistance) to renovate and preserve as affordable housing, which is a FY 15-16 Astoria City Council Goal. Astoria staff has met with the Community Action Team about a targeted pilot program that would offer some form of assistance to qualified property owners to renovate multi-family buildings while still meeting Astoria Development Code design requirements.

The following tables indicate the social conditions as identified in the US Census. Due to the difference in population between applicable census blocks and block groups, age and race are reported at the census block level, and the rest of the variables at the census block group level.

Of the people in the census block 78% are white alone and another 12% are some other race alone.

Table 5. Race in the Area

Race	Number	Percent
White Alone	234	78%
Black or African American Alone	1	0%
American Indian and Alaska Native Alone	7	2%
Asian Alone	8	3%
Native Hawaiian and Other Pacific Islander Alone	2	1%
Some Other Race Alone	36	12%
Two or More races	13	4%
Total	301	100%

Source: American Factfinder, United States Decennial Census, Table P3, 2010

Of the people in the census block 56, or 19%, are 25 to 34 years of age.

Table 6. Age in the Area

Age	Number	Percent
Under 5 Years	20	7%
5 to 9 Years	18	6%
10 to 14 Years	7	2%
15 to 17 Years	10	3%
18 to 24 Years	40	13%
25 to 34 Years	56	19%
35 to 44 Years	35	12%
45 to 54 Years	48	16%
55 to 64 Years	36	12%
65 to 74 Years	24	8%
75 to 84 Years	6	2%
85 Years and over	1	0%
Total	301	100%

Source: United States Decennial Census, Table P12, 2010

Within the block group, 60 people have completed college, comprising 9% of the population, while another 45% of the population has completed some college without earning a degree.

Table 7. Educational Attainment in the Area

Educational Attainment	Number	Percent
Less Than High School	138	21%
High School Graduate (includes equivalency)	159	24%
Some college	292	45%
Bachelor's degree	32	5%
Master's degree	28	4%
Professional school degree	0	0%
Doctorate degree	0	0%
Total	649	100%

Source: Social Explorer, American Community Survey 2010-2014 5-Year Estimates

Of the people in the block group, 51%, traveled less than 10 minutes to work, with another 23%, traveled 10-19 minutes to work.

Table 8. Travel Time to Work in the Area

Travel Time to Work	Number	Percent
Less than 10 minutes	154	51%
10 to 19 minutes	69	23%
20 to 29 minutes	39	13%
30 to 39 minutes	14	5%
40 to 59 minutes	0	0%
60 to 89 minutes	0	0%
90 or More minutes	18	6%
Worked at home	7	2%
Total	301	100%

Source: Social Explorer, American Community Survey 2010-2014 5-Year Estimates

Of the people within the block group 80%, drove alone to work.

Table 9. Mode of Transportation to Work in the Area

Means of Transportation to Work	Number	Percent
Drove Alone	240	80%
Carpooled	32	11%
Public transportation (Includes Taxicab)	8	3%
Motorcycle	0	0%
Bicycle	0	0%
Walked	6	2%
Other means	8	3%
Worked at home	7	2%
Total	301	100%

Source: Social Explorer, American Community Survey 2010-2014 5-Year Estimates

D. Economic Conditions

1. Taxable Value of Property within the Amendment Area

The estimated FY 2015/16 total assessed value of the Amendment Area including all real property in the Amendment Area is \$5,209,892. Personal, manufactured, and utility properties, adds another \$202,494, for a total assessed value of \$5,412,386. The total assessed value of the City of Astoria is \$769,253,227.

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 Ratio," or "I:L." The values used are real market values. In urban renewal areas, the I:L may be used to measure the intensity of development or the extent to which an area has achieved its short- and long-term development objectives. A healthy condition of real estate investment in the Astor-West Area would be 2:1 or more. There is one tax lot, which is owned by the Port of Astoria, in the Astor-West Area that is exempt. It comprises 82 acres. This one tax lot skews the data in the I:L table, and as such a new column has been made in the table which excludes the exempt properties from the calculation to give a better picture of the I:L of the properties in the Area. Of these properties 62% fall below the targeted 2:1 ratio.

Table 10. Improvement to Land Value

Improvement/Land Ratio	Total Tax Lots	Total Acres	% Total Acres	% Total Acres Without Exempt
Exempt	30	135.31	74.69%	N/A
No Improvement Value	36	11.95	6.60%	26.06%
0.01-0.50	33	7.40	4.08%	16.14%
0.51-1.00	15	3.65	2.01%	7.96%
1.01-1.50	19	3.79	2.09%	8.27%
1.51-2.00	12	1.68	0.93%	3.66%
2.01-2.50	9	1.04	0.57%	2.27%
2.51-3.00	2	0.14	0.08%	0.31%
3.01-4.00	14	5.31	2.93%	11.58%
> 4.00	23	10.89	6.01%	23.75%
Total	193	181.16	100.00%	100.00%

Source: Clatsop County Assessor data

E. 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 IX of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

Development and redevelopment projects that may be developed on the property will increase the retail, commercial, and residential occupancies within the Area, and will generally result in higher demand for fire, life safety, and public safety services. The projected increase in occupancies within the Area will also raise the demand for water, sewer, and storm drainage services. However, since these properties are all within the urban growth boundary, the city anticipates these increased levels of service.

These impacts will be countered by funding for projects from the Plan, including:

- Improved transportation systems that will benefit the citizens of Astoria.
- Increased investment in the Area helps strengthen the tax base both within the Area and in surrounding areas.
- Improved supply of affordable housing in the Area.
- In addition, developed sites will create employment opportunities for the citizens of Astoria.

These improvements help offset the fiscal impacts from the urban renewal area.

III. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN

There is one urban renewal area in the Plan and it was selected to improve blighted conditions in the Area and prevent the future occurrence of blighted areas as defined in ORS 457.010(1).

IV. THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA

This section identifies only the new projects in the Plan due to the First Amendment.

1. Bond Street Repair – Construction of a retaining wall, repair of Bond Street for two-way traffic, and traffic calming measures to mitigate speeding along a narrow street in a dense neighborhood of residential buildings

Existing conditions: As a result of a landslide in 2007, Bond Street has been closed to two-way traffic. Only one westbound lane of traffic is allowed limiting east west traffic to Marine Drive. In addition, water and sewer lines have been rerouted above the street.

2. Affordable housing – There are underinvested residential properties that potentially need assistance (i.e. grants/loans/technical assistance) to renovate and preserve as affordable housing.

Existing conditions: At this point, there is no funding for affordable housing through city resources, but there is a need as there are underinvested residential properties in the Area.

3. Storefront Improvement Program – To provide assistance to property owners for the improvements to their properties.

Existing conditions: At this point, there is no storefront improvement program, although a program has been designed, but not yet implemented.

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

The projects are shown in Table 11, the sources of funds are tax increment revenues.

Table 11. Projects and Costs in Year of Expenditure Dollars

Existing Projects	
Materials and Services	\$398,300
Street improvements - West Marine Drive	\$1,000,000
Street Improvements - Couplet: Bay Street to Hamburg Street	\$1,330,000
Street Improvements - Portway, Hamburg Street, Bay Street, Basin Street	\$870,000
Terminal/Multi-purpose building including public restroom/shower	\$50,000
Proposed Projects	
Bond Street Reconnect (Retaining Wall/Traffic Calming)	\$400,000
Housing Rehabilitation (Bond Street)	\$209,100
Storefront Improvement Program	\$265,400
Redevelopment Assistance	\$2,509,337
Total Expenditures	\$7,032,137

Source: City of Astoria

VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

Projects will be ongoing and accomplished over the life of the Plan. Anticipated completion dates are shown in Table 12.

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

Table 12 shows the beginning fund balance, tax increment revenue collections, other revenues, and the expected expenditures. The Maximum Indebtedness is \$9,119,000, of which \$6,982,137 remained to be issued as of July, 2015. It is projected that the maximum indebtedness of the Area will be reached by FYE 2021. It is projected that all debt will be retired by FYE 2021.

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Table 12. Tax Increment Revenues and Project Fund (Dollars)

<i>PROJECT FUND</i>	Total	2016-17	2017-18	2018-19	2019-20	2020-21
Resources						
Beginning Fund Balance		\$ 3,577,650	\$ 2,374	\$ 53,655	\$ 39,881	\$ 41,145
Current Year TIF Collections	\$ 3,285,914	\$ 726,836	\$ 768,069	\$ 725,058	\$ 763,265	\$ 302,686
Prior Year TIF Collections	\$ 100,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000
Miscellaneous	\$ 50,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000
Interest Earnings	\$ 18,573	\$ 17,888	\$ 12	\$ 268	\$ 199	\$ 206
Total Resources	\$ 3,454,487	\$ 4,352,374	\$ 800,455	\$ 808,981	\$ 833,345	\$ 374,037
Expenditures (nominal \$)						
Materials and Services	\$ (398,300)	\$ (75,000)	\$ (77,300)	\$ (79,600)	\$ (82,000)	\$ (84,400)
Street Improvements - West Marine Drive	\$ (1,000,000)	\$ (1,000,000)				
Street Improvements - Couplet: Bay to Hamburg	\$ (1,330,000)	\$ (1,330,000)				
Street Improvements - Portway, Hamburg, Bay, Basin	\$ (870,000)	\$ (870,000)				
Terminal/Multi-purpose bldg inc. public restroom	\$ (50,000)	\$ (50,000)				
Bond Street Reconnect: Retaining Wall/Traffic Calming	\$ (400,000)	\$ (400,000)				
Housing Rehabilitation (Bond Street)	\$ (209,100)	\$ (50,000)	\$ (51,500)	\$ (53,000)	\$ (54,600)	
Storefront Improvement Program	\$ (265,400)	\$ (50,000)	\$ (51,500)	\$ (53,000)	\$ (54,600)	\$ (56,300)
Redevelopment Assistance	\$ (2,509,337)	\$ (525,000)	\$ (566,500)	\$ (583,500)	\$ (601,000)	\$ (233,337)
Total Expenditures	\$ (7,032,137)	\$ (4,350,000)	\$ (746,800)	\$ (769,100)	\$ (792,200)	\$ (374,037)
Ending Fund Balance		\$ 2,374	\$ 53,655	\$ 39,881	\$ 41,145	\$ -

Source: Tiberius Solutions, LLC

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VIII. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FYE 2021, as shown on the previous page, are based on projections of the assessed value of development within the Area and taxes on that assessed value.

Table 13 shows the projected incremental assessed value; projected tax rates that would produce tax increment revenues and the annual tax increment revenues (adjusted 5% for under-collection, penalties and interest). These, in turn, provide the basis for the projections in Table 12.

Table 13. Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues (Dollars)

FYE	Assessed Value	Frozen Base	Excess Value	Tax Rate	Tax Increment Finance Revenue			
					Gross TIF	Adjustments	Net TIF	Cumulative TIF
2016	\$62,424,956	\$21,843,363	\$40,581,593	17.7839	\$721,699	(\$36,085)	\$685,614	\$685,614
2017	\$64,433,607	\$21,843,363	\$42,590,244	17.9640	\$765,091	(\$38,255)	\$726,836	\$1,412,450
2018	\$72,264,604	\$27,255,749	\$45,008,855	17.9630	\$808,494	(\$40,425)	\$768,069	\$2,180,519
2019	\$74,666,841	\$27,255,749	\$47,411,092	16.0979	\$763,219	(\$38,161)	\$725,058	\$2,905,577
2020	\$77,165,167	\$27,255,749	\$49,909,418	16.0979	\$803,437	(\$40,172)	\$763,265	\$3,668,842
2021	\$79,763,426	\$27,255,749	\$52,507,677	16.0979	\$845,263	(\$42,263)	\$803,000	\$4,471,842

Source: Tiberius Solutions, LLC

IX. IMPACT OF THE TAX INCREMENT FINANCING, BOTH UNTIL AND AFTER THE INDEBTEDNESS IS REPAYED, UPON ALL ENTITIES LEVYING TAXES UPON PROPERTY IN THE URBAN RENEWAL AREA

This section describes the impact of tax increment financing of the Amendment Area, both until and after the indebtedness is repaid, upon all entities levying taxes upon property in the urban renewal 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 URA. These projections are for impacts estimated through FYE 2021, and are shown in Table 14. The impacts through FYE 2021 are very small as they represent just the 3% assessed value growth in the Area until FYE 2021. In FYE 2021, the full amount of tax increment revenues are not projected to be taken, showing a positive impact in that year and an overall positive impact due to the dollars collected in FYE 2021.

The Astoria School District and Northwest Regional 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. All schools in Oregon receive the same per pupil allocations. 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. While urban renewal statewide has an impact on the amount of funding in the State School Fund, the legislature has the ability to allocate funds from other sources to fully fund the State School Fund.

General obligation bonds and local option levies are impacted by urban renewal only if they were originally approved by voters in an election prior to October 6, 2001. There are no local option levies approved prior to October 6, 2001 that are in effect in the Astor-West URA. There is, however, one general obligation bond that will be impacted, issued by the Astoria School District. For general obligation bonds, the impact is on the property owner, not on the taxing district. The assessor must assess a slightly higher rate to all properties in the taxing district to account for the division of taxes of the general obligation bond.

The projected impact to the property owner as a result of a general obligation bond issued by the Astoria School District prior to 2001 is very small. As a result of this Amendment, a property tax owner will pay an additional 5 cents per \$100,000 of value for one year, FYE 2018, when the Astoria School District Bond is set to expire. Any bonds issued after October of 2001 are not subject to urban renewal division of taxes.

Table 14. Projected Impact on Taxing District Permanent Rate Levies During Use of Tax Increment Financing

General Government							
	Clatsop County Perm	Port of Astoria Perm	Clatsop 4H & Extension Perm	Sunset Empire Transportation Perm	Clatsop Care Center Perm	City of Astoria Perm	Subtotal: General Government
2018	(\$480)	(\$39)	(\$16)	(\$51)	(\$55)	(\$2,560)	(\$3,201)
2019	(\$815)	(\$67)	(\$28)	(\$87)	(\$94)	(\$4,343)	(\$5,434)
2020	(\$1,163)	(\$95)	(\$41)	(\$123)	(\$134)	(\$6,198)	(\$7,754)
2021	\$2,536	\$207	\$88	\$268	\$291	\$13,514	\$16,904
Total	\$78	\$6	\$3	\$7	\$8	\$413	\$515

Education					
	Astoria SD #1 Perm	Northwest Regional ESD Perm	Clatsop Community College Perm	Subtotal: Education	Total
2018	(\$1,547)	(\$48)	(\$243)	(\$1,838)	(\$5,039)
2019	(\$2,625)	(\$81)	(\$414)	(\$3,120)	(\$8,554)
2020	(\$3,746)	(\$116)	(\$591)	(\$4,453)	(\$12,207)
2021	\$8,169	\$254	\$1,287	\$9,710	\$26,614
Total	\$251	\$9	\$39	\$299	\$814

Source: Tiberius Solutions, LLC

*Table 14 shows an impact on the Astoria Public Schools School and the Educational Service District. However, 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, because of the use of Tax Increment Financing, are replaced as determined by a funding formula at the State level with State School Fund revenues. These projections are for revenues foregone through FY 2021.

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Table 15 shows the increase in permanent rate levy revenues that would occur after termination of the tax increment financing in FYE 2022.

Table 15. Additional Revenues Obtained After Termination of Tax Increment Financing

Taxing District	Tax Rate	From Frozen Base	From Excess Value	Total
General Government				
Clatsop County	1.5338	\$33,503	\$92,982	\$126,485
Port of Astoria	0.1256	\$2,744	\$7,614	\$10,358
Clatsop 4H & Extension	0.0534	\$1,166	\$3,237	\$4,403
Sunset Empire Transportation	0.1620	\$3,539	\$9,821	\$13,360
Clatsop Care Center	0.1763	\$3,851	\$10,688	\$14,539
City of Astoria	8.1738	\$178,543	\$495,514	\$674,057
<i>Subtotal</i>	10.2249	\$223,346	\$619,856	\$843,202
Education				
Astoria SD #1	4.9407	\$107,922	\$299,516	\$407,438
Northwest Regional ESD	0.1538	\$3,360	\$9,324	\$12,684
Clatsop Community College	0.7785	\$17,005	\$47,194	\$64,199
<i>Subtotal</i>	5.8730	\$128,286	\$356,034	\$484,321
Total	16.0979	\$351,633	\$975,890	\$1,327,523

Source: Tiberius Solutions, LLC

X. RELOCATION REPORT

There are no businesses or residents to be relocated under the Plan at the time of this First Amendment.

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

There are two urban renewal areas in Astoria. 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 percent for municipalities under 50,000 in population. As noted below, the frozen base including all real, personal, manufactured, and utility properties in the two urban renewal areas in Astoria is \$30,534,789, which is 4.15% of the City of Astoria’s total assessed value, less the incremental value. The estimate of the frozen base for the Amendment Area includes 3% assessed value increase over the FYE 2016 assessed value, as the assessor will certify a new tax roll before this property is added. The estimated total acreage of the two urban renewal areas is 255.5 acres, including public right of way. Therefore, 3.77% of the acreage in the City would be in urban renewal areas, and 4.15% of the assessed value of the City would be in urban renewal areas. This is well below the statutory limitation of 25 percent in both cases.

Table 16. URA Conformance with AV and Area Limits

Urban Renewal Area	Acres	Frozen Base/Assessed Value
Astor-East URA	50	\$2,949,516
Astor-West URA	205.5	\$21,843,363
Astor-West Addition	12.05	\$5,742,000
Total in Urban Renewal	255.5	\$30,534,879
City of Astoria	6,784	\$769,253,227
City of Astoria Incremental value		\$65,082,245
City of Astoria Less Incremental value		\$736,439,664
Total Amount of City in URAs	3.77%	4.15%

Source: Clatsop County Assessor FYE 2017 tax rolls except for Astor-West Addition, which is FYE 2016
 Astor-East Incremental Value \$20,653,984
 Astor-West Incremental Value \$44,428,261