



PLANNING COMMISSION

Tuesday, September 08, 2020 at 7:00 PM

AGENDA

1. **7:00 P.M. CALL TO ORDER & FLAG SALUTE**
2. **CONSENT AGENDA**
 - A. Planning Commission Minutes dated August 11, 2020
3. **TOPICS FROM THE FLOOR** (Not on Public Hearing Agenda): Limited to five minutes per topic
4. **NEW COUNCIL ADOPTED ZOOM MEETING POLICIES & GUIDELINES. COMMISSION OPERATIONS, EXCUSED ABSENCES, ETC.**
 - B. Zoom Meeting Policies & Guidelines
5. **PLANNING COMMISSION TERM EXPIRATIONS**
6. **URBAN RENEWAL PLAN AMENDMENT**
 - C. Urban Renewal Plan Amendment
7. **PLANNING DEPARTMENT ACTIVITY REPORT**
 - D. August Planning Department Report
8. **FOR YOUR INFORMATION ITEMS**
9. **NEXT REGULAR MEETING: October 13, 2020**

VIRTUAL MEETING DETAILS

Due to the COVID-19 pandemic and the Governor's declared state of emergency (March 8, 2020) and subsequent Executive Order No. 20-16 (April 15, 2020), and the Zoom Meeting Policies of the City Council (August 19, 2020) this meeting will only be held virtually via a phone-and-internet based application.

Join Zoom Meeting:

<https://zoom.us/j/95458292759?pwd=NIY5czNzTjl5SU1vajFuNjVlVQ3lLdz09>

Meeting ID: 954 5829 2759

Passcode: 956780 Call in: +1 253 215 8782 US

The St. Helens City Council Chambers are handicapped accessible. If you wish to participate or attend the meeting and need special accommodation, please contact City Hall at 503-397-6272 in advance of the meeting.

Be a part of the vision...Get involved with your City...Volunteer for a City of St. Helens Board or Commission!

For more information or for an application, stop by City Hall or call 503-366-8217.

City of St. Helens Planning Commission

Draft Minutes

August 11, 2020

Members Present: Chair Hubbard
Vice Chair Cary
Commissioner Cohen
Commissioner Semling
Commissioner Lawrence
Commissioner Webster
Commissioner Pugsley

Members Absent: None

Staff Present: City Planner Graichen
Associate Planner Dimsho
City Councilor Carlson
Community Development Admin Assistant Sullivan

Others: None

- 1) **7:00 p.m. Call to Order and Flag Salute**
- 2) **Consent Agenda**
2.A Planning Commission Minutes dated July 14, 2020

Motion: Upon Commissioner Webster's motion and Commissioner Pugsley's second, the Planning Commission unanimously approved the Draft Minutes Dated July 14, 2020. [AYES: Vice Chair Cary, Commissioner Pugsley, Commissioner Cohen, Commissioner Lawrence, Commissioner Webster, Commissioner Semling; Nays: None]

- 3) **Topics from the Floor: Limited to 5 minutes per topic (not on Public Hearing Agenda)**

There were no topics from the floor.

- 4) **Public Hearings (times are earliest start time)**
4.A 7:00 p.m. Comprehensive Plan Map and Zoning District Map Change at Millard Road – City of St. Helens

Chair Hubbard opened the Public Hearing at 7:01 p.m. Commissioner Semling noted that she lives within the notice area and received a notice for this proposal, though her property does not abut the site. The remaining Commission did not feel this warranted recusal. There were no ex-parte contacts, conflicts of interests, or bias in this matter.

City Planner Graichen entered the staff report dated July 28, 2020. This is a Comprehensive Plan Map and Zoning District Map Change. He showed the location of the property on a map and gave an idea of the area that surrounds the property. He mentioned it was a little more than 20 acres and had potential access from Chase Road and guaranteed utility access there. The property is currently vacant except for some trees and a bridge in the back. He mentioned that it was previously supposed to house a hospital but eventually fell through. Surrounding the

property is residential zoned use predominantly. He said when there are actions involving zone changes, citizen involvement should be considered. There was a Public Form in June 2018 and input from Council, the Planning Commission and Parks Commission was provided since then. He also mentioned the County Commissioners supported the re-zoning of Mixed Use. The property has been in the Urban Growth Boundary since the 1970's. It has been zoned Public Lands for a long time. He mentioned how the School District owned the property for many years. The School District used the property for wetland mitigation projects for other schools.

Graichen said the current zoning is still Public Lands and a small portion on the northern side is zoned R7. He said the area zoned R7 is encumbered with topography and wetlands. He said it is on the extreme boundary of the City, but still within the Urban Growth Boundary. He mentioned that utilities were available. He said from a park service standpoint, location is paramount. Graichen said there is a Comprehensive Plan provision that requires future parks within one-half mile of residential areas. In the Parks & Trails Master Plan, the northern two-third of the property was identified as a future park. If the park were not forecast, there would be a void in the southwest quadrant of the Urban Growth Boundary.

In Favor

No one spoke in favor.

Neutral

No one spoke as neutral testimony.

In Opposition

No one spoke in opposition. **End of Oral Testimony**

There were no requests to continue the hearing or leave the record open.

Close of Public Hearing & Record

The applicant waived the opportunity to submit final written argument after the close of the record.

Deliberations

Commissioner Cohen asked about the potential impact on transportation systems and whether it is considered when looking at zone changes. Graichen mentioned there are transportation requirements for changing zoning. He said they did look at those numbers and since the Public Lands zone allows hospitals, there is a comparable amount of traffic to Mixed Use zoning. He also mentioned the closest intersection was Millard and US Highway 30 where Oregon Department of Transportation is going to put in a traffic light, which would accommodate any transportation deficiencies caused by the zone change.

There was another small discussion about utilities and what was offered at the property site.

Motion: Upon Commissioner Cohen's motion and Commissioner Webster's second, the Planning Commission unanimously approved a recommendation to City Council for a Comprehensive Plan Map and Zoning District Map Change as written with a finding that the overall plan remain in compliance with the Parks & Trails Master Plan. [Ayes: Commissioner Semling, Commissioner Lawrence, Commissioner Webster, Commissioner Cohen, Commissioner Pugsley; Vice Chair Cary; Nays: None]

4.B 7:30 p.m. Historic Resource Review at 230 Strand Street – Columbia County

Chair Hubbard opened the Public Hearing at 8:01 p.m. There were no ex-parte contacts, conflicts of interests, or bias in this matter.

Associate Planner Dimsho entered the staff report dated July 31, 2020. Dimsho said the County Courthouse is a locally designated landmark, so any work has a higher standard for historic preservation and public comment, which is why there is a public hearing. She mentioned because of some historic photos that were given from the County to the fabricators, they were able to better replicate the original doors. She showed previous doors that were installed in the 1980's. The doors were aluminum and had some faux windows that were not historically correct. She said the new doors that have been installed meet the criteria for historic preservation with their panel door design. The new doors also restored the original window proportionality.. She mentioned that the entry is also still recessed and would not be changed with this proposal. She said the doors were made of white oak, which is a more historic material than the 1980's aluminum doors.

In Favor

No one spoke in favor.

Neutral

No one spoke as neutral testimony.

In Opposition

No one spoke in opposition.

End of Oral Testimony

There were no requests to continue the hearing or leave the record open.

Close of Public Hearing & Record

The applicant waived the opportunity to submit final written argument after the close of the record.

Deliberations

There was a small discussion on the color and design of the doors. Commissioner Pugsley felt the County did an excellent job replicating the original doors. She wished the color was a little different, but in time, they may age appropriately.

Motion: Upon Commissioner Webster's motion and Commissioner Pugsley's second, the Planning Commission unanimously approved the Historic Resource Review as written. [Ayes: Commissioner Semling, Commissioner Lawrence, Commissioner Cohen, Commissioner Webster, Commissioner Pugsley; Vice Chair Cary; Nays: None]

Motion: Upon Commissioner Webster's motion and Vice Chair Cary's second, the Planning Commission approved the Chair to sign the Findings & Conclusions once prepared. [Ayes: Commissioner Semling, Commissioner Lawrence, Commissioner Cohen, Commissioner Webster, Commissioner Pugsley; Vice Chair Cary; Nays: None]

5) Recommendation of proposed accessibility improvements as they relate to street standards

Graichen presented the memo from the Public Works Director. He said it was a proposal to update and improve wheelchair access ramps. He mentioned the Commission has been asked about these improvements several times for other proposals and whether they should require

Corridor Master Plan construction. He mentioned the Commission does not usually ask for newer frontage improvements when the sidewalks are intact, and the improvements are subtle.

There was a discussion about the design of the wheelchair access ramps. The Commission was okay not advancing the City's Corridor Master Plan for the wheelchair access ramps.

6) Acceptance Agenda: Planning Administrator Site Design Review

There were no comments.

7) Planning Director Decisions (previously emailed to the Commission)

- a. Partition at Brayden Street – Multitech Engineering
- b. Extension of (SUB.2.18) at West of 500 N Columbia River Hwy – KCL, Inc.
- c. Temporary Sign Permit at 2100 Block of Columbia Blvd – City of St. Helens
- d. Temporary Use Permit at 59605 Emerald Loop – Lennar Northwest

There were no comments.

8) Planning Department Activity Report

8.A Planning Department Activity Report dated July 27, 2020

There were no comments

9) For Your Information Items

Graichen mentioned the previous partition that was appealed to the Commission is now being appealed to LUBA.

Dimsho also mentioned that there would possibly be some setback variances for Emerald Meadows. She mentioned they had met the cap on the lot coverage but now were considering setback variances.

Commissioner Pugsley asked about Gracie's Antiques and if there had been any Historic reviews on the part that was missing a wall. Graichen said it was not considered a Landmark and that they could have demolished in its entirety without penalty. He said the code has a provision that says if you have an existing building that covers more than 50 percent of the lot, you are not required to add off-street parking spaces. He mentioned if they leveled the building and wanted to do something new, then they would have to provide for off-street parking. He said this rule results in some preservation motive and new development will require some review as far as the Riverfront District's Architectural Guidelines.

10) Next Regular Meeting: September 8, 2020

11) Adjournment

There being no further business before the Planning Commission, the meeting was adjourned 8:31 p.m.

Respectfully submitted,

*Christina Sullivan
Community Development Administrative Assistant*



Zoom Meeting Policies and Guidelines

Item B.

Approved by City Council on 8/19/20

In effect until directed otherwise by City Council

Zoom Meeting Requirements:

1. All City boards and commissions are directed to hold Zoom meetings for all public meetings until directed otherwise by City Council. No public in-person boards and commission meetings will be held at this time until changes to meeting requirements are approved by City Council.
2. Zoom public meetings must follow all public meetings laws and standards.

Zoom Meeting Setup Requirements:

1. Boards and commission meetings must be setup by the City staff for each board and commission. This is normally a department manager or directed staff liaison member. Each board and commission has a dedicated staff department manager and staff liaison appointed. Both members are required to be at each meeting. If a department manager or staff liaison cannot attend, a substitute must be used.
 - a. The Zoom meeting manager will be a separate person dedicated to management of the online meeting and should not be the same person managing or heavily involved in the public meeting.
2. When setting up a public Zoom meeting, the following must be setup:
 - a. Security
 - i. Waiting room
 1. The waiting room forces the meeting manager to admit each participant.
 2. The meeting manager shall not admit anyone without a real looking name or phone number.
 3. The meeting manager may chat with the waiting room people individually when necessary to confirm that the person is attending for the specified reason.
 - ii. Passcode
 1. A passcode is a 6-digit code that is used to sign into the meeting. This adds another level of security and helps avoid Zoom “jumpers” that will type in random web addresses trying to connect to meetings.
 2. All attendees will need to know this password, meaning that this passcode will need to go out on public notices for meetings.
 - b. Meeting Options
 - i. Enable join before host
 1. This option should be UNCHECKED. This means that folks attending the meeting will not be allowed to join the meeting before the host actually opens up the meeting and admits people.
 - ii. Mute participants upon entry
 1. This option should be CHECKED. This mutes all individuals that are entering the room. An individual will have to be unmuted by the host to be heard.

Zoom Meeting In-Meeting Setups (before you start your meeting):

1. As host for the meeting, you may allow others to be co-host if they need to share their screen for a presentation. The Zoom meeting manager should remain the full HOST of the meeting at all times.
2. Ensure the following settings:
 - a. Security Tab – This tab is located on the bottom settings bar menu
 - i. CHECKED - Enable waiting room

- ii. UNCHECKED - Allow participants to share screen
 - iii. CHECKED (If really needed) - Allow participants to chat
 - iv. UNCHECKED - Allow participants to rename themselves
- b. Participants Tab – These options can be found by clicking the “...” box in the participants box/window
 - i. CHECKED – Mute participants upon entry
 - ii. UNCHECKED – Allow participants to unmute themselves
 - iii. UNCHECKED – Allow participants to rename themselves
 - iv. UNCHECKED – Play entry/exit chime
 - v. CHECKED – Enable waiting room
 - vi. UNCHECKED – Lock Meeting.
 - 1. This may be locked during Executive Sessions
- c. Zoom Group Chat Tab – These options can be found by clicking the “...” box in the Chat box/window
 - i. Participants can chat with – HOST ONLY should be checked.
- d. Share Screen – These options can be found by clicking the up arrow on the Share Screen item in the main menu
 - i. One Participant can share at a time should be marked.
 - ii. Who can Share? Only Host should be marked.
 - 1. This will force to host to give co-hosting capabilities to anyone who wants to share their screen.
- e. Recording
 - i. All public meetings should be recorded and stored in the corresponding department folders on the City’s server and also posted to our video archive on YouTube/Granicus/Other platform that the City may use.

Zoom Meeting Requirements During Meetings:

- 1. The host should admit known board and commission members, City staff, and known presenters first into the meeting. Then visitors and guests can be added lastly before the meeting begins.
 - a. Allow Commission members, staff, and known presenters to show their video if they would like.
 - b. For guests attending the meeting and individuals not presenting, video should be turned off to avoid distractions and possible video mishaps.
- 2. Public comment periods
 - a. During public comment periods, allow all participants to “raise their hand” or submit a comment/question to the host through the Chat feature to be read aloud.
 - i. If a participant has called in via phone, the zoom meeting manager should ensure that the participant does or does not want to give public comment. Since there is no potential video mishaps, the Zoom meeting manager should say the phone number for the record and ask that the person on the phone identify themselves before giving public testimony.
- 3. As directed by the Chair of each board or commission, the host may mute and turn off video of any participant
 - a. The Zoom meeting manager may also automatically mute and turn off video if any participant begins using foul language or using obscene gestures.

TO: City of St. Helens Planning Commission

FROM: Jennifer Dimsho, AICP, Associate Planner

DATE: September 8, 2020

SUBJECT: St. Helens Urban Renewal Plan Amendment 2

I. PURPOSE

The St. Helens Planning Commission is being asked to make a recommendation to the St. Helens City Council (City Council) regarding the City Council's consideration and adoption of the proposed St. Helens Urban Renewal Plan Amendment 2 (Amendment 2). This amendment is classified as a Substantial Amendment both by Section 4 of the St. Helens Urban Renewal Plan and by ORS 457.085 as it, in combination with Amendment 1, adds land in excess of 1% of the existing urban renewal area.

The focus of the Planning Commission's review is the conformance of Amendment 2 with the St. Helens Comprehensive Plan. This action does not require a public hearing, and the Planning Commission is not being asked to approve the Plan, but rather make a recommendation to the St. Helens City Council on the conformance issue. Although a public hearing is not required, it is advised that the Planning Commission take testimony. There are no explicit review criteria for a Planning Commission for the review of an urban renewal plan. The Oregon Revised Statute (ORS) 457.085(4) states that "An urban renewal plan and accompanying report shall be forwarded to the planning commission of the municipality for recommendations, prior to presenting the plan to the governing body of the municipality for approval under ORS 457.095". The generally accepted practice is for the Planning Commission to provide input on the relationship of the Plan or Plan Amendment to the Local Goals and Objectives (Section 9 of the Plan), and particularly to its conformance to the City of St. Helens Comprehensive Plan.

II. BACKGROUND

The City adopted the St. Helens Urban Renewal Plan (Plan) in 2017. No projects are being changed in the Plan and the maximum indebtedness is not increasing.

Amendment 2 is solely to add property to the urban renewal area (Area) to address financial shortfalls and to remove some property. The properties to be removed are either being developed into non-taxable housing, contain a number of environmental constraints making them difficult to develop, or are outside the city limits.

A large business located within the Area, Armstrong World Industries, terminated operations and thus impacted the assessed values within the Area. In FY 2019/20 the Area received only \$148 in tax increment revenues while the financial model created for the adoption of the Plan anticipated tax increment revenues of \$293,615, a difference of \$293,467. It is anticipated that the addition of the property will aid in increasing the tax increment revenue so the projects proposed in the Plan can be completed.

III. PUBLIC NOTICE

A Notice announcing the Planning Commission meeting was sent to the City's distribution lists and local media on September 1, 2020. Notice of the meeting was also placed on the City of St. Helens website.

IV. RELATIONSHIP TO LOCAL OBJECTIVES

ORS 457.085 requires that Amendment 2 conform to local objectives. **No projects are being changed and the prior findings on conformance to the comprehensive plan are not being changed. The only change is the acreage in the Area.** The prior finding by the Planning Commission that the urban renewal plan conformed to the Comprehensive Plan should not have changed and can be updated by passing a similar resolution with Amendment 2.

PLANNING COMMISSION RECOMMENDATION AND VOTE

Staff recommends that the Planning Commission:

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

Recommendation/Suggested Motion(s):

"I move that the St. Helens Planning Commission finds, based upon the information provided in the staff report that no projects are being changed and no prior conformance to Comprehensive Plan findings are being changed, that the St. Helens Urban Renewal Plan Amendment 2 conforms with the St. Helens Comprehensive Plan and further recommend that the St Helens City Council adopt the proposed St. Helens Urban Renewal Plan Amendment 2."

Attachments:

1. St. Helens Urban Renewal Plan Amendment 2
2. St. Helens Urban Renewal Report on the Urban Renewal Plan Amendment 2

Amendment 2 to the St. Helens Urban Renewal Area

Additions are shown in *italics*. Deletions are shown in ~~crossout~~.

1. Overview

The 2018 minor amendment, Amendment 1, was completed in cooperation with the Columbia County Assessor to resolve issues of tax lots which were bisected, partially in the urban renewal area and partially out of the urban renewal area.

The 2020 Substantial Amendment, Amendment 2, added property to the Area in an effort to return the projected tax increment collections to the original capacity of the Area. In a financial assessment completed in 2020, Tiberius Solutions stated: “Historical growth in assessed value in the St. Helens Urban Renewal Area has failed to keep pace with the original projections in the St. Helens Urban Renewal Plan. The gap between actual and projected assessed value grew to \$32.6 million in FYE 2020, due largely to the closure of the Armstrong World Industries manufacturing facility. With assessed value lower than the certified frozen base, the URA received essentially no TIF revenue in FYE 2020. This has resulted in no financial capacity to invest in urban renewal projects and jeopardizes the ability of the URA to incur the full amount of authorized maximum indebtedness before the planned termination date in FYE 2043”.

To return the financial capacity of the Area to the original projections, property that had development potential was added to the Area.

Amendment 2 also removed property. The properties to be removed were either being developed into non-taxable housing, contained several environmental constraints making them difficult to develop, or were outside the city limits.

1.3. Urban Renewal Boundary and Projects

Exhibit 2 shows the boundary for the Area. The Area is ~~756~~–752 acres, with ~~605~~ 603.1 acres consisting of parcel land and with ~~151~~ 148.9 acres consisting of public right-of-way. The entire Area is within the St. Helens city limits. This boundary was chosen because it is blighted, and establishing it as an urban renewal area:

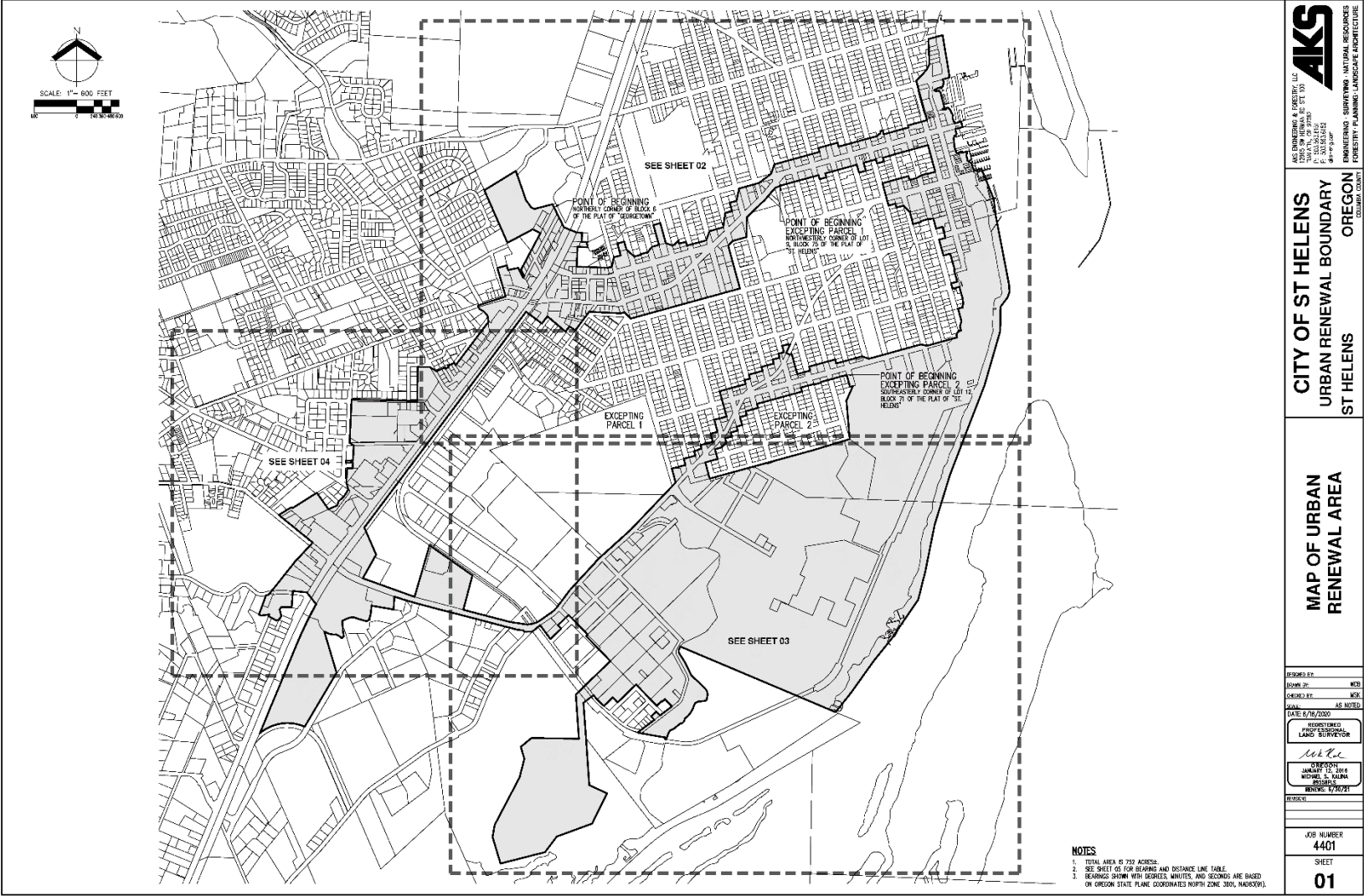
- Allows for improvements to key roads (and commercial corridors) that lead to downtown: Old Portland Road, St. Helens Street /Columbia Boulevard.

- Aids in revitalization of the Riverfront District and the Houlton Business District.
- Attracts jobs to vacant and underutilized industrial land through infrastructure investments.
- Supports development on the Veneer Property, the principal subject of 2016 Framework Plan.

The boundary also contains all identified urban renewal projects, identified in **Section 2. Urban Renewal Projects and Activities**. A legal description of the boundary is included in Appendix A. The Area comprises ~~20.29%~~ 20.18% of the City of St. Helens acreage and ~~49.04%~~ 17.25% of the City's assessed value. It does not exceed 25% of the total assessed value and area of St. Helens and is within the statutory limits.

(Note: Exhibit 2 is deleted and replaced with current boundary)

Exhibit 2. Urban Renewal Boundary

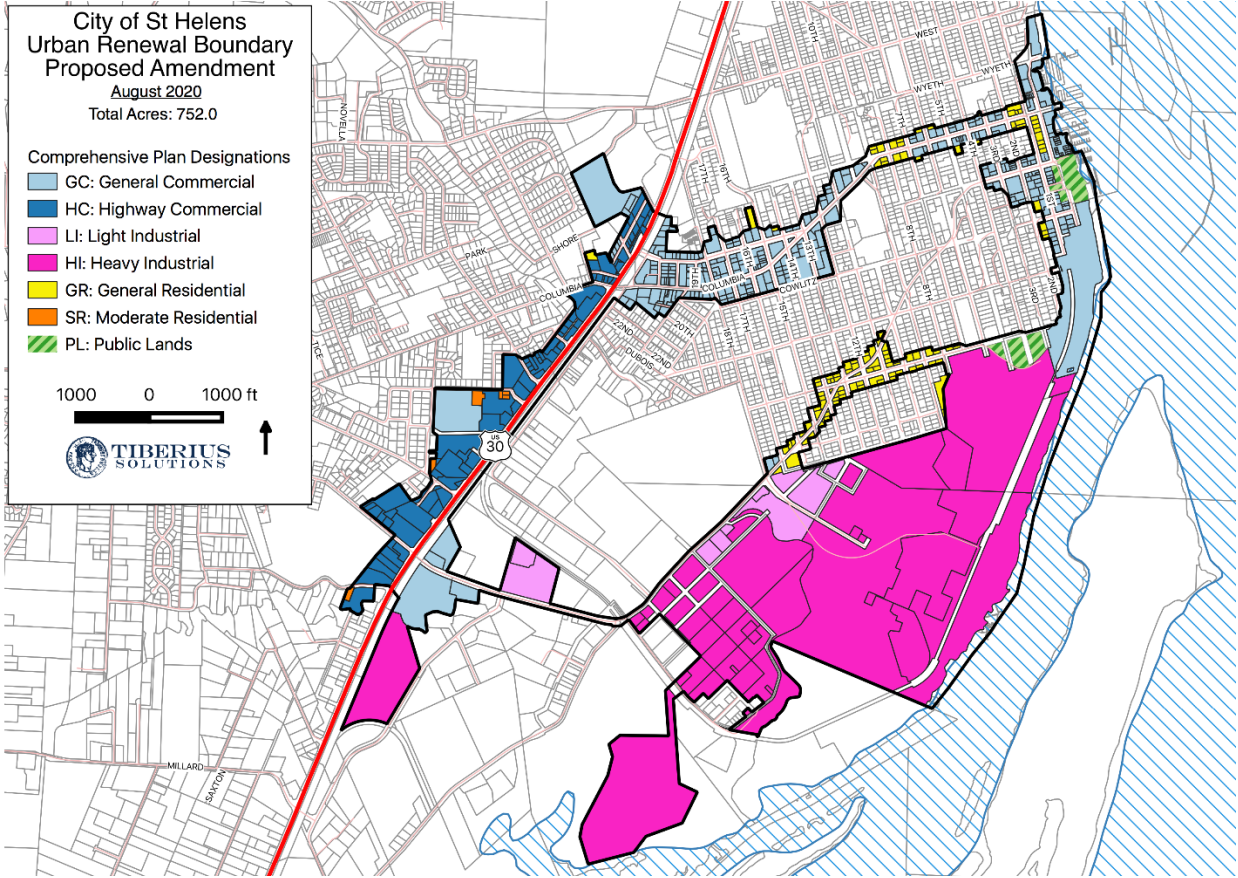


Source: AKS Engineering

8. Proposed Land Uses

(Note: Exhibit 9 is deleted and replaced with current boundary)

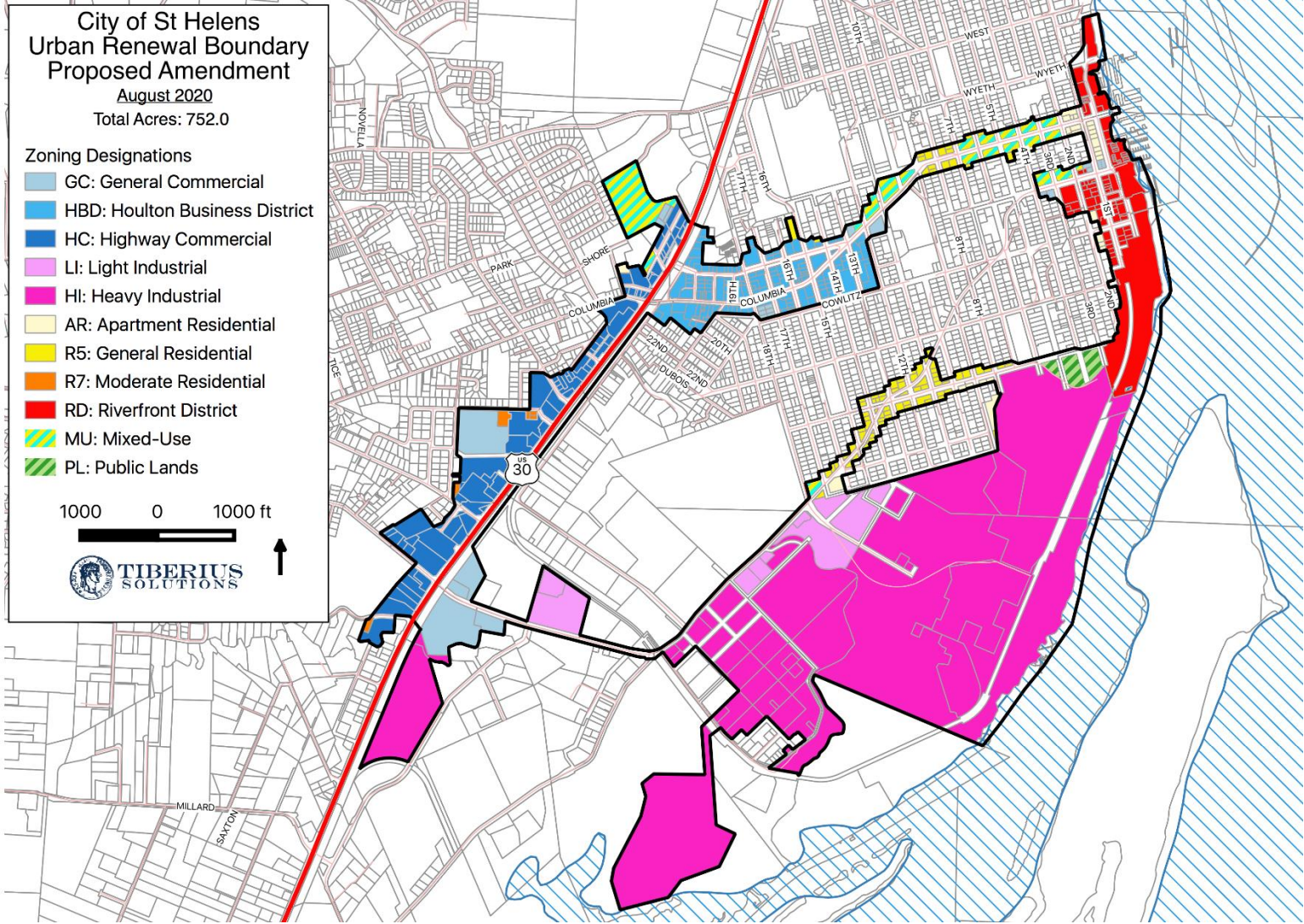
Exhibit 9. Comprehensive Plan Designations



Source: Tiberius Solutions using City of St Helens. Certified Tax Roll Data FY 19-20

(Note: Exhibit 10 is deleted and replaced with current boundary)

Exhibit 10. St. Helens Zoning Designations



Source: Tiberius Solutions using City of St Helens. Certified Tax Roll Data FY 19-20

10. Appendices

The Legal description is deleted and replaced in its entirety

EXHIBIT A

Urban Renewal Area

St. Helens, Oregon

A tract of land and road right-of-ways located in Sections 3, 4, 5, 8, 9, and 10, Township 4 North, Range 1 West, and Section 34, Township 5 North, Range 1 West, Willamette Meridian, City of St. Helens, Columbia County, Oregon, and being more particularly described as follows:

Beginning at the most northerly corner of Block 6 of the plat “Georgetown”, also being on the southwesterly right-of-way line of Howard Street, located in the Northwest One-Quarter of Section 4, Township 4 North, Range 1 West, Willamette Meridian, City of St. Helens, Columbia County, Oregon (Assessor’s Map 04 01 04 BD):

1. Thence along said southwesterly right-of-way line, Southeasterly 314 feet, more or less, to the northwesterly right-of-way line of Columbia River Highway (US 30) (Assessor’s Map 04 01 04 BD);
2. Thence leaving said northwesterly right-of-way line, Easterly 196 feet, more or less, to the northwesterly corner of Document Number 2015-008660, also being on the southeasterly right-of-way line of Portland & Western Railroad (Assessor’s Map 04 01 04 BD);
3. Thence along the northerly line of said deed, Easterly 73 feet, more or less, to the northeasterly corner of said deed (Assessor’s Map 04 01 04 BD);
4. Thence along the easterly line of said deed, Southerly 125 feet, more or less, to the northerly line of Document Number 2020-003060 (Assessor’s Map 04 01 04 BD);
5. Thence along said northerly line, Easterly 86 feet, more or less, to the northeasterly corner of said deed (Assessor’s Map 04 01 04 BD);
6. Thence along the easterly line of said deed, Southerly 90 feet, more or less, to the southeasterly corner of said deed (Assessor’s Map 04 01 04 BD);
7. Thence along the southerly line of said deed, Westerly 141 feet, more or less, to the northwesterly corner of Document Number 2016-006289 (Assessor’s Map 04 01 04 BD);
8. Thence along the westerly line of said deed, Southerly 280 feet, more or less, to the southwesterly corner of said deed, also being on the northerly line of the plat “Midway Lots” (Assessor’s Map 04 01 04 BD);
9. Thence along said northerly line, Easterly 435 feet, more or less, to the northwesterly corner of Document Number 2013-003735 (Assessor’s Map 04 01 04 BD);
10. Thence along the northerly line of said deed, Easterly 63 feet, more or less, to the northeasterly corner of said deed, also being on the westerly right-of-way line of N 18th Street (Assessor’s Map 04 01 04 BD);
11. Thence leaving said westerly right-of-way line, Northeasterly 133 feet, more or less, to the southwesterly corner of Lot 4, Block 144 of the plat “St. Helens” (Assessor’s Map 04 01 04 BD);
12. Thence along the southerly line of said Lot 4, Easterly 100 feet, more or less, to the southeasterly corner of said Lot 4 (Assessor’s Map 04 01 04 BD);

13. Thence along the easterly line of said Lot 4 and the northerly extension thereof, Northerly 174 feet, more or less, to the northwesterly corner of Lot 17 of said Block 144 (Assessor's Map 04 01 04 BD);
14. Thence along the northerly line of said Lot 17, Easterly 100 feet, more or less, to the northeasterly corner of said Lot 17, also being on the westerly right-of-way line of N 17th Street (Assessor's Map 04 01 04 BD);
15. Thence along said westerly right-of-way line, Southerly 116 feet, more or less, to the southeasterly corner of Lot 18 of said Block 144 (Assessor's Map 04 01 04 BD);
16. Thence leaving said westerly right-of-way line, Southeasterly 150 feet, more or less, to the easterly right-of-way line of N 17th Street, also being on a line that is parallel with and 9.00 feet southerly of the northerly line of Lot 2, Block 139 of said plat (Assessor's Map 04 01 04 BD);
17. Thence along said parallel line, Easterly 100 feet, more or less, to the easterly line of said Lot 2 (Assessor's Map 04 01 04 BD);
18. Thence along said easterly line, Northerly 9 feet, more or less, to the northwesterly corner of Lot 21 of said Block 139 (Assessor's Map 04 01 04 BD);
19. Thence along the north line of said Lot 21, Easterly 100 feet, more or less, to the northeasterly corner of said Lot 21, also being on the westerly right-of-way line of N 16th Street (Assessor's Map 04 01 04 BD);
20. Thence leaving said westerly right-of-way line, Northeasterly 100 feet, more or less, to the southwest corner of Lot 4, Block 128 of said plat (Assessor's Map 04 01 04 AC);
21. Thence along the southerly line of said Lot 4, Easterly 100 feet, more or less, to the southeasterly corner of said Lot 4 (Assessor's Map 04 01 04 AC);
22. Thence along the easterly line of said Lot 4 and the northerly extension thereof, Northerly 290 feet, more or less, to the northwesterly corner of Lot 15 of said Block 128 (Assessor's Map 04 01 04 AC);
23. Thence along the northerly line of said Lot 15, Easterly 100 feet, more or less, to the northeasterly corner of said Lot 15, also being on the westerly right-of-way line of N 15th Street (Assessor's Map 04 01 04 AC);
24. Thence along said westerly right-of-way line, Southerly 290 feet, more or less, to the northeasterly corner of Lot 20 of said Block 128 (Assessor's Map 04 01 04 AC);
25. Thence leaving said westerly right-of-way line, Southeasterly 100 feet, more or less, to the northwesterly corner of Lot 2, Block 123 of said plat, also being the southwest corner of Document Number 1998-011310 (Assessor's Map 04 01 04 AC);
26. Thence along the southerly line of said deed, Northeasterly 115 feet, more or less, to the westerly line of Lot 20 said Block 123 (Assessor's Map 04 01 04 AC);
27. Thence along said westerly line, Southerly 40 feet, more or less, to the southwest corner of said Lot 20 (Assessor's Map 04 01 04 AC);
28. Thence along the southerly line of said Lot 20, Easterly 100 feet, more or less, to the southeasterly corner of said Lot 20, also being on the westerly right-of-way of N 13th Street (Assessor's Map 04 01 04 AC);
29. Thence along said westerly right-of-way line, Southerly 58 feet, more or less, to the northeasterly corner of Lot 22 of said Block 123 (Assessor's Map 04 01 04 AC);

30. Thence along the easterly extension of the northerly line of said Lot 22, Easterly 280 feet, more or less, to the northeasterly corner of Lot 22, Block 112 of said plat, also being on the westerly right-of-way line of N 13th Street (Assessor's Map 04 01 04 AC);
31. Thence leaving said westerly right-of-way line, Northeasterly 139 feet, more or less, to the northwesterly corner of Lot 3, Block 107 of said plat (Assessor's Map 04 01 04 AC);
32. Thence along the northerly line of said Lot 3 and the easterly extension thereof, Easterly 200 feet, more or less, to the southeasterly corner of Lot 19 of said Block 107, also being on the westerly right-of-way line of N 12th Street (Assessor's Map 04 01 04 AC);
33. Thence leaving said westerly right-of-way line, Northeasterly 203 feet, more or less, to a point on the easterly right-of-way line of North 12th Street, which bears northerly 12 feet from the northwesterly corner of Lot 6, Block 96 of said plat (Assessor's Map 04 01 04 AB);
34. Thence along a line parallel with and 12 feet northerly of the northerly line of said Lot 6, Easterly 100 feet, more or less, to the north-south centerline of said Block 96 (Assessor's Map 04 01 04 AB);
35. Thence along said north-south centerline, Northerly 120 feet, more or less, to a point which bears northerly 16 feet from the northwesterly corner of Lot 15 of said Block 96, also being the southwesterly corner of Document Number 1995-010731 (Assessor's Map 04 01 04 AB);
36. Thence along the southerly line of said deed, Easterly 100 feet, more or less, to the southeasterly corner of said deed, also being on the westerly right-of-way line of N 11th Street (Assessor's Map 04 01 04 AB);
37. Thence leaving said westerly right-of-way line, Northeasterly 178 feet, more or less, to the northwesterly corner of Block 91 of said plat, also being the intersection of the easterly right-of-way line of N 11th Street and the southerly right-of-way line of Willamette Street (Assessor's Map 04 01 04 AA);
38. Thence along said southerly right-of-way line, Easterly 290 feet, more or less, to the northwesterly corner of Block 80 of said plat (Assessor's Map 04 01 04 AA);
39. Thence leaving said southerly right-of-way line, Northeasterly 215 feet, more or less, to the southeasterly corner of Block 79 of said plat, also being the intersection of the westerly right-of-way line of N 9th Street and the northerly right-of-way line of Willamette Street (Assessor's Map 04 01 04 AA);
40. Thence Northeasterly 141 feet, more or less, to the southwesterly corner of Lot 3, Block 76 of said plat, also being on the easterly right-of-way line of N 9th Street (Assessor's Map 04 01 04 AA);
41. Thence along the southerly line of said Lot 3 and the easterly extension thereof, Easterly 660 feet, more or less, to the southwesterly corner of Lot 20, Block 60 of said plat (Assessor's Map 04 01 04 AA);
42. Thence along the westerly line of said Lot 20, Northerly 58 feet, more or less, to the northwesterly corner of said Lot 20 (Assessor's Map 04 01 04 AA);
43. Thence along the northerly line of said Lot 20 and the easterly extension thereof, Easterly 280 feet, more or less, to the northeasterly corner of Lot 3, Block 47 of said plat (Assessor's Map 04 01 03 BB);

44. Thence along the easterly line of said Lot 3, Southerly 58 feet, more or less, to the northwesterly corner of Lot 21 of said Block 47 (Assessor's Map 04 01 03 BB);
45. Thence along the northerly line of said Lot 21 and the easterly extension thereof, Easterly 560 feet, more or less, to the southwesterly corner of Lot 20, Block 31 of said plat, also being the most westerly corner of Document Number 2015-002572 (Assessor's Map 04 01 03 BB);
46. Thence along the northwesterly line of said deed, Northeasterly 101 feet, more or less, to the northerly line of said Lot 20 (Assessor's Map 04 01 03 BB);
47. Thence along said northerly line, Easterly 30 feet, more or less, to the northeasterly corner of said Lot 20, also being on the westerly right-of-way line of N 3rd Street (Assessor's Map 04 01 03 BB);
48. Thence along said westerly right-of-way line, Southerly 58 feet, more or less, to the southeasterly corner of said Lot 20 (Assessor's Map 04 01 03 BB);
49. Thence leaving said westerly right-of-way line along the easterly extension of the southerly line of said Lot 20, Easterly 359 feet, more or less, to the northwesterly corner of Lot 2, Block 16 of said plat, also being on the easterly right-of-way line of N 2nd Street (Assessor's Map 04 01 03 BB);
50. Thence along said easterly right-of-way line, Northerly 29, more or less, to a point which bears northerly 29 feet from said northwesterly corner of Lot 2, also being the southwesterly corner of Document Number 2002-012148 (Assessor's Map 05 01 34 CC);
51. Thence along the southerly line of said deed and the easterly extension thereof, Easterly 280 feet, more or less, to the easterly right-of-way line of N 1st Street (Assessor's Map 05 01 34 CD);
52. Thence along said easterly right-of-way line, Northerly 573 feet, more or less, to the southwesterly corner of Block 14 of said plat, also being on the northwesterly right-of-way line of Wyeth Street (Assessor's Map 05 01 34 CC);
53. Thence along said northwesterly right-of-way line, Northeasterly 219 feet, more or less, to the southeasterly corner of Lot 14 of said Block 14, also being on the westerly right-of-way line of N River Street (Assessor's Map 05 01 34 CC);
54. Thence leaving said northwesterly right-of-way line and said westerly right-of-way line, Northeasterly 80 feet, more or less, to the intersection of the westerly extension of the southerly line of Lot 4, Block 1 of said plat and the easterly right-of-way line of N River Street (Assessor's Map 05 01 34 CD);
55. Thence along said easterly right-of-way line, Northerly 357 feet, more or less, to the westerly extension of the northerly line of Lot 9 of said Block 1 (Assessor's Map 05 01 34 CD);
56. Thence along said westerly extension and the northerly line of said Lot 9 and the easterly extension thereof, Easterly 208 feet, more or less, to the ordinary low water line of the Columbia River (Assessor's Map 05 01 34 CD);
57. Thence along said ordinary low water line, Southerly 605 feet, more or less, to the easterly extension of the southerly right-of-way line of Wyeth Street (Assessor's Map 05 01 34 CD);
58. Thence along said easterly extension, Westerly 104 feet, more or less, to the ordinary high water line of the Columbia River (Assessor's Map 05 01 34 CD);

59. Thence along said ordinary high water line, Southerly 949 feet, more or less, to the easterly extension of the northerly right-of-way line of Columbia Boulevard (Assessor's Map 05 01 34 CD);
60. Thence along said easterly extension, Easterly 99 feet, more or less, to the ordinary low water line of the Columbia River (Assessor's Map 05 01 34 CD);
61. Thence along said ordinary low water line, Southerly 80 feet, more or less, to the easterly extension of the southerly right-of-way line of Columbia Boulevard (Assessor's Map 04 01 03 BA);
62. Thence along said easterly extension, Westerly 106 feet, more or less, to the ordinary high water line (Assessor's Map 04 01 03 BA);
63. Thence along said ordinary high water line, Southerly 456 feet, more or less, to the northerly line of the plat "Replat of Lots 5 Through 15 Yacht's Landing Planned Unit Development" (Assessor's Map 04 01 03 BA D1);
64. Thence along said northerly line, Easterly 74 feet, more or less, to the easterly line of said plat (Assessor's Map 04 01 03 BA D1);
65. Thence along said easterly line, Southerly 316 feet, more or less, to the southeast corner of said plat (Assessor's Map 04 01 03 BA D1);
66. Thence along the easterly extension of the southerly line of said plat, Easterly 104 feet, more or less, to the ordinary low water line of the Columbia River (Assessor's Map 04 01 03 BA);
67. Thence along said ordinary low water line, Southerly 8,303 feet, more or less, to the northeasterly line of Parcel 2 of Partition Plat 2009-017 (Assessor's Map 04 01 09 00);
68. Thence along said northeasterly line and the northwesterly extension thereof, Westerly 2,376 feet, more or less, to the centerline of Milton Creek (Assessor's Map 04 01 09 00);
69. Thence along said centerline, Southerly 1,745 feet, more or less, to the northerly right-of-way line of Portland & Western Railroad (Assessor's Map 04 01 09 00);
70. Thence along said northerly right-of-way line, Westerly 437 feet, more or less, to the southwesterly extension of the northwesterly right-of-way line of Milton Way (Assessor's Map 04 01 09 00);
71. Thence along said southwesterly extension and said northwesterly right-of-way line, Northeasterly 296 feet, more or less, to the southerly corner of Lot 10, Block 5 of the plat "South St. Helens Addition" (Assessor's Map 04 01 09 BD);
72. Thence along the southwesterly line of said Lot 10, Northwesterly 66 feet, more or less, to the westerly corner of said Lot 10 (Assessor's Map 04 01 09 BD);
73. Thence along the northwesterly line of said Lot 10, Northeasterly 100 feet, more or less, to the northerly corner of said Lot 10, also being on the southwesterly right-of-way line of Morris Avenue (Assessor's Map 04 01 09 BD);
74. Thence along said southwesterly right-of-way line, Southeasterly 78 feet, more or less, to the easterly corner of said Lot 10, also being on the northwesterly right-of-way line of Milton Way (Assessor's Map 04 01 09 BD);
75. Thence along said northwesterly right-of-way line, Northeasterly 211 feet, more or less, to the easterly corner of Lot 23, Block 22 of said plat (Assessor's Map 04 01 09 BD);

76. Thence along the northeasterly line of said Lot 23, Northwesterly 143 feet, more or less, to the northerly corner of said Lot 23 (Assessor's Map 04 01 09 BD);
77. Thence along the northwesterly line of said Lot 23, Southwesterly 50 feet, more or less, to the northeasterly line of Lot 26 of said Block 22 (Assessor's Map 04 01 09 BD);
78. Thence along said northeasterly line, Northwesterly 10 feet, more or less, to the northerly corner of said Lot 26 (Assessor's Map 04 01 09 BD);
79. Thence along the northwesterly line of said Lot 26, Southwesterly 100 feet, more or less, to the westerly corner of said Lot 26, also being on the northeasterly right-of-way line of Morris Avenue (Assessor's Map 04 01 09 BD);
80. Thence along said northeasterly right-of-way line, Northwesterly 420 feet, more or less, to the northwesterly right-of-way line of 2nd Street (Assessor's Map 04 01 09 BD);
81. Thence along said northwesterly right-of-way line, Southwesterly 360 feet, more or less, to the easterly corner of Lot 16, Block 7 of said plat (Assessor's Map 04 01 09 BD);
82. Thence along the northeasterly line of said Lot 16, Northwesterly 100 feet, more or less, to the northerly corner of said Lot 16 (Assessor's Map 04 01 09 BD);
83. Thence along the northwesterly line of said Lot 16 and the northwesterly line of Lot 17 of said Block 7, Southwesterly 174 feet, more or less, to the westerly corner of said Lot 17, also being on the northeasterly right-of-way line of Railroad Avenue (Assessor's Map 04 01 09 BD);
84. Thence along said northeasterly right-of-way line, Northwesterly 210 feet, more or less, to the northeasterly extension of the northwesterly line of Document Number 2003-009772 (Assessor's Map 04 01 09 00);
85. Thence along said northeasterly extension and the northwesterly line of said deed, Southwesterly 178 feet, more or less, to the westerly line of said deed (Assessor's Map 04 01 09 00);
86. Thence along said westerly line, Southerly 499 feet, more or less, to the southwesterly line of said deed, also being Reference Point 'A' (Assessor's Map 04 01 09 00);
87. Thence along the southerly extension of said westerly line, South 04°02'23" East 662.12 feet, more or less, (Assessor's Map 04 01 09 00);
88. Thence South 64°44'13" East 274.92 feet, more or less, (Assessor's Map 04 01 09 00);
89. Thence South 26°06'50" West 473.32 feet, more or less, (Assessor's Map 04 01 09 00);
90. Thence South 69°56'25" West 531.11 feet, more or less, (Assessor's Map 04 01 09 00);
91. Thence South 37°07'43" West 275.85 feet, more or less, (Assessor's Map 04 01 09 00);
92. Thence South 75°36'03" West 647.38 feet, more or less, (Assessor's Map 04 01 09 00);
93. Thence North 16°49'15" West 390.92 feet, more or less, (Assessor's Map 04 01 09 00);
94. Thence North 10°13'20" East 172.18 feet, more or less, (Assessor's Map 04 01 09 00);

95. Thence North 27°41'25" East 759.17 feet, more or less, (Assessor's Map 04 01 09 00);
96. Thence North 14°13'34" East 266.27 feet, more or less, (Assessor's Map 04 01 09 00);
97. Thence North 16°13'10" West 177.26 feet, more or less, (Assessor's Map 04 01 09 00);
98. Thence North 50°51'37" East 196.23 feet, more or less, (Assessor's Map 04 01 09 00);
99. Thence South 89°12'40" East 667.47 feet, more or less, to Reference Point 'B' on a line parallel with and 100 feet westerly of the westerly line of said deed, which bears South 85°57'36" West 100.00 feet from Reference Point 'A' (Assessor's Map 04 01 09 00);
100. Thence along said parallel line, Northerly 623 feet, more or less, to the southwesterly extension of the centerline of vacated 4th Street (Assessor's Map 04 01 09 00);
101. Thence along said southwesterly extension and the centerline of vacated 4th Street, Northeasterly 678 feet, more or less, to the centerline of vacated Morris Avenue (Assessor's Map 04 01 09 BD);
102. Thence along said centerline and the centerline of Morris Avenue, Northwesterly 490 feet, more or less, southwesterly extension of the southeasterly right-of-way line of 6th Street (Assessor's Map 04 01 09 BA);
103. Thence along said southwesterly extension, Northeasterly 30 feet, more or less, to the northeasterly right-of-way line of Morris Avenue (Assessor's Map 04 01 09 BA);
104. Thence along said northeasterly right-of-way line, Northwesterly 387 feet, more or less, to the northeasterly extension of the southerly line of City of St. Helens City Limits per Ordinance No. 2635 (Assessor's Map 04 01 09 BA);
105. Thence along said northeasterly extension and said southerly line, Southwesterly 210 feet, more or less, to a point on the northeasterly line of Lot 11, Block 12 of the plat of "South St. Helens Addition" that bears 66.14 feet, more or less, from the most easterly corner of said Lot 11 (Assessor's Map 04 01 09BA);
106. Thence along said northeasterly line, Southeasterly 66 feet, more or less, to the northwesterly right-of-way line of 7th Street (Assessor's Map 04 01 09 BA);
107. Thence along said northwesterly right-of-way line, Southwesterly 210 feet, more or less, to the southerly corner of Block 12 of said plat, also being on the northeasterly right-of-way line of Railroad Avenue (Assessor's Map 04 01 09 BA);
108. Thence along said northeasterly right-of-way line, Northwesterly 241 feet, more or less, to the westerly corner of said Block 12, also being on the southeasterly right-of-way line of Old Portland Road (Assessor's Map 04 01 09 BA);
109. Thence along said southeasterly right-of-way line, Southwesterly 138 feet, more or less, to the southwesterly right-of-way line of Portland & Western Railroad (Assessor's Map 04 01 09 00);
110. Thence leaving said southeasterly right-of-way line and said southwesterly right-of-way line, Westerly 110 feet, more or less, to the intersection of the northwesterly right-of-way line of Old Portland Road and the southerly right-of-way line of Gable Road (Assessor's Map 04 01 09 BB);

111. Thence along said southerly right-of-way line, Westerly 1,910 feet, more or less, to the northeasterly corner of Document Number 2004-006124 (Assessor's Map 04 01 08 AD);
112. Thence along the easterly line of said deed, Southerly 183 feet, more or less, to the southeasterly corner of said deed, also being on the northerly line of Lot 1 of the plat "McNulty Creek Industrial Park - Phase One" (Assessor's Map 04 01 08 AD);
113. Thence along said northerly line, Westerly 313 feet, more or less, to the southeasterly line of Parcel 2 of Partition Plat 1995-004 (Assessor's Map 04 01 08 A0);
114. Thence along said southeasterly line, Southwesterly 711 feet, more or less, to the southwesterly corner of Parcel 3 of said plat, also being on the northerly line of Document Number 2013-005893 (Assessor's Map 04 01 08 A0);
115. Thence along said northerly line, Southwesterly 422 feet, more or less, to the northwesterly corner of said deed, also being on the northeasterly line of Lot 10 of said plat "McNulty Creek Industrial Park - Phase One" (Assessor's Map 04 01 08 A0);
116. Thence along said northeasterly line, Southeasterly 603 feet, more or less, to the most easterly corner of said Lot 10, also being on the northwesterly right-of-way line of McNulty Way (Assessor's Map 04 01 08 00);
117. Thence along said northwesterly right-of-way line, Southwesterly 884 feet, more or less, to the southeasterly corner of said Lot 10 (Assessor's Map 04 01 08 00);
118. Thence along the southerly line of said Lot 10, Westerly 675 feet, more or less, to the southeasterly right-of-way line of Portland & Western Railroad (Assessor's Map 04 01 08 00);
119. Thence along said southeasterly right-of-way line, Northeasterly 1,986 feet, more or less, to the most westerly corner of said Parcel 2 of Partition Plat 1995-004 (Assessor's Map 04 01 08 A0);
120. Thence leaving said southeasterly right-of-way line, Northwesterly 214 feet, more or less, to the intersection of the northerly right-of-way of Firlok Road and the northwesterly right-of-way line of Columbia River Highway (US 30) (Assessor's Map 04 01 08 AC);
121. Thence along said northerly right-of-way line, Westerly 197 feet, more or less, to the northerly extension of the easterly line of Document Number 2018-000361 (Assessor's Map 04 01 08 AC);
122. Thence along said northerly extension and the easterly line of said deed, Southerly 233 feet, more or less, to the southeasterly corner of said deed (Assessor's Map 04 01 08 AC);
123. Thence along the southerly line of said deed, Westerly 687 feet, more or less, to the southeasterly corner of Document Number 2015-009716 (Assessor's Map 04 01 08 AC);
124. Thence along the easterly line of said deed, Northerly 287 feet, more or less, to the northeasterly corner of said deed, also being on the southerly right-of-way line of Firlok Road (Assessor's Map 04 01 08 AC);
125. Thence along said southerly right-of-way line, Easterly 39 feet, more or less, to the southwesterly extension of the southeasterly line of Deed Book 104 Page 262 (Assessor's Map 04 01 08 AC);

126. Thence along said southwesterly extension and the southeasterly line of said deed and the northeasterly extension thereof, Northeasterly 905 feet, more or less, to the northeasterly right-of-way line of C N Gable Road (Assessor's Map 04 01 08 AB);
127. Thence along said northeasterly right-of-way line, Northwesterly 618 feet, more or less, to the southerly corner of Partition Plat 1999-034 (Assessor's Map 04 01 08 AB);
128. Thence along the southeasterly line of said plat and the northeasterly extension thereof, Northeasterly 634 feet, more or less, to the northerly corner of Document Number 1994-007589 (Assessor's Map 04 01 08 AB);
129. Thence along the northeasterly line of said deed, Southeasterly 284 feet, more or less, to the northwesterly line of Block 4 of the plat "Golf Club Addition" (Assessor's Map 04 01 08 AB);
130. Thence along said northwesterly line, Northeasterly 2 feet, more or less, to the most westerly corner of Document Number 2018-009998 (Assessor's Map 04 01 08 AB);
131. Thence along the northwesterly line of said deed, Northeasterly 410 feet, more or less, to the most northerly corner of said deed, also being on the southwesterly right-of-way line of Sykes Road (Assessor's Map 04 01 08 AB);
132. Thence leaving said southwesterly right-of-way, Northerly 90 feet, more or less, to the southeasterly corner of Document Number 1990-002112, also being on the northeasterly right-of-way line of Sykes Road (Assessor's Map 04 01 05 DD);
133. Thence along said northeasterly right-of-way line, Northwesterly 5 feet, more or less, to the southwesterly corner of said deed (Assessor's Map 04 01 05 DD);
134. Thence along the westerly line of said deed, Northerly 210 feet, more or less, to the northwesterly corner of said deed (Assessor's Map 04 01 05 DD);
135. Thence along the northerly line of said deed, Easterly 80 feet, more or less, to the southeasterly corner of Document Number 2015-001316 (Assessor's Map 04 01 05 DD);
136. Thence along the easterly line of said deed, Northerly 80 feet, more or less, to the northeasterly corner of said deed (Assessor's Map 04 01 05 DD);
137. Thence along the northerly line of said deed, Westerly 100 feet, more or less, to the northwesterly corner of said deed, also being on the easterly right-of-way line of Matzen Street (Assessor's Map 04 01 05 DD);
138. Thence along said easterly right-of-way line, Northerly 30 feet, more or less, to the southwesterly corner of Document Number 2003-000984 (Assessor's Map 04 01 05 DD);
139. Thence along the southerly line of said deed, Easterly 100 feet, more or less, to the southeasterly corner of said deed (Assessor's Map 04 01 05 DD);
140. Thence along the easterly line of said deed, Northerly 210 feet, more or less, to the northeasterly corner of said deed, also being on the southerly right-of-way line of South Road (Assessor's Map 04 01 05 DD);
141. Thence leaving said southerly right-of-way, Northwesterly 69 feet, more or less, to the intersection of the northerly right-of-way line of South Road and the easterly right-of-way line of Matzen Street (Assessor's Map 04 01 05 DD);
142. Thence along said easterly right-of-way line, Northerly 610 feet, more or less, to the centerline of McBride Street (Assessor's Map 04 01 05 DD);

143. Thence along said centerline, Easterly 930 feet, more or less, to the southerly extension of the westerly line of Parcel 1 of Partition Plat 1998-005 (Assessor's Map 04 01 05 DA);
144. Thence along said southerly extension and the wester line of said Parcel 1, Northerly 482 feet, more or less, to the northwesterly corner of said Parcel 1, also being on the southerly right-of-way line of Harris Street (Assessor's Map 04 01 05 DA);
145. Thence along said southerly right-of-way line, Easterly 173 feet, more or less, to the northeasterly corner of said Parcel 1, also being on the southwesterly right-of-way line of Vernonia Road (Assessor's Map 04 01 05 DA);
146. Thence leaving said southwesterly right-of-way line, Southeasterly 111 feet, more or less, to the intersection of the northeasterly right-of-way line of Vernonia Road and the southeasterly right-of-way line of Little Street (Assessor's Map 04 01 05 DA);
147. Thence along said southeasterly right-of-way line and the northeasterly extension thereof, Northeasterly 317 feet, more or less, to the southwesterly line of the plat "Little's Subdivision in St. Helens" (Assessor's Map 04 01 04 CB);
148. Thence along said southwesterly line, Southeasterly 37 feet, more or less, to the southeasterly right-of-way line of Little Street (Assessor's Map 04 01 04 CB);
149. Thence along said southeasterly right-of-way line, Northeasterly 765 feet, more or less, to the centerline of Milton Creek (Assessor's Map 04 01 04 CB);
150. Thence along said centerline, Northwesterly 264 feet, more or less, to the most westerly corner of Document Number 2013-004968, also being on the southeasterly right-of-way line of Columbia Boulevard (Assessor's Map 04 01 04 CB);
151. Thence leaving said southeasterly right-of-way line, Northerly 25 feet, more or less, when measured at right angles, to the centerline of Columbia Boulevard (Assessor's Map 04 01 04 BC);
152. Thence along said centerline, Easterly 411 feet, more or less, to the southerly extension of the easterly right-of-way line of Bradley Street (Assessor's Map 04 01 04 BC);
153. Thence along said southerly extension and the easterly right-of-way line of Bradley Street, Northerly 417 feet, more or less, to the northwesterly corner of Document Number 2015-004926 (Assessor's Map 04 01 04 BC);
154. Thence along the northerly line of said deed, Easterly 140 feet, more or less, to the northeasterly corner of said deed (Assessor's Map 04 01 04 BC);
155. Thence along the easterly line of said deed, Southerly 69 feet, more or less, to the northwesterly corner of Document Number 2017-003401 (Assessor's Map 04 01 04 BC);
156. Thence along the northerly line of said deed, Easterly 148 feet, more or less, to the northeasterly corner of said deed (Assessor's Map 04 01 04 BC);
157. Thence along the easterly line of said deed, Southeasterly 158 feet, more or less, to the northwesterly right-of-way line of Kelly Street (Assessor's Map 04 01 04 BC);
158. Thence along said northwesterly right-of-way line, Northeasterly 28 feet, more or less, to the southerly corner of Deed Book 232 Page 815 (Assessor's Map 04 01 04 BC);
159. Thence along the southwesterly line of said deed, Northwesterly 100 feet, more or less, to the westerly corner of said deed, also being on the northwesterly line of the plat "Georgetown" (Assessor's Map 04 01 04 BC);

160. Thence along said northwesterly line, Northeasterly 584 feet, more or less, to the southeasterly extension of the northeasterly line of Document Number 2005-014129 (Assessor's Map 04 01 04 BC);
161. Thence along said southeasterly extension and said northeasterly line of said deed, Northwesterly 120 feet, more or less, to the southerly line of Parcel 2 of Partition Plat 2005-028 (Assessor's Map 04 01 04 B0);
162. Thence along said southerly line, Southwesterly 405 feet, more or less, to the southwesterly corner of said Parcel 2 (Assessor's Map 04 01 04 B0);
163. Thence along the westerly line of said Parcel 2, Northwesterly 808 feet, more or less, to the northwesterly corner of said Parcel 2 (Assessor's Map 04 01 04 B0);
164. Thence along the northerly line of said Parcel 2, Northeasterly 520 feet, more or less, to the northeasterly corner of said Parcel 2, also being on the northwesterly right-of-way line of Commons Drive (Assessor's Map 04 01 04 B0);
165. Thence along the easterly line of said Parcel 2, Southeasterly 872 feet, more or less, to the southwesterly right-of-way line of Howard Street (Assessor's Map 04 01 04 BD);
166. Thence along said southwesterly right-of-way line, Southeasterly 47 feet, more or less, to the Point of Beginning (Assessor's Map 04 01 04 BD).

Excepting the following parcels:

Parcel 1:

Beginning at the northwesterly corner of Lot 9, Block 75 of the plat "St. Helens", located in the Northeast One-Quarter of Section 4, Township 4 North, Range 1 West, Willamette Meridian, City of St. Helens, Columbia County, Oregon (Assessor's Map 04 01 04 AA):

200. Thence along the northerly line of said Lot 9 and the easterly extension thereof, Easterly 560 feet, more or less, to the northwesterly corner of Lot 9, Block 59 of said plat, also being on the easterly right-of-way line of S 7th Street (Assessor's Map 04 01 04 AA);
201. Thence along said easterly right-of-way line, Southerly 58 feet, more or less, to the southwesterly corner of said Lot 9 (Assessor's Map 04 01 04 AA);
202. Thence along the southerly line of said Lot 9, Easterly 100 feet, more or less, to the southeasterly corner of said Lot 9 (Assessor's Map 04 01 04 AA);
203. Thence along the easterly line of said Lot 9, Northerly 58 feet, more or less, to the southwesterly corner of Lot 13 of said Block 59 (Assessor's Map 04 01 04 AA);
204. Thence along the southerly line of said Lot 13 and the easterly extension thereof, Easterly 360 feet, more or less, to the northwesterly corner of Lot 9, Block 43 of said plat, also being on the easterly right-of-way line of S 5th Street (Assessor's Map 04 01 03 BB);
205. Thence along said easterly right-of-way line, Southerly 116 feet, more or less, to the southwesterly corner of Lot 8, Block 43 of said plat (Assessor's Map 04 01 03 BB);

206. Thence along the southerly line of said Lot 8, Easterly 100 feet, more or less, to the southeasterly corner of said Lot 8 (Assessor's Map 04 01 03 BB);
207. Thence along the easterly line of said Lot 8 and the northerly extension thereof, Northerly 116 feet, more or less, to the southwesterly corner of Lot 13 of said Block 43 (Assessor's Map 04 01 03 BB);
208. Thence along the southerly line of said Lot 13 and the easterly extension thereof, Easterly 180 feet, more or less, to the northwesterly corner of Lot 9, Block 32 of said plat, also being on the easterly right-of-way line of S 4th Street (Assessor's Map 04 01 03 BB);
209. Thence along said easterly right-of-way line, Southerly 58 feet, more or less, to the southwesterly corner of said Lot 9 (Assessor's Map 04 01 03 BB);
210. Thence along the southerly line of said Lot 9, Easterly 100 feet, more or less, to the southeasterly corner of said Lot 9 (Assessor's Map 04 01 03 BB);
211. Thence along the easterly line of said Lot 9, Northerly 55 feet, more or less, to a line that is parallel with and 3 feet southerly of the southerly line of Lot 13 of said Block 32 (Assessor's Map 04 01 03 BB);
212. Thence along said parallel line, Easterly 100 feet, more or less, to the westerly right-of-way line of S 3rd Street (Assessor's Map 04 01 03 BB);
213. Thence leaving said westerly right-of-way line, Easterly 80 feet, more or less, to the northwesterly corner of Lot 9, Block 27 of said plat, also being on the easterly right-of-way line of S 3rd Street (Assessor's Map 04 01 03 BB);
214. Thence along the northerly line of said Lot 9 and the easterly extension thereof, Easterly 480 feet, more or less, to the northeasterly corner of Lot 14, Block 17 of said plat, also being on the westerly right-of-way line of S 1st Street (Assessor's Map 04 01 03 BB);
215. Thence along said westerly right-of-way line, Southerly 389 feet, more or less, to a line which is parallel with and 17 feet northerly of the southerly line of Lot 20 of said Block 17 (Assessor's Map 04 01 03 BA);
216. Thence along said parallel line, Westerly 115 feet, more or less, to a line which is parallel with and 15 feet westerly of the westerly line of said Lot 20 (Assessor's Map 04 01 03 BA);
217. Thence along said parallel line, Northerly 3 feet, more or less, to a line which is parallel with and 20 feet northerly of the southerly line of Lot 3 of said Block 17 (Assessor's Map 04 01 03 BA);
218. Thence along said parallel line, Westerly 85 feet, more or less, to the easterly right-of-way line of S 2nd Street (Assessor's Map 04 01 03 BA);
219. Thence leaving said easterly right-of-way line, Westerly 82 feet, more or less, to the southeasterly corner of Lot 20, Block 27 of said plat (Assessor's Map 04 01 03 BB);
220. Thence along the southerly line of said Lot 20, Westerly 100 feet, more or less, to the southwesterly corner of said Lot 20 (Assessor's Map 04 01 03 BB);
221. Thence along the westerly line of said Lot 20, Northerly 58, more or less, to the southeasterly corner of Lot 4 of said Block 27 (Assessor's Map 04 01 03 BB);
222. Thence along the southerly line of said Lot 4 and the westerly extension thereof, Westerly 380 feet, more or less, to the northwesterly corner of Lot 3, Block 32 of said plat, also being on the easterly right-of-way line of S 4th Street (Assessor's Map 04 01 03 BB);

223. Thence along said easterly right-of-way line, Southerly 326 feet, more or less, to the northwesterly corner of Lot 10, Block 33 of said plat (Assessor's Map 04 01 03 BB);
224. Thence along the northerly line of said Lot 10, Easterly 100 feet, more or less, to the northeasterly corner of said Lot 10 (Assessor's Map 04 01 03 BB);
225. Thence along the easterly line of said Lot 10, Southerly 57 feet, more or less, to the northwesterly corner of Lot 14 of said Block 33 (Assessor's Map 04 01 03 BB);
226. Thence along the northerly line of said Lot 14, Easterly 100 feet, more or less, to the northeasterly corner of said Lot 14, also being on the westerly right-of-way line of S 3rd Street (Assessor's Map 04 01 03 BB);
227. Thence leaving said westerly right-of-way line, Southeasterly 131 feet, more or less, to the northwesterly corner of the plat "Anya's Dreams", also being on the easterly right-of-way line of S 3rd Street (Assessor's Map 04 01 03 BB);
228. Thence along said easterly right-of-way line, Southerly 171 feet, more or less, to the southwesterly corner of said plat (Assessor's Map 04 01 03 BD);
229. Thence along the southerly line of said plat, Easterly 227 feet, more or less, to the southeasterly corner of said plat, also being on the westerly right-of-way line of S 2nd Street (Assessor's Map 04 01 03 BD);
230. Thence leaving said westerly right-of-way line, Easterly 81 feet, more or less, to the northwesterly corner of Lot 4, Block 18 of the plat "St. Helens", also being on the easterly right-of-way line of S 2nd Street (Assessor's Map 04 01 03 BD);
231. Thence along said easterly right-of-way line, Southerly 144 feet, more or less, to the northwesterly corner of Document Number 1991-005340 (Assessor's Map 04 01 03 BD);
232. Thence along the northerly line of said deed, Easterly 92 feet, more or less, to the northeasterly corner of said deed (Assessor's Map 04 01 03 BD);
233. Thence along the easterly line of said deed and the southerly extension thereof, Southerly 161 feet, more or less, to the southerly right-of-way line of Cowlitz Street (Assessor's Map 04 01 03 BD);
234. Thence along said southerly right-of-way line, Westerly 92 feet, more or less, to the easterly right-of-way line of S 2nd Street (Assessor's Map 04 01 03 BD);
235. Thence along said easterly right-of-way line, Southerly 232 feet, more or less, to the northwesterly corner of Lot 7, Block 19 of said plat (Assessor's Map 04 01 03 BD);
236. Thence along the northerly line of said Lot 7, Easterly 100 feet, more or less, to the northeasterly corner of said Lot 7 (Assessor's Map 04 01 03 BD);
237. Thence along the easterly line of said Lot 7 and the southerly extension thereof, Southerly 232 feet, more or less, to the southeasterly corner of Lot 4 of said Block 19 (Assessor's Map 04 01 03 BD);
238. Thence along the southerly line of said Lot 4, Westerly 10 feet, more or less, to a line which is parallel with and 10 feet westerly of the north-south centerline of said Block 19 (Assessor's Map 04 01 03 BD);
239. Thence along said parallel line, Southerly 174 feet, more or less, to the northerly right-of-way line of Tualatin Street (Assessor's Map 04 01 03 BD);
240. Thence along said northerly right-of-way line, Westerly 90 feet, more or less, to the southwesterly corner of said Block 19, also being on the easterly right-of-way line of S 2nd Street (Assessor's Map 04 01 03 BD);

241. Thence along said easterly right-of-way line, Southerly 80 feet, more or less, to the northwesterly corner of Block 20 of said plat, also being on the southerly right-of-way line of Tualatin Street (Assessor's Map 04 01 03 BD);
242. Thence along said southerly right-of-way line, Easterly 100 feet, more or less, to the north-south centerline of said Block 20 (Assessor's Map 04 01 03 BD);
243. Thence along said north-south centerline, Southerly 174 feet, more or less, to the northeasterly corner of Lot 8 of said Block 20 (Assessor's Map 04 01 03 BD);
244. Thence Southerly 59 feet, more or less, to a point on the southerly line of said Lot 8, which bears Westerly 8.00 feet, more or less, from the southeasterly corner thereof (Assessor's Map 04 01 03 BD);
245. Thence Southerly 62 feet, more or less, to a point on the southerly line of Lot 7 of said Block 20, which bears Westerly 30.00 feet, more or less, from the southeasterly corner thereof (Assessor's Map 04 01 03 BD);
246. Thence along said southerly line, Westerly 70 feet, more or less, to the southwest corner of said Lot 7, also being on the easterly right-of-way line of S 2nd Street (Assessor's Map 04 01 03 BD);
247. Thence along said easterly right-of-way line, Southerly 184 feet, more or less, to the northwesterly line of Vacation Ordinance No. 1526 (deeded November 9, 1959), which bears Southerly 474 feet from the northwesterly corner of said Block 20 (Assessor's Map 04 01 03 CA);
248. Thence leaving said easterly right-of-way line along the northwesterly line of said Vacation Ordinance, Southerly 74 feet, more or less, to the centerline of S 2nd Street (Assessor's Map 04 01 03 CA);
249. Thence along said centerline, Southerly 62 feet, more or less, to the southerly right-of-way line of S 2nd Street (Assessor's Map 04 01 03 CA);
250. Thence along said southerly right-of-way line, Westerly 40 feet, more or less, to the easterly line of Lot 22, Block 24 of said plat, which bears Northerly 40 feet from the southeasterly corner thereof (Assessor's Map 04 01 03 CA);
251. Thence Southwest 57 feet, more or less, to a point on the southerly line of said Lot 22, which bears Westerly 40 feet from the southeasterly corner thereof (Assessor's Map 04 01 03 CA);
252. Thence along a line parallel with the easterly line of said Lot 22, Southerly 40 feet, more or less, to the centerline of vacated Plymouth Street (Assessor's Map 04 01 03 CA);
253. Thence along said vacated centerline and the centerline of Plymouth Street, Westerly 440 feet, more or less, to the easterly right-of-way line of S 4th Street (Assessor's Map 04 01 03 CA);
254. Thence leaving said centerline and said easterly right-of-way line, Westerly 89 feet, more or less, to the southeasterly corner of Block 40 of said plat, also being the intersection of the westerly right-of-way line of S 4th Street and the northerly right-of-way line of Plymouth Street (Assessor's Map 04 01 03 CB);
255. Thence along said northerly right-of-way line, Westerly 760 feet, more or less, to the southwest corner of Block 56 (Knighton Square) of said plat, also being on the easterly right-of-way line of S 7th Street (Assessor's Map 04 01 03 CB);
256. Thence leaving said northerly right-of-way line, Westerly 99 feet, more or less, to the northeasterly corner of Lot 22, Block 67 of said plat (Assessor's Map 04 01 03 CB);

257. Thence along the northerly line of said Lot 22 and the westerly extension thereof, Westerly 380 feet, more or less, to the southwesterly corner of Lot 21, Block 72 of said plat (Assessor's Map 04 01 04 DA);
258. Thence along the westerly line of said Lot 21, Northerly 58 feet, more or less, to the southeasterly corner of Lot 3 of said Block 72 (Assessor's Map 04 01 04 DA);
259. Thence along the southerly line of said Lot 3 and the westerly extension thereof, Westerly 380 feet, more or less, to the northwesterly corner of Lot 2, Block 83 of said plat, also being on the easterly right-of-way line of S 10th Street (Assessor's Map 04 01 04 DA);
260. Thence along said easterly right-of-way line, Southerly 58 feet, more or less, to the southwesterly corner of said Lot 2 (Assessor's Map 04 01 04 DA);
261. Thence leaving said easterly right-of-way line along the westerly extension of the southerly line of said Lot 2, Westerly 190 feet, more or less, to the north-south centerline of Block 88 of said plat (Assessor's Map 04 01 04 DA);
262. Thence along said north-south centerline, Northerly 290 feet, more or less, to the southerly line of Lot 7 of said Block 88 (Assessor's Map 04 01 04 DA);
263. Thence along said southerly line, Westerly 26 feet, more or less, southeasterly right-of-way line of Old Portland Road (Assessor's Map 04 01 04 DA);
264. Thence leaving said southerly line and said southeasterly right-of-way line, Northwesterly 60 feet, more or less, when measured at right angles, to the northwesterly right-of-way line of Old Portland Road (Assessor's Map 04 01 04 DA);
265. Thence along said northwesterly right-of-way line, Northeasterly 133 feet, more or less, to the northeasterly corner of Document Number 2009-006344 (Assessor's Map 04 01 04 DA);
266. Thence along the northerly line of said deed, Westerly 124 feet, more or less, to the northwesterly corner of said deed, also being on the easterly right-of-way line of S 11th Street (Assessor's Map 04 01 04 DA);
267. Thence along said easterly right-of-way line, Southerly 94 feet, more or less, to the northwesterly corner said Lot 7 (Assessor's Map 04 01 04 DA);
268. Thence leaving said easterly right-of-way line, Westerly 80 feet, more or less, to the northeasterly corner of Lot 16, Block 99 of said plat, also being on the westerly right-of-way line of S 11th Street (Assessor's Map 04 01 04 DA);
269. Thence along said westerly right-of-way line, Southerly 58 feet, more or less, to the northerly line of Lot 17 of said Block 99 (Assessor's Map 04 01 04 DA);
270. Thence along said northerly line, Westerly 100 feet, more or less, to the westerly line of said Lot 17 (Assessor's Map 04 01 04 DA);
271. Thence along said westerly line, Southerly 58 feet, more or less, to the northerly line of Lot 5 of said Block 99 (Assessor's Map 04 01 04 DA);
272. Thence along said northerly line and the westerly extension thereof, Westerly 180 feet, more or less, to the southeasterly corner of Lot 17, Block 104 of said plat, also being on the westerly right-of-way line of S 12th Street (Assessor's Map 04 01 04 DA);
273. Thence along said westerly right-of-way line, Southerly 58 feet, more or less, to the northerly line of Lot 19 of said Block 104 (Assessor's Map 04 01 04 DA);

274. Thence along said northerly line and the westerly extension thereof, Westerly 200 feet, more or less, to the northwesterly corner of Lot 4 of said Block 104, also being on the easterly right-of-way line of S 13th Street (Assessor's Map 04 01 04 DA);
275. Thence along said easterly right-of-way line, Southerly 58 feet, more or less, to the southwest corner of said Lot 4 (Assessor's Map 04 01 04 DA);
276. Thence leaving said easterly right-of-way line, Westerly 80 feet, more or less, to the northeasterly corner of Lot 20, Block 115 of said plat, also being on the westerly right-of-way line of S 13th Street (Assessor's Map 04 01 04 DA);
277. Thence along said westerly right-of-way line, Southerly 58 feet, more or less, to the southeasterly corner of said Lot 20 (Assessor's Map 04 01 04 DA);
278. Thence along the southerly line of said Lot 20 and the westerly extension thereof, Westerly 380 feet, more or less, to the northeasterly corner of Lot 2, Block 120 of said plat (Assessor's Map 04 01 04 DB);
279. Thence along the easterly line of said Lot 2 and the southerly extension thereof, Southerly 370 feet, more or less, to the northeasterly corner of Lot 8, Block 119 of said plat (Assessor's Map 04 01 04 DC);
280. Thence along the northerly line of said Lot 8, Westerly 100 feet, more or less, to the northwesterly corner of said Lot 8, also being on the easterly right-of-way line of S 15th Street (Assessor's Map 04 01 04 DC);
281. Thence leaving said easterly right-of-way line, Westerly 80 feet, more or less, to a point on the westerly right-of-way line of S 15th Street, which bears Northerly 3.00 feet, more or less, from the northeasterly corner of Lot 15, Block 132 of said plat (Assessor's Map 04 01 04 DC);
282. Thence along said westerly right-of-way line, Southerly 177 feet, more or less, to the northeasterly corner of Lot 18 of said Block 132 (Assessor's Map 04 01 04 DC);
283. Thence along the northerly line of said Lot 18, Westerly 100 feet, more or less, to the northwesterly corner of said Lot 18 (Assessor's Map 04 01 04 DC);
284. Thence along the westerly line of said Lot 18 and the southerly extension thereof, Southerly 116 feet, more or less, to the northeasterly corner of Lot 3 of said Block 132 (Assessor's Map 04 01 04 DC);
285. Thence along the northerly line of said Lot 3 and the westerly extension thereof, Westerly 180 feet, more or less, to the northeasterly corner of Lot 20, Block 135 of said plat, also being on the westerly right-of-way line of S 16th Street (Assessor's Map 04 01 04 DC);
286. Thence along said westerly right-of-way line, Southerly 53 feet, more or less, to a line which is parallel with and 5.00 feet northerly of the southerly line of said Lot 20 (Assessor's Map 04 01 04 DC);
287. Thence along said parallel line, Westerly 56 feet, more or less, to a line which is parallel with and 44.00 feet easterly of the westerly line of said Lot 20 (Assessor's Map 04 01 04 DC);
288. Thence along said parallel line, Southerly 5 feet, more or less, to the northerly line of Lot 21 of said Block 135 (Assessor's Map 04 01 04 DC);
289. Thence along said northerly line and the northerly line of Lot 2 of said Block 135, Westerly 54 feet, more or less, to a line which is parallel with and 10.00 feet westerly of the easterly line of said Lot 2 (Assessor's Map 04 01 04 DC);

290. Thence along said parallel line and the southerly extension thereof, Southerly 67 feet, more or less, to a line that is parallel with and 9.00 feet southerly of the southerly line of said Lot 2 (Assessor's Map 04 01 04 DC);
291. Thence along said parallel line, Westerly 90 feet, more or less, to the easterly right-of-way line of S 17th Street (Assessor's Map 04 01 04 DC);
292. Thence leaving said easterly right-of-way line, Westerly 80 feet, more or less, to a point on the westerly right-of-way line of S 17th Street, which bears 8.00 feet southerly, more or less, from the northeasterly corner of Lot 21, Block 148 of said plat (Assessor's Map 04 01 04 DC);
293. Thence along said westerly right-of-way line, Southerly 90 feet, more or less, to the centerline of vacated Umatilla Street (Assessor's Map 04 01 04 DC);
294. Thence along said centerline, Westerly 199 feet, more or less, to the easterly right-of-way line of S 18th Street (Assessor's Map 04 01 04 DC);
295. Thence along said easterly right-of-way line, Southerly 202 feet, more or less, to the northwesterly right-of-way line of Old Portland Road (Assessor's Map 04 01 04 DC);
296. Thence along said northwesterly right-of-way line, Southwesterly 2,772 feet, more or less, to the intersection of the northeasterly right-of-way line of Railroad Avenue and the northerly right-of-way line of Gable Road (Assessor's Map 04 01 09 B0);
297. Thence along said northerly right-of-way line, Westerly 1,077 feet, more or less, to the southwesterly corner of Document Number 2016-011282 (Assessor's Map 04 01 09 BB);
298. Thence along the westerly line of said deed, Northerly 501 feet, more or less, to the northwesterly corner of said deed, also being on the southwesterly right-of-way line of Portland & Western Railroad Spur (Assessor's Map 04 01 09 BB);
299. Thence along said southwesterly right-of-way line, Northwesterly 736 feet, more or less, to the westerly line of Document Number 2017-007835 (Assessor's Map 04 01 08 AA);
300. Thence along said westerly line, Southerly 753 feet, more or less, to said northerly right-of-way line of Gable Road (Assessor's Map 04 01 08 AA);
301. Thence along said northerly right-of-way line, Northwesterly 776 feet, more or less, to the southeasterly line of Parcel 1 of Partition Plat No. 1995-004 (Assessor's Map 04 01 08 AA);
302. Thence along said southeasterly line, Northeasterly 381 feet, more or less, to the east line of the J McNulty Donation Land Claim No. 50 (Assessor's Map 04 01 08 AA);
303. Thence along said east line, Northwesterly 416 feet, more or less, to the centerline of Portland & Western Railroad (Assessor's Map 04 01 08 AA);
304. Thence along said centerline, Northeasterly 3,799 feet, more or less, to the northwesterly extension of the southwesterly line of Document Number 1998-015060 (Assessor's Map 04 01 04 CB);
305. Thence leaving said centerline along said northwesterly extension and the southwesterly line of said deed and the southwesterly line of Document Number 1998-015062, Southeasterly 279 feet, more or less, to the southerly corner of Document Number 1998-015062 (Assessor's Map 04 01 04 CB);
306. Thence along the southeasterly line of said deed, Northeasterly 128 feet, more or less, to the southwesterly corner of Document Number 2005-010694 (Assessor's Map 04 01 04 CA);

307. Thence along the southwesterly line of said deed, Southeasterly 336 feet, more or less, to the westerly corner of Document Number 2013-009583 (Assessor's Map 04 01 04 CA);
308. Thence along the northwesterly line of said deed, Northeasterly 91 feet, more or less, to the northerly corner of said deed (Assessor's Map 04 01 04 CA);
309. Thence along the northeasterly line of said deed, Southeasterly 100 feet, more or less, to the easterly corner of said deed, also being on the northwesterly right-of-way line of Crouse Way (Assessor's Map 04 01 04 CA);
310. Thence along said northwesterly right-of-way line, Northeasterly 327 feet, more or less, to the westerly extension of the northerly right-of-way line of Church Street (Assessor's Map 04 01 04 CA);
311. Thence along said westerly extension and the northerly right-of-way line of Church Street, Easterly 502 feet, more or less, to the westerly right-of-way line of S 18th Street (Assessor's Map 04 01 04 CA);
312. Thence leaving said northerly right-of-way line, Southeasterly 123 feet, more or less, to the southwesterly corner of Block 145 of the plat "St. Helens", also being the intersection of the easterly right-of-way line of S 18th Street and the northerly right-of-way line of Cowlitz Street (Assessor's Map 04 01 04 CA);
313. Thence along said northerly right-of-way line, Easterly 1,600 feet, more or less, to the southeasterly corner of Block 106 of said plat, also being on the westerly right-of-way line of S 12th Street (Assessor's Map 04 01 04 AC);
314. Thence along said westerly right-of-way line, Northerly 628 feet, more or less, to the northeasterly corner of Lot 12, Block 106 of said plat (Assessor's Map 04 01 04 AC);
315. Thence leaving said westerly right-of-way line, Northeasterly 92 feet, more or less, to the intersection of the easterly right of way line of S 12th Street and the northerly right-of-way line of St. Helens Street (Assessor's Map 04 01 04 AD);
316. Thence along said northerly right-of-way line, Easterly 200 feet, more or less, to the westerly right-of-way line of S 11th Street (Assessor's Map 04 01 04 AD);
317. Thence leaving said northerly right-of-way line and said westerly right-of-way line, Northerly 280 feet, more or less, to the intersection of the easterly right-of-way line of S 11th Street and the southeasterly right-of-way line of Columbia Boulevard (Assessor's Map 04 01 04 00);
318. Thence along said southeasterly right-of-way line, Northeasterly 570 feet, more or less, to the westerly right-of-way line of S 9th Street (Assessor's Map 04 01 04 AA);
319. Thence leaving said southeasterly right-of-way line, Northeasterly 81 feet, more or less, to the Point of Beginning (Assessor's Map 04 01 04 AA).

Parcel 2:

Beginning at the southeasterly corner of Lot 12, Block 71 of the plat "St. Helens", also being on the westerly right-of-way line of S 8th Street, located in the Southwest One-Quarter of Section 3, Township 4 North, Range 1 West, Willamette Meridian, City of St. Helens, Columbia County, Oregon (Assessor's Map 04 01 03 CB):

400. Thence along said westerly right-of-way line, Southeasterly 174 feet, more or less, to the southeasterly corner of Lot 15 of said Block 71, also being on the southerly right-of-way line of S 8th Street (Assessor's Map 04 01 03 CB);
401. Thence along said southerly right-of-way line, Easterly 40 feet, more or less, to the centerline of S 8th Street, also being on the westerly line of the Heavy Industrial Zone boundary (Assessor's Map 04 01 03 CB);
402. Thence leaving said centerline along said westerly zone boundary line, Southwesterly 224 feet, more or less, to the northwesterly corner of Lot 19 of said Block 71 (Assessor's Map 04 01 03 00);
403. Thence continuing along said westerly zone boundary line, Southerly 544 feet, more or less, to the intersection of the easterly right-of-way line of S 9th Street and the southerly right-of-way line of East Street (Assessor's Map 04 01 03 00);
404. Thence along said southerly right-of-way line, Westerly 2,050 feet, more or less, to the westerly right-of-way line of S 16th Street (Assessor's Map 04 01 09 AB);
405. Thence along said westerly right-of-way line, Northerly 235 feet, more or less, to the northeasterly corner of Block 134 of said plat, also being on the southerly right-of-way line of Umatilla Street (Assessor's Map 04 01 04 DC);
406. Thence along said southerly right-of-way line, Easterly 180 feet, more or less, to the northwesterly corner of Lot 4, Block 133 of said plat, also being on the southerly extension of the north-south centerline of Block 132 of said plat (Assessor's Map 04 01 04 DC);
407. Thence along said southerly extension and the north-south centerline of said Block 132, Northerly 144 feet, more or less, to a line that is parallel with and 6.00 feet northerly of the northerly line of Lot 22 of said Block 132 (Assessor's Map 04 01 04 DC);
408. Thence along said parallel line, Easterly 100 feet, more or less, to the westerly right-of-way line of S 15th Street (Assessor's Map 04 01 04 DC);
409. Thence leaving said westerly right-of-way line, Northeasterly 96 feet, more or less, to the northwesterly corner of Lot 2, Block 119 of said plat, also being on the easterly right-of-way line of S 15th Street (Assessor's Map 04 01 04 DD);
410. Thence along said easterly right-of-way line, Northerly 58 feet, more or less, to the southwest corner of Lot 4 of said Block 119 (Assessor's Map 04 01 04 BC);
411. Thence along the southerly line of said Lot 4, Easterly 100 feet, more or less, to the southeasterly corner of said Lot 4 (Assessor's Map 04 01 04 DD);
412. Thence along the easterly line of said Lot 4, Northerly 58 feet, more or less, to the southwest corner of Lot 18 of said Block 119 (Assessor's Map 04 01 04 DD);
413. Thence along the southerly line of said Lot 18, Easterly 100 feet, more or less, to the southeasterly corner of said Lot 18, also being on the westerly right-of-way line of S 14th Street (Assessor's Map 04 01 04 DD);
414. Thence along said westerly right-of-way line, Northerly 58 feet, more or less, to the northeasterly corner of said Lot 18 (Assessor's Map 04 01 04 DD);
415. Thence leaving said westerly right-of-way line, Easterly 80 feet, more or less, to the southwest corner of Lot 6, Block 116 of said plat, also being on the easterly right-of-way line of S 14th Street (Assessor's Map 04 01 04 DD);
416. Thence along said easterly right-of-way line, Northerly 116 feet, more or less, to the southwest corner of Lot 8 of said Block 116 (Assessor's Map 04 01 04 DD);

417. Thence along the southerly line of said Lot 8, Easterly 100 feet, more or less, to the southeasterly corner of said Lot 8 (Assessor's Map 04 01 04 DD);
418. Thence along the easterly line of said Lot 8, Northerly 58 feet, more or less, to the southwesterly corner of Lot 14 of said Block 116 (Assessor's Map 04 01 04 DD);
419. Thence along the southerly line of said Lot 14 and the easterly extension thereof, Easterly 180 feet, more or less, to the southwesterly corner of Lot 9, Block 103 of said plat, also being on the easterly right-of-way line of S 13th Street (Assessor's Map 04 01 04 DD);
420. Thence along said easterly right-of-way line, Northerly 58 feet, more or less, to the northwesterly corner of said Lot 9 (Assessor's Map 04 01 04 DD);
421. Thence along the northerly line of said Lot 9 and the easterly extension thereof, Easterly 660 feet, more or less, to the southwesterly corner of Lot 13, Block 87 of said plat (Assessor's Map 04 01 04 DA);
422. Thence along the westerly line of said Lot 13, Northerly 58 feet, more or less, to the northwesterly corner of said Lot 13 (Assessor's Map 04 01 04 DA);
423. Thence along the northerly line of said Lot 13 and the easterly extension thereof, Easterly 190 feet, more or less, to the southwesterly corner of Lot 11, Block 84 of said plat, also being on the easterly right-of-way line of S 10th Street (Assessor's Map 04 01 04 DA);
424. Thence along said easterly right-of-way line, Southerly 9 feet, more or less, to a line that is parallel with and 9.00 feet southerly of the southerly line of said Lot 11 (Assessor's Map 04 01 04 DA);
425. Thence along said parallel line, Easterly 100 feet, more or less, to the north-south centerline of said Block 84 (Assessor's Map 04 01 04 DA);
426. Thence along said north-south centerline, Northerly 9 feet, more or less, to the southwesterly corner of Lot 12 of said Block 84 (Assessor's Map 04 01 03 CB);
427. Thence along the southerly line of said Lot 12 and the easterly extension thereof, Easterly 380 feet, more or less, to the Point of Beginning (Assessor's Map 04 01 03 CB).

The above described tract of land contains 752 acres, more or less.

Bearings shown with degrees, seconds, and minutes are based on Oregon State Plane Coordinates North Zone 3601, NAD83(91).

8/19/2020



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St. Helens

Urban Renewal REPORT

On the Urban Renewal Plan
Amendment 2



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Acknowledgments

St. Helens Urban Renewal Agency

Doug Morten, Board Chair
Stephen Topaz, Board Vice Chair
Ginny Carlson
Keith Locke
Rick Scholl

City Council

Mayor Rick Scholl
Ginny Carlson
Keith Locke
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ECONorthwest was the primary author of the Report on the Plan that was adopted in 2017. Elaine Howard Consulting LLC and Tiberius Solutions LLC were on the 2017 consultant team. ECONorthwest has graciously provided permission to use their document format for Amendment 2 to provide consistency in documents for the City of St. Helens.

Definitions

“Agency” means the City of St. Helens Urban Renewal Agency. This Agency is responsible for administration of the urban renewal plan. In St. Helens, the Agency board is the St. Helens City Council.

“Annual report” means annual report on impacts to taxing jurisdictions and former year and following year budgets as required in ORS 457.460.

“Area” means the properties and rights of way located within the St. Helens urban renewal boundary.

“AV” means assessed value of property.

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

“City” means the City of St. Helens, Oregon.

“City Council” or “Council” means the City Council of the City of St. Helens.

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

“County” means Columbia County.

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

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

“Increment” means that part of the assessed value of a taxing district attributable to any increase in the assessed value of the property located in an urban renewal area, or portion thereof, over the assessed value specified in the certified statement.

“Maximum indebtedness” means the amount of the principal of indebtedness included in a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness.

“ORS” means the Oregon revised statutes and specifically Chapter 457, which relates to urban renewal.

“Planning Commission” means the St. Helens Planning Commission.

“RMV” means real market value of property.

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

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

“Under-levy” means taking less than the available tax increment in any year as defined in ORS 457.455.

“URA” means urban renewal area.

“Urban renewal agency” or “Agency” means an urban renewal agency created under ORS 457.035 and 457.045. This agency is responsible for administration of the urban renewal plan.

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

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

“Urban renewal report” or “Report” means the official report that accompanies the urban renewal plan pursuant to ORS 457.085(3).

“St. Helens Transportation Systems Plan (TSP)” means the Transportation System Plan adopted by the St. Helens City Council.

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1. Introduction and Purpose

The purpose of this Urban Renewal Report (Report) is to provide context and supplemental information to support the St. Helens Urban Renewal Plan 2020 Substantial Amendment (Amendment 2). It provides information about the following:

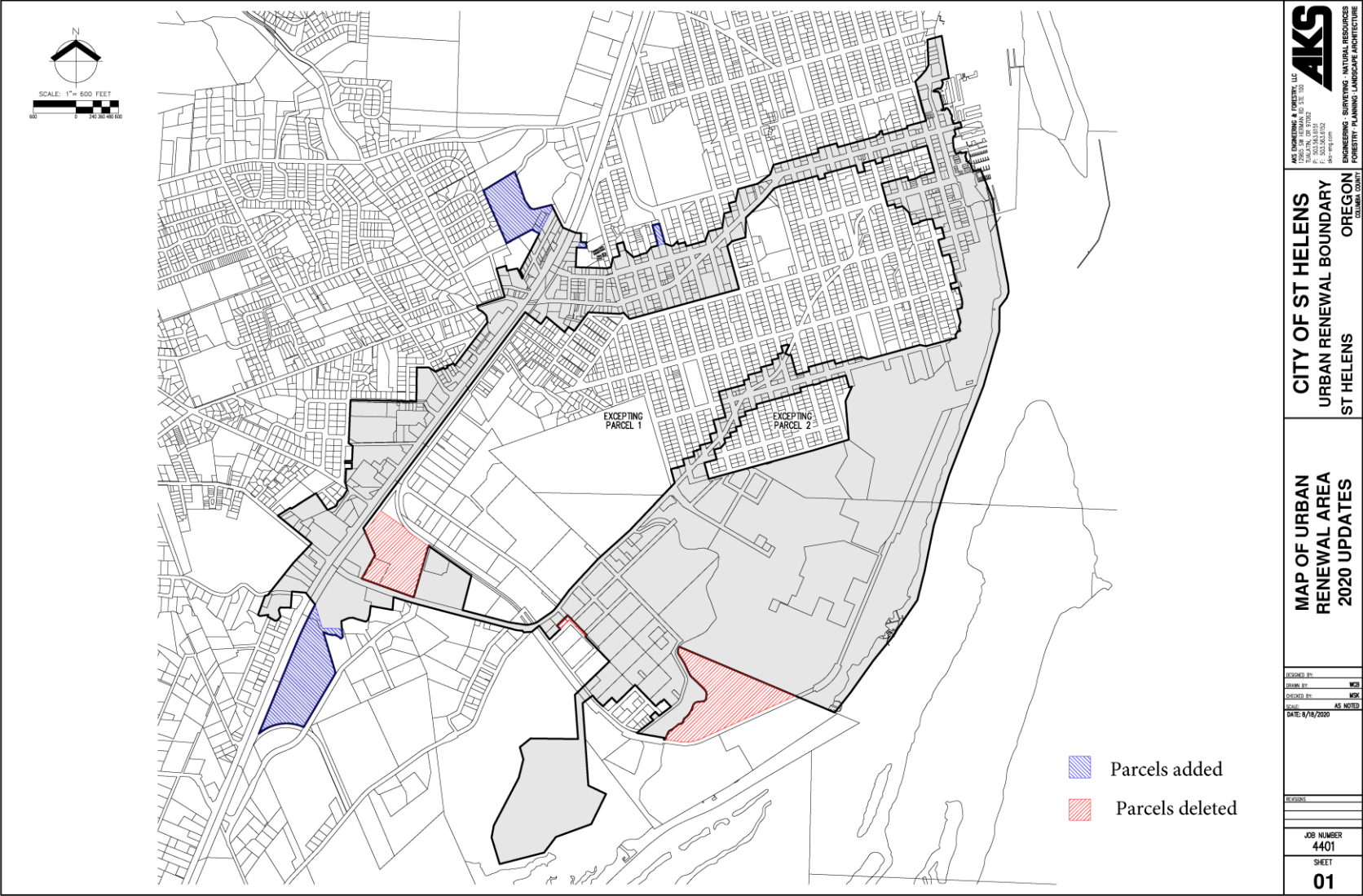
- **Funding Plan:** ORS 457.085 (3) requires a funding plan for projects included in the Plan.
- **Existing Conditions:** As required by ORS 457.095, this Report provides data to support the ordinance that Council passed to adopt Amendment 2, a substantial amendment to the St. Helens Urban Renewal Plan (Plan).

This Report serves as guidance for the St. Helens Urban Renewal Agency (Agency) as it implements the Plan. The Agency will review potential project investments each year and can adjust its approach given tax increment revenues and Agency goals. The Agency can change the timing of projects, adjust debt financing timeframes, and make any other changes as allowed in the amendments section of the Plan.

2. Reason for Urban Renewal Area Selection

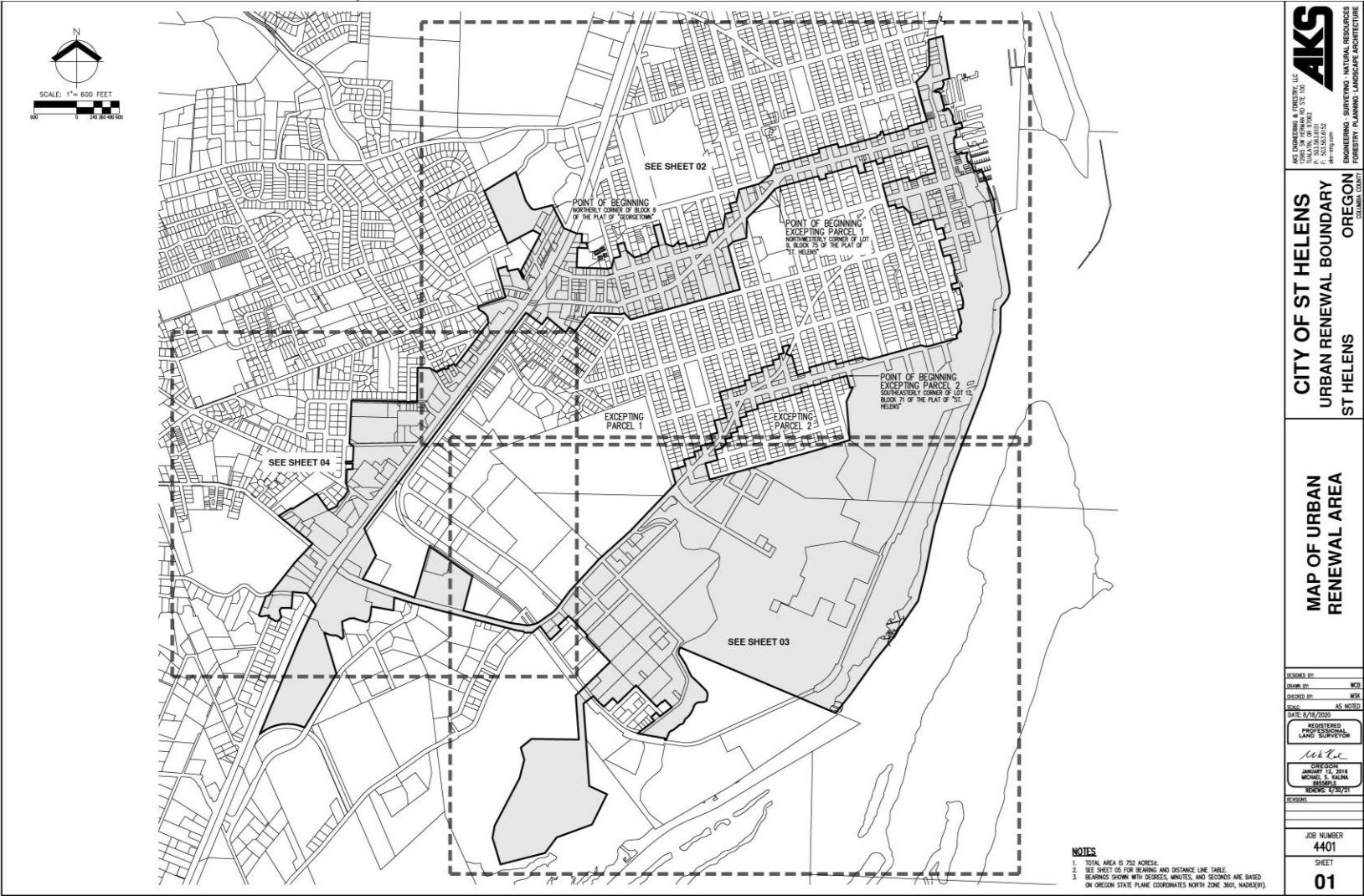
The primary reason for the selection of the urban renewal boundary, shown in Exhibit 2, is to capture the areas within the City of St. Helens that are blighted, slated for development that would support the financial efforts of the existing St. Helens Urban Renewal Area (URA) and assist curing blight in the St. Helens Urban Renewal Area. Exhibit 1 shows the boundary revisions in Amendment 2. Exhibit 2 shows the boundary after revisions from Amendment 1 and Amendment 2

Exhibit 1. Urban Renewal Boundary Additions and Deletions in Amendment 2.



Source: AKS Engineering

Exhibit 2. Urban Renewal Boundary after Amendments 1 and 2



Source: AKS Engineering

Identifying Blight

According to ORS 457.010(1), a blighted area has, "by reason of deterioration, faulty planning, inadequate or improper facilities, deleterious land use or the existence of unsafe structures, or any combination of these factors, are detrimental to the safety, health or welfare of the community. A blighted area is characterized by the existence of one or more of the following conditions:

- (a) The existence of buildings and structures, used or intended to be used for living, commercial, industrial or other purposes, or any combination of those uses, that are unfit or unsafe to occupy for those purposes because of any one or a combination of the following conditions: (A) Defective design and quality of physical construction; (B) Faulty interior arrangement and exterior spacing; (C) Overcrowding and a high density of population; (D) Inadequate provision for ventilation, light, sanitation, open spaces and recreation facilities; or (E) Obsolescence, deterioration, dilapidation, mixed character or shifting of uses;
- (b) An economic dislocation, deterioration or disuse of property resulting from faulty planning;
- (c) The division or subdivision and sale of property or lots of irregular form and shape and inadequate size or dimensions for property usefulness and development;
- (d) The laying out of property or lots in disregard of contours, drainage and other physical characteristics of the terrain and surrounding conditions;
- (e) The existence of inadequate streets and other rights of way, open spaces and utilities;
- (f) The existence of property or lots or other areas that are subject to inundation by water;
- (g) A prevalence of depreciated values, impaired investments and social and economic maladjustments to such an extent that the capacity to pay taxes is reduced and tax receipts are inadequate for the cost of public services rendered;
- (h) A growing or total lack of proper utilization of areas, resulting in a stagnant and unproductive condition of land potentially useful and valuable for contributing to the public health, safety and welfare; or
- (i) A loss of population and reduction of proper utilization of the area, resulting in its further deterioration and added costs to the taxpayer for the creation of new public facilities and services elsewhere."

3. Existing Conditions

This section includes information on:

- Physical Conditions
- Social Conditions
- Economic Conditions

These conditions establish the rationale for declaring blight in the urban renewal area.

3.1. Physical Conditions

This section describes the physical conditions of the urban renewal area, including current land use, zoning designations, and comprehensive plan designations.

Land Use

Exhibit 3 shows the current land use designations for the properties to be added in Amendment 2. Exhibit 4 shows the land use designations for the property to be removed Amendment 2. Exhibit 5 shows the land use of the parcels in the URA after Amendment 2 including those changes made in Amendment 1.

Vacant land makes up about one-third of the land in the URA. None of the parcels to be added have any improvements on them, indicating a prevalence of depreciated values, impaired investments and social and economic maladjustments to such an extent that the capacity to pay taxes is reduced and tax receipts are inadequate for the cost of public services rendered;.

Exhibit 3. St. Helens Urban Renewal Area Land Use of Parcels to be Added

Land Use	Parcels	Parcel Acres	Percent of Total Acreage to be Added
Commercial	7	31.15	100%
Total	7	31.15	100%

Source: City of St. Helens Certified Tax Roll Data FY19-20

Exhibit 4. St. Helens Urban Renewal Area Land Use of Parcels to be Removed

Land Use	Parcels	Parcel Acres	Percent of Total Acreage to be Added
Commercial	4	38.85	100%
Total	4	38.85	100%

Source: City of St. Helens Certified Tax Roll Data FY19-20

Exhibit 5. St. Helens Urban Renewal Area Land Use of Parcels

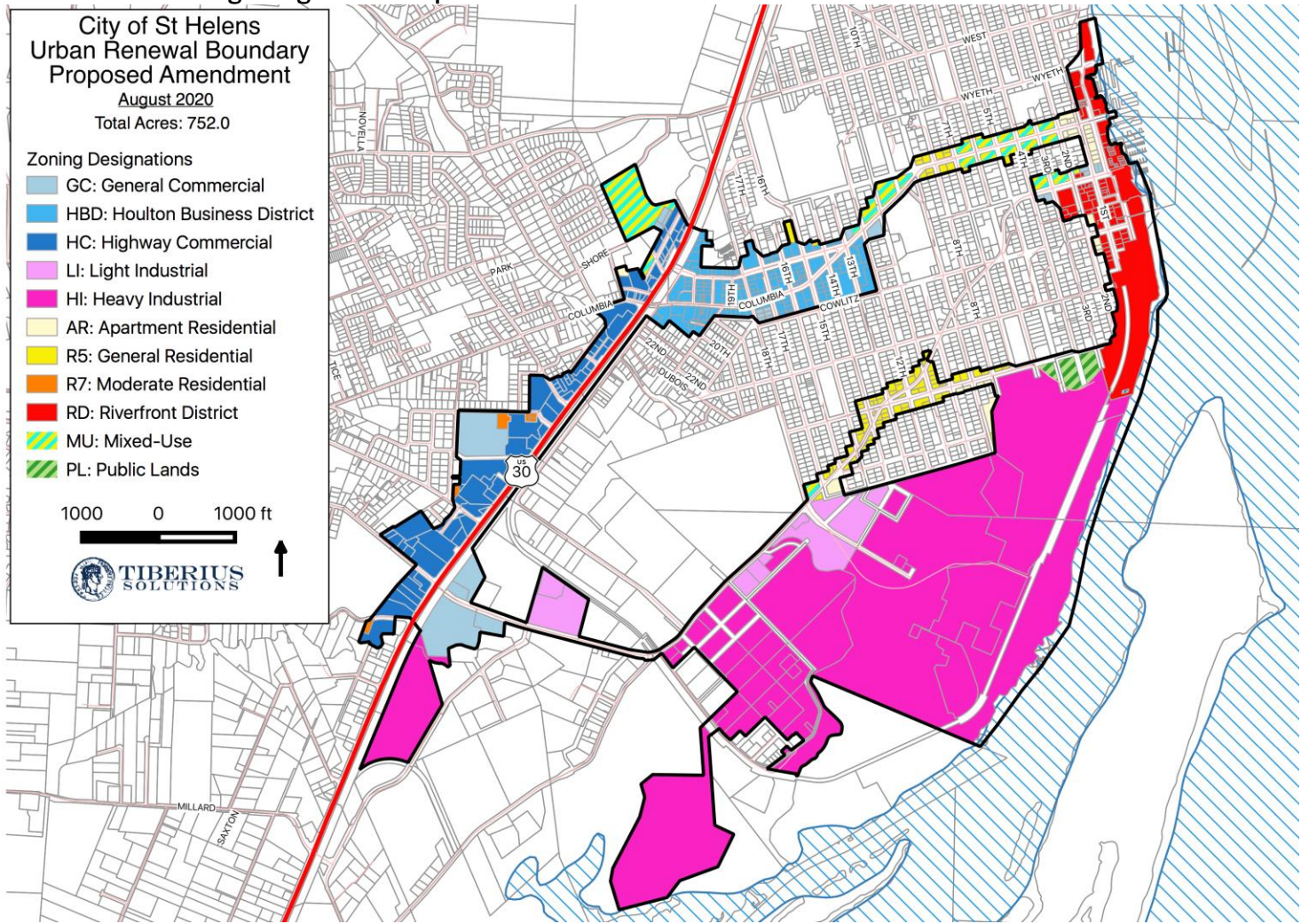
Land Use	Parcels	Parcel Acres	Percent of Total Acreage
Commercial	210	121.94	20.21%
Condominium	12	0.46	0.08%
Industrial	3	20.27	3.36%
Multifamily Residential	8	3.35	0.56%
Single-family Residential	191	31.24	5.18%
Exempt	49	199.68	33.10%
Miscellaneous	6	42.21	7.00%
Vacant	91	184.01	30.51%
Total	570	603.16	100%

Source: City of St Helens. Certified Tax Roll Data FY16-17 and amendment property data from St. Helens Urban renewal Plan Amendment 1 and 2

Exempt means that the property is owned by a public entity and does not pay property taxes.

Zoning Exhibit 6 shows zoning designations of land within the urban renewal boundary.

Exhibit 6. URA Zoning Designations Map



Source: Tiberius Solutions using City of St Helens. Certified Tax Roll Data FY 19-20.

Exhibit 7 shows the current zoning designations for the properties to be added in Amendment 2. Exhibit 8 shows the zoning designations for the property to be removed in Amendment 2. Exhibit 9 shows the zoning of the parcels in the URA after Amendment 2 including those changes made in Amendment 1.

Exhibit 7. St. Helens Urban Renewal Area Zoning of Parcels to be Added

Zoning	Parcels	Parcel Acres	Percent of Total URA Acreage
General Commercial	3	0.84	2.70%
General Residential	1	0.67	2.15%
Heavy Industrial	1	19.16	61.51%
Houlton Business District	1	0.18	0.58%
Mixed Use	1	10.3	33.07%
Total	7	31.15	100%

Source: City of St. Helens

Exhibit 8. St. Helens Urban Renewal Area Zoning of Parcels to be Removed

Zoning	Parcels	Parcel Acres	Percent of Total URA Acreage
General Commercial	2	15.91	40.95%
Heavy Industrial	1	22.72	58.48%
County Heavy Industrial	1	0.22	.57%
Total	3	38.85	100%

Source: City of St. Helens

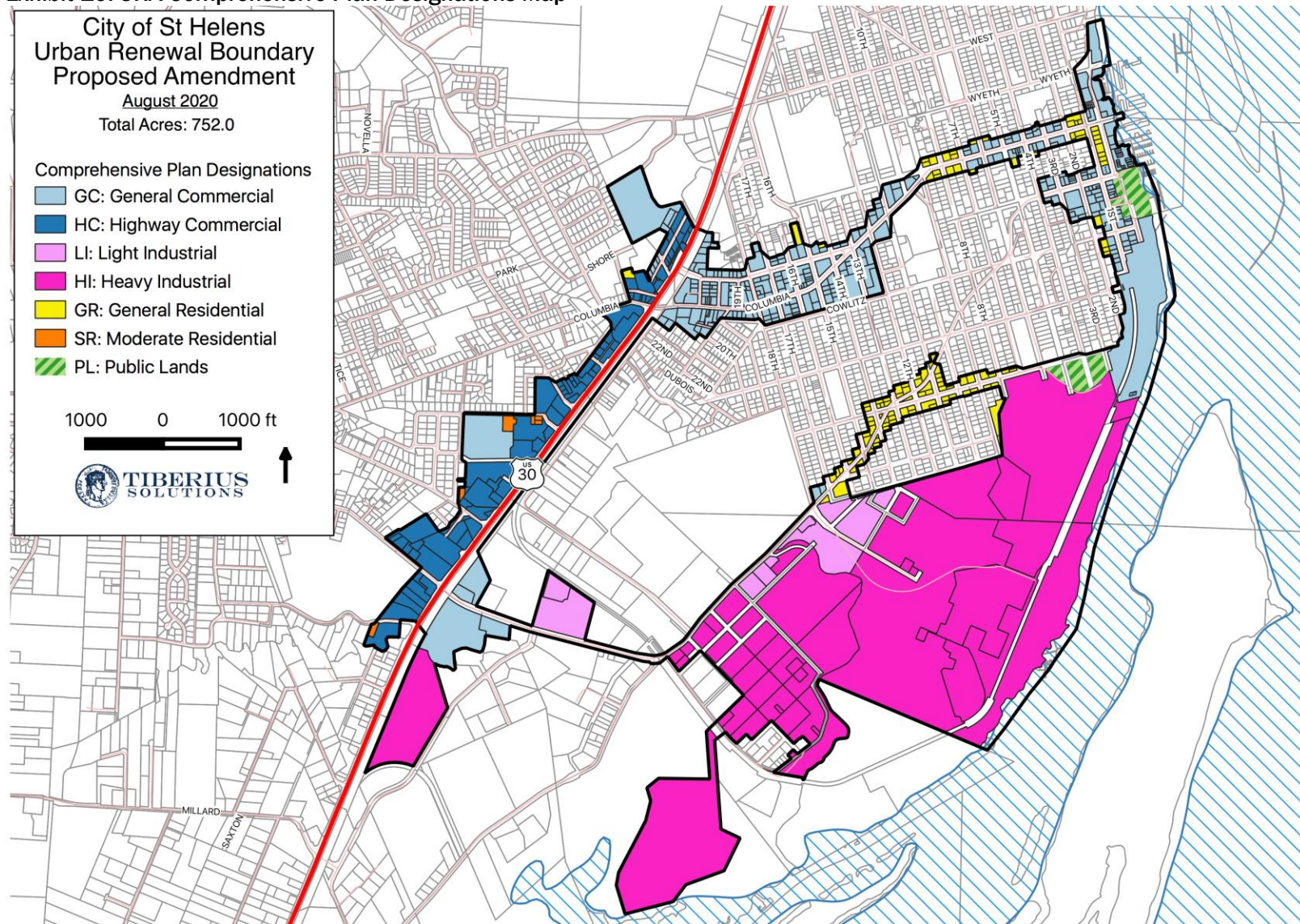
Exhibit 9. St. Helens Urban Renewal Area Zoning of Parcels

Zoning	Parcels	Parcel Acres	Percent of Total URA Acreage
Apartment Residential	28	5.96	0.99%
General Commercial	27	27.92	4.63%
General Residential	80	12.69	2.10%
Heavy Industrial	42	373.06	61.86%
Highway Commercial	88	53.52	8.87%
Houlton Business District	146	32.73	5.43%
Light Industrial	9	28.96	4.82%
Mixed Use	60	27.81	4.61%
Moderate Residential	6	1.83	0.30%
Riverfront District	82	43.14	7.15%
Public Land	2	3.27	.54%
Total	570	603.18	100%

Source: Elaine Howard Consulting, LLC from data from Tiberius Solutions

Exhibit 10 shows the comprehensive plan designations of land within the urban renewal boundary.

Exhibit 10. URA Comprehensive Plan Designations Map



Source: Tiberius Solutions using City of St Helens. Certified Tax Roll Data FY 19-20

The proposed uses within the URA conform to the uses shown in Exhibit 13. Exhibit 11 shows the current comprehensive plan designations for the properties to be added in Amendment 2. Exhibit 12 shows the comprehensive plan designations for the property to be removed in Amendment 2. Exhibit 13 shows the comprehensive plan designations of the parcels in the URA after Amendment 2 including those changes made in Amendment 1.

Exhibit 11. St. Helens Urban Renewal Area Comprehensive Plan of Parcels to be Added

Comprehensive Plan	Parcels	Parcel Acres	Percent of Total URA Acreage
General Commercial	5	11.32	36.34%
General Residential	1	0.67	2.15%
Heavy Industrial	1	19.16	61.51%
Total	7	31.15	100%

Source: City of St. Helens

Exhibit 12. St. Helens Urban Renewal Area Comprehensive Plan of Parcels to be Removed

Comprehensive Plan	Parcels	Parcel Acres	Percent of Total URA Acreage
General Commercial	2	15.91	40.95%
Heavy Industrial	1	22.72	58.48%
County Heavy Industrial	1	.22	.57%
Total	3	38.85	100%

Source: City of St. Helens

Exhibit 13. St. Helens Urban Renewal Area Comprehensive Plan of Parcels

Comprehensive Plan Designation	Parcels	Parcel Acres	Percent of Total URA Acreage
General Commercial	309	120.39	19.96%
General Residential	108	18.65	3.09%
Highway Commercial	88	53.52	8.87%
Heavy Industrial	42	373.07	61.85%
Light Industrial	9	27.81	4.61%
Public Lands	8	7.91	1.31%
Suburban Residential	6	1.83	0.30%
Total	570	603.18	100%

Source: Elaine Howard Consulting, LLC from data from Tiberius Solutions

3.2. Social Conditions

The social conditions in the URA have not changed as a result of Amendment 2.

3.3 Economic and Development Conditions

In addition to the challenges cited in the 2017 Plan, the closure of Armstrong World Industries has brought significant economic hardship to the URA, with only \$148 in revenue received in FYE 2020. The financial model created for the adoption of the Plan anticipated tax increment revenues of \$293,615, a difference of \$293,467. It is anticipated that the addition of the property will aid in increasing the tax increment revenue so the projects proposed in the Plan can be completed.

None of the property being brought into the URA have existing real market value of improvements in the assessor's files at the time they are being brought into the URA. These are underdeveloped.

4. Impact on Municipal Services

This section does not change as a result of Amendment 2.

5. Funding Plan

5.1. Overview

The primary source of funding for the URA is anticipated to be Tax Increment Financing (TIF). The following discussion is an overview of Oregon's property tax system and the basic functions of tax increment financing and is not intended as a detailed description of applicable law.

Oregon's Property Tax System

In Oregon, each county's assessor calculates property taxes as the product of assessed value, subject to certain constitutional tax rate limitations.

Assessed Value¹

Oregon's property tax system distinguishes between the "maximum assessed value" and the "real market value" of property:

- The real market value is the price that a property would sell for in a transaction between two impartial parties.
- The maximum assessed value is calculated by formula. The state established the maximum assessed value for each property in Fiscal Year End (FYE) 1998, with the initial value equal to 10% less than the FYE 1996 real market value. In most situations, the maximum assessed value increases by 3% each year, unless an exception event occurs, such as the expiration of property tax benefits, a change in zoning and subsequent change in land use, or (most commonly) new development or redevelopment occurs.

The assessed value of a property is equal to the lesser of the two values: real market value or maximum assessed value. Since this system was first implemented in FYE 1998, the real market values of most properties in Oregon have grown faster than 3% per year. This means most properties are assessed based on their maximum assessed value and experience a growth of 3% in assessed value each year.

Tax Rates

Municipalities and special districts in Oregon have the authority to impose property taxes. The combined tax rates for all overlapping taxing districts is known as the consolidated tax rate. These tax rates are expressed as dollars per \$1,000 of assessed value (also known as "mill rates"). There are three types of tax rates in the State of Oregon: (1) permanent rates, (2) local option levies, and (3) general obligation bond levies.

¹ Refer to the Oregon Department of Revenue, "Maximum Assessed Value Manual" (2016) for more information about the calculation of assessed value in Oregon.

- Permanent rates cannot change. The majority of taxing districts in Oregon impose the full amount allowed by their permanent rate limit and therefore experience no change in their tax rate from year to year. All permanent rates for overlapping taxing districts are included in the consolidated tax rate for the URA.
- Local option levies are temporary tax rates that must be voter approved. With local option levies, jurisdictions can impose more taxes than would otherwise be possible within their permanent rate limit. ORS 457.445 excludes all local option levies from the calculation of the consolidated tax rate for the URA.
- General obligation bond levies are also temporary tax rates that must be voter approved. General obligation bond levies, however, can only be imposed for capital projects, whereas local option levies can be used for both capital and operations. Additionally, local option levies have limitations on the maximum duration of the levy, which do not apply to general obligation bond levies. Lastly, general obligation bond levies are exempt from the property tax limitations imposed by Measure 5 in 1991. ORS 457.445 excludes all general obligation bonds that were approved by voters after October 6, 2001 from the calculation of the consolidated tax rate for the URA.

Tax Rate Limitations

In 1991, Oregon voters approved Ballot Measure 5, which amended the Oregon Constitution to establish an upper limit on the amount of property taxes that the assessor can collect from each individual property. These limitations are \$5 per \$1,000 of **real market value** for education and \$10 per \$1,000 of **real market value** for general government purposes. General obligation bond rates are excluded from these tax rate limitations. These tax rate limitations are calculated based on real market value, whereas tax rates apply to assessed value. When the taxes on an individual property exceed the tax rate limitations, the amount of taxes imposed is reduced, resulting in “compression” losses for the impacted taxing districts.

Tax Increment Financing

ORS 457.420 allows urban renewal agencies to use TIF to pay for projects identified in urban renewal plans. TIF is not an increase in property tax rates, but instead is a division of property tax revenues. A portion of the property tax revenue generated within an urban renewal area is redirected from the overlapping taxing districts to the urban renewal agency.

When an urban renewal area is first established, the total assessed value of property in the area is recorded as the “frozen base.” In future years, if the assessed value of the area increases, the difference between the total assessed value and the frozen base is known as the “increment” value. Property tax revenue generated by the frozen base continues to go to overlapping taxing districts as normal, but tax generated from the increment value is redirected to the urban renewal agency as TIF revenue.

Because TIF revenue requires property values to increase above the frozen base, and because Oregon’s property tax system limits the growth in maximum assessed value to 3.0% per year for most properties, urban renewal areas typically have relatively limited TIF revenue in their early years, and more revenue over time. Agencies that stimulate new development tend to be more successful, generating higher amounts of TIF revenue earlier in their timeline that allow for investment in more projects earlier.

Given these dynamics, urban renewal agencies often borrow money and repay it over time with TIF revenue. This allows urban renewal agencies to accelerate the timing of projects, spurring more development early on and requiring long-term repayment of principal and interest.

The funding plan described in this Report forecasts the annual TIF revenue that would be generated in the URA over the long-term, and then converts that TIF revenue to borrowing capacity over time. If the total borrowing capacity is within the maximum indebtedness identified in the Plan and sufficient to pay for the costs of all projects listed in the Plan, then the Plan is economically sound and feasible, as required by ORS 457.095.

5.2. Summary of Project Costs and Timing

Exhibit 14 shows a summary of total project costs and timing. This Exhibit is not changed in Amendment 2. The Agency may determine to undertake projects at different times as determined through the annual budgeting process. Some projects will require funding from multiple sources, and use TIF essentially as matching funds or gap filling funds. **The numbers shown in Exhibit 14 are only the portions of project costs that would be funded by urban renewal.** The total amount of TIF used for all projects, excluding administration and finance fees, is \$41,796,272 in constant 2020 dollars. The cost of administration and finance fees over the life of the URA increase this total to \$42,152,252. The Plan assumes annual inflation rate of 3% per year. When accounting for inflation and based on the assumed timing of projects, the total project costs and financing fees in nominal year-of-expenditure (YOE) dollars is \$62,000,000, the maximum indebtedness established by the Plan. The prior frozen base established by the Columbia County Assessor was \$171,187,460. The estimated future frozen base assessed value of the URA after Amendment 2 is estimated at \$171,650,367.

Although Exhibit 14 lists the estimated completion dates for all projects, many projects will be funded in phases over a longer period, which means that expenditures for some projects would begin much earlier than the completion dates listed in Exhibit 14.

Exhibit 14. Summary of Estimated Project Costs and Anticipated Timing*

	Project Cost		Anticipated Completion
Project Name	2017 \$	YOE \$	Date
Site Preparation			
Contributions for Waterfront Site Preparation or Remediation	\$ 1,500,000	\$ 1,791,200	2020
Site Preparation and Infrastructure Loans or Grants	\$ 2,500,000	\$ 4,063,600	2040
Waterfront Utilities and Stormwater Infrastructure: Phase 1	\$ 1,400,000	\$ 1,485,300	2019
Waterfront Utilities and Stormwater Infrastructure: Phase 2	\$ 900,000	\$ 1,074,700	2022
Subtotal	\$ 6,300,000	\$ 8,414,800	
Open Space			
Columbia View Park Expansion	\$ 1,100,000	\$ 1,275,200	2020
Waterfront Greenway Trail/Park Design Phase 1 & Bank Enhancement	\$ 3,000,000	\$ 3,477,900	2022
Trestle Trail Contribution	\$ 750,000	\$ 1,101,400	2030
Marina Contribution	\$ 750,000	\$ 1,038,200	2026
Waterfront Greenway Trail/Tualatin St. Plaza Design Phase 2	\$ 3,000,000	\$ 3,914,400	2026
Habitat/Riparian Projects	\$ 500,000	\$ 903,100	2036
Partnership to Improve County Courthouse Plaza	\$ 750,000	\$ 1,134,500	2027
Wayfinding Improvements	\$ 250,000	\$ 298,500	2024
Subtotal	\$ 10,100,000	\$ 13,143,200	
Infrastructure			
Road Extension on South 1st and the Strand	\$ 2,300,000	\$ 2,579,900	2023
First Street and Strand Road Improvements	\$ 1,000,000	\$ 1,159,300	2022
Old Portland Road/Gable Intersection Improvements	\$ 600,000	\$ 760,700	2026
Old Portland Road/Plymouth Street Intersection Improvements	\$ 600,000	\$ 760,700	2026
Plymouth Street Improvements	\$ 200,000	\$ 261,000	2026
Corridor Master Plan Improvements	\$ 13,200,000	\$ 21,700,800	2036
US 30 Road Projects - Short Term	\$ 1,200,000	\$ 1,565,800	2026
US 30 Road Projects - Long Term	\$ 2,000,000	\$ 4,065,600	2039
Subtotal	\$ 21,100,000	\$ 32,853,800	
Economic Development			
Economic Development Planning	\$ 500,000	\$ 792,000	2041
Storefront improvement Program	\$ 1,500,000	\$ 2,491,800	2041
Subtotal	\$ 2,000,000	\$ 3,283,800	
Administration			
Administration	\$ 2,275,000	\$ 3,497,100	2043**
Finance Fees	\$ 581,000	\$ 793,000	2036
Subtotal	\$ 2,856,000	\$ 4,290,100	
Total Expenditures	\$ 42,356,000	\$ 61,985,700	

Source: Tiberius Solutions.

Notes: YOE stands for Year of Expenditure;

*Cost is only the urban renewal contribution to a larger project that will require other yet-to-be-determined public or private funding sources.

**Cumulative total over the course of the life of the URA

5.3. TIF Revenue Forecast

This section describes the methods and assumptions used to forecast TIF revenue.

The City of St. Helens contracted with Tiberius Solutions LLC in 2020 to provide an updated financial forecast for the URA. This forecast, shown in Attachment A, was request by city staff as a large business located within the URA, Armstrong World Industries, terminated operations and thus impacted the assessed values within the Area. In FY 2019/20 the Area received only \$148 in tax increment revenues while the financial model created for the adoption of the Plan anticipated tax increment revenues of \$293,615, a difference of \$293,467. As a result of the financial analysis, the recommendation was to add properties with development potential to the URA to aid in increasing the tax increment revenues so the projects in the Plan can be completed.

Tax Rates

Exhibit 15 summarizes the applicable tax rates for the URA. The total consolidated tax rate for the URA is \$12.6065 per \$1,000 of assessed value. This tax rate is composed of only the permanent rates of overlapping taxing districts. Because the consolidated tax rate does not include local option or general obligation bond levies, the applicable tax rate is unlikely to change in future years.

Exhibit 15. Consolidated Tax Rate

Jurisdiction Name	Type	Rate
General Government		
Columbia County	Permanent	\$ 1.3956
Columbia 4H & Extension	Permanent	\$ 0.0571
Columbia 9-1-1- Communication District	Permanent	\$ 0.2554
Columbia Vector	Permanent	\$ 0.1279
Port of Columbia County	Permanent	\$ 0.0886
Columbia SWCD	Permanent	\$ 0.1000
Columbia River Fire	Permanent	\$ 2.9731
St. Helens Aquatic District	Permanent	\$ 0.2347
City of St. Helens	Permanent	\$ 1.9078
Subtotal	Gen. Govt.	\$ 7.1402
Education		
NW Regional ESD	Permanent	\$ 0.1538
St. Helens 502 School	Permanent	\$ 5.0297
Portland Community College	Permanent	\$ 0.2828
Subtotal	Education	\$ 5.4663
Total	All	\$ 12.6065

Source: Tiberius Solutions

Assessed Value Growth

The forecast of future growth in assessed value in the URA included in this analysis was based on conversations with City staff about future development opportunities in the URA. This forecast incorporates assumed growth in assessed value from appreciation (limited to no more than 3.0% per year), and anticipated “exceptions” to Oregon’s 3.0% limitation. These exception events include new construction and the expiration of existing property tax exemptions.

This forecast includes both specific assumptions for sites with known development potential, and more generic assumptions for speculative future development within the URA but not associated with a specific site.

Site-specific assumptions for new construction in the URA was forecast based on City staff’s knowledge of current and planned projects. It includes recently completed projects, projects that have begun construction, plus additional future projects that are planned and deemed likely to occur. Planned new construction includes residential, commercial, and industrial projects.

Exhibit 16 shows the assumed increase in assessed value from anticipated site-specific development in the URA. Net New assessed value (AV) is determined by applying the changed property ratio (varies by land use) to real market value (RMV) of development.

Exhibit 16. Development Assumptions

Calendar Year of Development	FYE on Tax Roll	RMV	Net New AV
2019	2021	\$ 9,317,557	\$ 30,822,273
2020	2022	\$ 26,227,084	\$ 26,058,930
2021	2023	\$ 3,411,240	\$ 1,744,587
2022	2024	\$ 11,873,120	\$ 12,178,413
2023	2025	\$ 5,750,520	\$ 3,603,180
2024	2026	\$ -	\$ -
2025	2027	\$ -	\$ -
2026	2028	\$ 3,560,504	\$ 2,650,716
2027	2029	\$ 3,560,504	\$ 2,650,716
2028	2030	\$ 3,560,504	\$ 2,650,716
2029	2031	\$ 3,560,504	\$ 2,650,716
2030	2032	\$ 3,560,504	\$ 2,650,716
2031	2033	\$ -	\$ -
2032	2034	\$ 16,000,000	\$ 11,440,000
Total		\$ 90,382,040	\$ 99,100,962

Source: Tiberius Solutions with input from the City of St. Helens; Changed Property Ratio: Columbia County Assessor, FYE 2020

In addition to new construction, the expiration of tax exemptions is expected to contribute to growth in taxable assessed value in the URA in the near future. In FYE 2020, Cascade Tissue Group received Enterprise Zone tax exemption benefits for three separate schedules of investments. These exemptions are scheduled to expire in FYE 2021, 2022, and 2024 respectively. Exhibit 9 shows the anticipated increase in assessed value of the expiring

Enterprise Zone exemptions for Cascades Tissue Group. In total, \$38.3 million (in 2020\$) will become taxable between FYE 2021 and FYE 2024 as the Enterprise Zone benefits expire.

Exhibit 17. Assessed Value of Expiring Enterprise Zone Exemptions, Cascades Tissue Group, 2020\$

FYE	Assessed Value
2021	\$ 26,404,200
2022	\$ 7,600,490
2024	\$ 4,246,440
Total	\$ 38,251,130

Source: Tiberius Solutions

For FYE 2026 and beyond, this analysis assumes that the URA will experience speculative future development. However, the timing and value of potential long-term future construction projects is unknown. Therefore, starting in FYE 2026 this analysis increases the assumed average annual growth in assessed value to 5% to reflect the likelihood of future construction activity. This is equal to 3% maximum annual appreciation for existing property plus 2% exception value from new development. This assumed growth in assessed value is applied only to real property in the URA. Personal and utility property accounts are assumed to remain constant over the life of the URA.

The assessed value growth assumptions described above and shown in Exhibit 16 and Exhibit 17 are reflected in Exhibit 18, which shows projections of assessed value by property type for the assumed duration of the Plan. Total assessed value is anticipated to grow from \$164,641,059 in FYE 2020 to \$680,590,876 in FYE 2045, the anticipated final year of the Plan, with an average annual growth rate of 5.8%.

Exhibit 18. Assessed Value Projections (YOE \$)

FYE	Real	Personal	Manufactured	Utility	Total	% Growth
2020	\$ 147,964,267	\$ 11,102,510	\$ -	\$ 5,574,282	\$ 164,641,059	
2021	\$ 184,150,136	\$ 11,102,510	\$ -	\$ 5,574,282	\$ 200,826,928	22.0%
2022	\$ 217,763,070	\$ 11,102,510	\$ -	\$ 5,586,950	\$ 234,452,530	16.7%
2023	\$ 226,202,272	\$ 11,102,510	\$ -	\$ 5,586,950	\$ 242,891,732	3.6%
2024	\$ 246,695,143	\$ 11,102,510	\$ -	\$ 5,586,950	\$ 263,384,603	8.4%
2025	\$ 258,273,164	\$ 11,102,510	\$ -	\$ 5,586,950	\$ 274,962,624	4.4%
2026	\$ 269,461,652	\$ 11,102,510	\$ -	\$ 5,586,950	\$ 286,151,112	4.1%
2027	\$ 281,157,810	\$ 11,102,510	\$ -	\$ 5,586,950	\$ 297,847,270	4.1%
2028	\$ 296,743,395	\$ 11,102,510	\$ -	\$ 5,586,950	\$ 313,432,855	5.2%
2029	\$ 313,086,921	\$ 11,102,510	\$ -	\$ 5,586,950	\$ 329,776,381	5.2%
2030	\$ 330,223,524	\$ 11,102,510	\$ -	\$ 5,586,950	\$ 346,912,984	5.2%
2031	\$ 348,190,134	\$ 11,102,510	\$ -	\$ 5,586,950	\$ 364,879,594	5.2%
2032	\$ 367,025,286	\$ 11,102,510	\$ -	\$ 5,586,950	\$ 383,714,746	5.2%
2033	\$ 382,876,884	\$ 11,102,510	\$ -	\$ 5,586,950	\$ 399,566,344	4.1%
2034	\$ 416,750,215	\$ 11,102,510	\$ -	\$ 5,586,950	\$ 433,439,675	8.5%
2035	\$ 434,589,747	\$ 11,102,510	\$ -	\$ 5,586,950	\$ 451,279,207	4.1%
2036	\$ 453,231,316	\$ 11,102,510	\$ -	\$ 5,586,950	\$ 469,920,776	4.1%
2037	\$ 472,712,325	\$ 11,102,510	\$ -	\$ 5,586,950	\$ 489,401,785	4.1%
2038	\$ 493,071,968	\$ 11,102,510	\$ -	\$ 5,586,950	\$ 509,761,428	4.2%
2039	\$ 514,351,314	\$ 11,102,510	\$ -	\$ 5,586,950	\$ 531,040,774	4.2%
2040	\$ 536,593,399	\$ 11,102,510	\$ -	\$ 5,586,950	\$ 553,282,859	4.2%
2041	\$ 559,843,325	\$ 11,102,510	\$ -	\$ 5,586,950	\$ 576,532,785	4.2%
2042	\$ 584,148,354	\$ 11,102,510	\$ -	\$ 5,586,950	\$ 600,837,814	4.2%
2043	\$ 609,558,021	\$ 11,102,510	\$ -	\$ 5,586,950	\$ 626,247,481	4.2%
2044	\$ 636,124,238	\$ 11,102,510	\$ -	\$ 5,586,950	\$ 652,813,698	4.2%
2045	\$ 663,901,416	\$ 11,102,510	\$ -	\$ 5,586,950	\$ 680,590,876	4.3%

Source: Tiberius Solutions

TIF Revenue

Exhibit 19 shows the forecast of TIF revenue projections, combining the assessed value forecast from Exhibit 18 with the tax rates shown in Exhibit 15. Annual revenue would increase over time, with rapid growth in the early years resulting from anticipated development activity. By FYE 2045, the URA would be receiving \$5,260,342 in annual net TIF revenue. The decrease in annual net TIF revenue shown in FYE 2045, the anticipated final year of the Plan, is due to an assumed voluntary underlevy of TIF revenue, as the URA is not expected to require the full amount of TIF to pay off the full, authorized amount of maximum indebtedness.

Exhibit 19. TIF Revenue Projections (YOE \$)

FYE	Assessed Value			Tax Rate	TIF Revenue			
	Total	Frozen Base	Increment		Gross	Adjustment	Prior	Net
2020	\$ 164,641,059	\$ 171,187,460	\$ 13,811	\$ 10.6987	\$ 148	\$ (7)	\$ 2	\$ 143
2021	\$ 200,826,928	\$ 171,187,460	\$ 29,639,468	\$ 12.6052	\$ 373,611	\$ (18,681)	\$ 2	\$ 354,932
2022	\$ 234,452,530	\$ 171,650,367	\$ 62,802,163	\$ 12.6065	\$ 791,715	\$ (39,586)	\$ 5,324	\$ 757,454
2023	\$ 242,891,732	\$ 171,650,367	\$ 71,241,365	\$ 12.6065	\$ 898,104	\$ (44,905)	\$ 11,282	\$ 864,481
2024	\$ 263,384,603	\$ 171,650,367	\$ 91,734,236	\$ 12.6065	\$ 1,156,448	\$ (57,822)	\$ 12,798	\$ 1,111,423
2025	\$ 274,962,624	\$ 171,650,367	\$ 103,312,257	\$ 12.6065	\$ 1,302,406	\$ (65,120)	\$ 16,479	\$ 1,253,765
2026	\$ 286,151,112	\$ 171,650,367	\$ 114,500,745	\$ 12.6065	\$ 1,443,454	\$ (72,173)	\$ 18,559	\$ 1,389,840
2027	\$ 297,847,270	\$ 171,650,367	\$ 126,196,903	\$ 12.6065	\$ 1,590,901	\$ (79,545)	\$ 20,569	\$ 1,531,925
2028	\$ 313,432,855	\$ 171,650,367	\$ 141,782,488	\$ 12.6065	\$ 1,787,381	\$ (89,369)	\$ 22,670	\$ 1,720,682
2029	\$ 329,776,381	\$ 171,650,367	\$ 158,126,014	\$ 12.6065	\$ 1,993,416	\$ (99,671)	\$ 25,470	\$ 1,919,215
2030	\$ 346,912,984	\$ 171,650,367	\$ 175,262,617	\$ 12.6065	\$ 2,209,448	\$ (110,472)	\$ 28,406	\$ 2,127,382
2031	\$ 364,879,594	\$ 171,650,367	\$ 193,229,227	\$ 12.6065	\$ 2,435,944	\$ (121,797)	\$ 31,485	\$ 2,345,632
2032	\$ 383,714,746	\$ 171,650,367	\$ 212,064,379	\$ 12.6065	\$ 2,673,390	\$ (133,669)	\$ 34,712	\$ 2,574,432
2033	\$ 399,566,344	\$ 171,650,367	\$ 227,915,977	\$ 12.6065	\$ 2,873,223	\$ (143,661)	\$ 38,096	\$ 2,767,657
2034	\$ 433,439,675	\$ 171,650,367	\$ 261,789,308	\$ 12.6065	\$ 3,300,247	\$ (165,012)	\$ 40,943	\$ 3,176,178
2035	\$ 451,279,207	\$ 171,650,367	\$ 279,628,840	\$ 12.6065	\$ 3,525,141	\$ (176,257)	\$ 47,029	\$ 3,395,912
2036	\$ 469,920,776	\$ 171,650,367	\$ 298,270,409	\$ 12.6065	\$ 3,760,146	\$ (188,007)	\$ 50,233	\$ 3,622,372
2037	\$ 489,401,785	\$ 171,650,367	\$ 317,751,418	\$ 12.6065	\$ 4,005,733	\$ (200,287)	\$ 53,582	\$ 3,859,029
2038	\$ 509,761,428	\$ 171,650,367	\$ 338,111,061	\$ 12.6065	\$ 4,262,397	\$ (213,120)	\$ 57,082	\$ 4,106,359
2039	\$ 531,040,774	\$ 171,650,367	\$ 359,390,407	\$ 12.6065	\$ 4,530,655	\$ (226,533)	\$ 60,739	\$ 4,364,862
2040	\$ 553,282,859	\$ 171,650,367	\$ 381,632,492	\$ 12.6065	\$ 4,811,050	\$ (240,553)	\$ 64,562	\$ 4,635,059
2041	\$ 576,532,785	\$ 171,650,367	\$ 404,882,418	\$ 12.6065	\$ 5,104,150	\$ (255,208)	\$ 68,557	\$ 4,917,500
2042	\$ 600,837,814	\$ 171,650,367	\$ 429,187,447	\$ 12.6065	\$ 5,410,552	\$ (270,528)	\$ 72,734	\$ 5,212,758
2043	\$ 626,247,481	\$ 171,650,367	\$ 454,597,114	\$ 12.6065	\$ 5,730,879	\$ (286,544)	\$ 77,100	\$ 5,521,435
2044	\$ 652,813,698	\$ 171,650,367	\$ 481,163,331	\$ 12.6065	\$ 6,065,786	\$ (303,289)	\$ 81,665	\$ 5,844,161
2045	\$ 680,590,876	\$ 171,650,367	\$ 432,016,409	\$ 12.6065	\$ 5,446,215	\$ (272,311)	\$ 86,437	\$ 5,260,342
Total					\$ 77,482,538	\$ (3,874,127)	\$ 1,026,520	\$ 74,634,931

Source: Tiberius Solutions

Revenue Sharing

Per ORS 457.470, revenue sharing is a system for urban renewal areas to share a portion of the TIF revenue with overlapping taxing districts, prior to termination of the Plan. Revenue sharing begins either on the 11th year after the initial approval of the Plan or in the year after TIF revenues meet or exceed 10% of the original maximum indebtedness of the Plan, whichever occurs last. Thereafter, 75% of annual TIF revenues exceeding 10% of the original maximum indebtedness of the Plan are shared with overlapping taxing districts. If the share of TIF revenue received by the Agency meets or exceeds 12.5% of the original maximum indebtedness, then in all subsequent years the TIF revenue for the Agency is limited to 12.5% of the original maximum indebtedness and all additional TIF revenue is shared with overlapping taxing districts.

Because the maximum indebtedness of the Plan is \$62 million, revenue sharing begins in the year after TIF revenues for the Agency exceed \$6.2 million, but not before the 11th year after the Plan is approved. Annual TIF revenue for the URA is not projected to ever meet this revenue sharing threshold. Thus, it is not anticipated that required revenue sharing would occur at any point over the duration of the URA. As mentioned in the prior section of this report, it is anticipated that the URA would voluntarily underlevy (i.e., share revenue) in what is estimated to be the final year of the Plan, FYE 2045. This is typical for urban renewal areas, to collect only the amount of TIF revenue necessary to pay off the authorized amount of maximum indebtedness.

5.4. Financial Analysis of the Urban Renewal Plan

This section describes the funding plan (i.e., how the TIF revenue is used to fund specific projects over time) that forecasts future revenues, debt service, and expenditures on projects. It includes detailed tables of the anticipated annual cash flow for the URA.

Based on this analysis, this Report estimates that all projects will be completed, and all debt will be retired in FYE 2045. An estimated \$74,634,931 in TIF revenue (including TIF collected in prior years, and forecast TIF in future years) will be necessary to pay off the debt for projects in the URA. Total TIF revenue exceeds total project costs because some projects will be financed through debt, which requires the Agency to pay interest plus the initial capital costs.

The anticipated cash flow from the URA for the duration of the Plan is shown in two series of tables. The first, Exhibit 20, shows a debt service fund, where annual TIF revenue is allocated to debt service. The second, Exhibit 21, shows a project fund, where bond/loan proceeds, additional TIF revenue, and interest earnings are used to fund specific projects.

The funding plan is based on assumptions for the timing and cost of projects, and the financing terms for debt incurred. Actual financing terms will vary, based on broader market conditions, as well as the specific circumstances of each individual borrowing. This Report relies on the following assumptions:

- The URA has \$62,000,000 remaining in Maximum Indebtedness as of the end of FYE 2020.
- The URA does not have any outstanding loans as of the end of FYE 2020.

- All future borrowings are assumed to charge a 5% interest rate and require a minimum debt service coverage ratio of 1.5.
- Each borrowing has equal annual payments during the amortization period.
- No prepayment penalties would apply, allowing the Agency to pay off the debt early if sufficient resources are available.
- The scheduled amortization period for all borrowings is 20 years. However, the final two debt issuances are forecast to be repaid ahead of schedule, allowing all debt to be fully repaid by FYE 2045.

Exhibit 20. Funding Plan, Debt Service Fund Cash Flow (YOE \$) (continued on next two pages)

DEBT SERVICE FUND	Total	FYE 2020	FYE 2021	FYE 2022	FYE 2023	FYE 2024
Resources						
Beginning Balance		\$51,595	\$ -	\$ -	\$ -	\$ -
Interest Earnings	\$ 258	\$ 258	\$ -	\$ -	\$ -	\$ -
TIF: Current Year	\$ 73,608,411	\$ 140	\$ 354,930	\$ 752,130	\$ 853,199	\$ 1,098,625
TIF: Prior Years	\$ 1,026,520	\$ 2	\$ 2	\$ 5,324	\$ 11,282	\$ 12,798
Total Resources	\$ 74,686,784	\$ 51,995	\$ 354,932	\$ 757,454	\$ 864,481	\$ 1,111,423
Expenditures						
<i>Debt Service</i>						
Scheduled Payments						
Loan FYE 2023	\$ (11,233,962)	\$ -	\$ -	\$ -	\$ (561,698)	\$ (561,698)
Loan FYE 2028	\$ (9,739,350)	\$ -	\$ -	\$ -	\$ -	\$ -
Loan FYE 2033	\$ (8,866,806)	\$ -	\$ -	\$ -	\$ -	\$ -
Early Principal Payment						
Loan FYE 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Loan FYE 2028	\$ (1,500,000)	\$ -	\$ -	\$ -	\$ -	\$ -
Loan FYE 2033	\$ (3,946,665)	\$ -	\$ -	\$ -	\$ -	\$ -
Total Debt Service	\$ (35,286,784)	\$ -	\$ -	\$ -	\$ (561,698)	\$ (561,698)
<i>Debt Service Coverage Ratio</i>						
					1.52	1.96
Transfer to Projects Fund	\$ (39,400,000)	\$ (51,995)	\$ (354,932)	\$ (757,454)	\$ (302,783)	\$ (549,725)
Total Expenditures	\$ (74,686,784)	\$ (51,995)	\$ (354,932)	\$ (757,454)	\$ (864,481)	\$ (1,111,423)
Ending Balance		\$ -	\$ -	\$ -	\$ -	\$ -

DEBT SERVICE FUND	FYE 2025	FYE 2026	FYE 2027	FYE 2028	FYE 2029	FYE 2030
Resources						
Beginning Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Interest Earnings	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIF: Current Year	\$ 1,237,286	\$ 1,371,281	\$ 1,511,356	\$ 1,698,012	\$ 1,893,745	\$ 2,098,976
TIF: Prior Years	\$ 16,479	\$ 18,559	\$ 20,569	\$ 22,670	\$ 25,470	\$ 28,406
Total Resources	\$ 1,253,765	\$ 1,389,840	\$ 1,531,925	\$ 1,720,682	\$ 1,919,215	\$ 2,127,382
Expenditures						
<i>Debt Service</i>						
Scheduled Payments						
Loan FYE 2023	\$ (561,698)	\$ (561,698)	\$ (561,698)	\$ (561,698)	\$ (561,698)	\$ (561,698)
Loan FYE 2028	\$ -	\$ -	\$ -	\$ (569,722)	\$ (569,722)	\$ (569,722)
Loan FYE 2033	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Early Principal Payment						
Loan FYE 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Loan FYE 2028	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Loan FYE 2033	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Debt Service	\$ (561,698)	\$ (561,698)	\$ (561,698)	\$ (1,131,420)	\$ (1,131,420)	\$ (1,131,420)
<i>Debt Service Coverage Ratio</i>	2.20	2.44	2.69	1.50	1.67	1.86
Transfer to Projects Fund	\$ (692,067)	\$ (828,142)	\$ (970,227)	\$ (589,262)	\$ (787,795)	\$ (995,961)
Total Expenditures	\$ (1,253,765)	\$ (1,389,840)	\$ (1,531,925)	\$ (1,720,682)	\$ (1,919,215)	\$ (2,127,382)
Ending Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

DEBT SERVICE FUND	FYE 2031	FYE 2032	FYE 2033	FYE 2034	FYE 2035	FYE 2036
Resources						
Beginning Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Interest Earnings	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIF: Current Year	\$ 2,314,147	\$ 2,539,720	\$ 2,729,562	\$ 3,135,235	\$ 3,348,884	\$ 3,572,139
TIF: Prior Years	\$ 31,485	\$ 34,712	\$ 38,096	\$ 40,943	\$ 47,029	\$ 50,233
Total Resources	\$ 2,345,632	\$ 2,574,432	\$ 2,767,657	\$ 3,176,178	\$ 3,395,912	\$ 3,622,372
Expenditures						
<i>Debt Service</i>						
Scheduled Payments						
Loan FYE 2023	\$ (561,698)	\$ (561,698)	\$ (561,698)	\$ (561,698)	\$ (561,698)	\$ (561,698)
Loan FYE 2028	\$ (569,722)	\$ (569,722)	\$ (569,722)	\$ (569,722)	\$ (569,722)	\$ (569,722)
Loan FYE 2033	\$ -	\$ -	\$ (682,062)	\$ (682,062)	\$ (682,062)	\$ (682,062)
Early Principal Payment						
Loan FYE 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Loan FYE 2028	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Loan FYE 2033	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Debt Service	\$ (1,131,420)	\$ (1,131,420)	\$ (1,813,482)	\$ (1,813,482)	\$ (1,813,482)	\$ (1,813,482)
<i>Debt Service Coverage Ratio</i>	2.05	2.24	1.51	1.73	1.85	1.97
Transfer to Projects Fund	\$ (1,214,211)	\$ (1,443,012)	\$ (954,175)	\$ (1,362,696)	\$ (1,582,430)	\$ (1,808,889)
Total Expenditures	\$ (2,345,632)	\$ (2,574,432)	\$ (2,767,657)	\$ (3,176,178)	\$ (3,395,912)	\$ (3,622,372)
Ending Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

DEBT SERVICE FUND	FYE 2037	FYE 2038	FYE 2039	FYE 2040	FYE 2041	FYE 2042
Resources						
Beginning Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Interest Earnings	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIF: Current Year	\$ 3,805,447	\$ 4,049,277	\$ 4,304,122	\$ 4,570,498	\$ 4,848,943	\$ 5,140,024
TIF: Prior Years	\$ 53,582	\$ 57,082	\$ 60,739	\$ 64,562	\$ 68,557	\$ 72,734
Total Resources	\$ 3,859,029	\$ 4,106,359	\$ 4,364,862	\$ 4,635,059	\$ 4,917,500	\$ 5,212,758
Expenditures						
<i>Debt Service</i>						
Scheduled Payments						
Loan FYE 2023	\$ (561,698)	\$ (561,698)	\$ (561,698)	\$ (561,698)	\$ (561,698)	\$ (561,698)
Loan FYE 2028	\$ (569,722)	\$ (569,722)	\$ (569,722)	\$ (569,722)	\$ (569,722)	\$ (569,722)
Loan FYE 2033	\$ (682,062)	\$ (682,062)	\$ (682,062)	\$ (682,062)	\$ (682,062)	\$ (682,062)
Early Principal Payment						
Loan FYE 2023	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Loan FYE 2028	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Loan FYE 2033	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Debt Service	\$ (1,813,482)	\$ (1,813,482)	\$ (1,813,482)	\$ (1,813,482)	\$ (1,813,482)	\$ (1,813,482)
<i>Debt Service Coverage Ratio</i>	2.10	2.23	2.37	2.52	2.67	2.83
Transfer to Projects Fund	\$ (2,045,546)	\$ (2,292,876)	\$ (2,551,379)	\$ (2,821,577)	\$ (3,104,018)	\$ (3,399,276)
Total Expenditures	\$ (3,859,029)	\$ (4,106,359)	\$ (4,364,862)	\$ (4,635,059)	\$ (4,917,500)	\$ (5,212,758)
Ending Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

DEBT SERVICE FUND	FYE 2043	FYE 2044	FYE 2045
Resources			
Beginning Balance	\$ -	\$ -	\$ -
Interest Earnings	\$ -	\$ -	\$ -
TIF: Current Year	\$ 5,444,335	\$ 5,762,496	\$ 5,173,904
TIF: Prior Years	\$ 77,100	\$ 81,665	\$ 86,437
Total Resources	\$ 5,521,435	\$ 5,844,161	\$ 5,260,342
Expenditures			
<i>Debt Service</i>			
Scheduled Payments			
Loan FYE 2023	\$ -	\$ -	\$ -
Loan FYE 2028	\$ (569,722)	\$ (569,722)	\$ (54,070)
Loan FYE 2033	\$ (682,062)	\$ (682,062)	\$ (682,062)
Early Principal Payment			
Loan FYE 2023	\$ -	\$ -	\$ -
Loan FYE 2028	\$ -	\$ (1,500,000)	\$ -
Loan FYE 2033	\$ -	\$ -	\$ (3,946,665)
Total Debt Service	\$ (1,251,784)	\$ (2,751,784)	\$ (4,682,797)
<i>Debt Service Coverage Ratio</i>	4.35	4.60	7.03
Transfer to Projects Fund	\$ (4,269,651)	\$ (3,092,377)	\$ (577,544)
Total Expenditures	\$ (5,521,435)	\$ (5,844,161)	\$ (5,260,342)
Ending Balance	\$ -	\$ -	\$ -

Source: Tiberius Solutions

Exhibit 21. Funding Plan, Project Fund Cash Flow (YOE \$) (continued on next page)

PROJECTS FUND	Total	FYE 2020	FYE 2021	FYE 2022	FYE 2023	FYE 2024
Resources						
Beginning Balance		\$ -	\$ -	\$ -	\$ -	\$ -
Interest Earnings	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transfer from TIF Fund	\$ 39,400,000	\$ 51,995	\$ 354,932	\$ 757,454	\$ 302,783	\$ 549,725
Bond/Loan Proceeds	\$ 22,600,000	\$ -	\$ -	\$ -	\$ 7,000,000	\$ -
Other	\$ -					
Total Resources	\$ 62,000,000	\$ 51,995	\$ 354,932	\$ 757,454	\$ 7,302,783	\$ 549,725
Expenditures (YOE \$)						
Projects and Administration	\$ (61,548,000)	\$ (51,995)	\$ (354,932)	\$ (757,454)	\$ (7,162,783)	\$ (549,725)
Financing Fees	\$ (452,000)				\$ (140,000)	
Total Expenditures	\$ (62,000,000)	\$ (51,995)	\$ (354,932)	\$ (757,454)	\$ (7,302,783)	\$ (549,725)
Ending Balance		\$ -	\$ -	\$ -	\$ -	\$ -

PROJECTS FUND	FYE 2025	FYE 2026	FYE 2027	FYE 2028	FYE 2029	FYE 2030
Resources						
Beginning Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Interest Earnings	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transfer from TIF Fund	\$ 692,067	\$ 828,142	\$ 970,227	\$ 589,262	\$ 787,795	\$ 995,961
Bond/Loan Proceeds	\$ -	\$ -	\$ -	\$ 7,100,000	\$ -	\$ -
Other						
Total Resources	\$ 692,067	\$ 828,142	\$ 970,227	\$ 7,689,262	\$ 787,795	\$ 995,961
Expenditures (YOE \$)						
Projects and Administration	\$ (692,067)	\$ (828,142)	\$ (970,227)	\$ (7,547,262)	\$ (787,795)	\$ (995,961)
Financing Fees				\$ (142,000)		
Total Expenditures	\$ (692,067)	\$ (828,142)	\$ (970,227)	\$ (7,689,262)	\$ (787,795)	\$ (995,961)
Ending Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECTS FUND	FYE 2031	FYE 2032	FYE 2033	FYE 2034	FYE 2035	FYE 2036
Resources						
Beginning Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Interest Earnings	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transfer from TIF Fund	\$ 1,214,211	\$ 1,443,012	\$ 954,175	\$ 1,362,696	\$ 1,582,430	\$ 1,808,889
Bond/Loan Proceeds	\$ -	\$ -	\$ 8,500,000	\$ -	\$ -	\$ -
Other						
Total Resources	\$ 1,214,211	\$ 1,443,012	\$ 9,454,175	\$ 1,362,696	\$ 1,582,430	\$ 1,808,889
Expenditures (YOE \$)						
Projects and Administration	\$ (1,214,211)	\$ (1,443,012)	\$ (9,284,175)	\$ (1,362,696)	\$ (1,582,430)	\$ (1,808,889)
Financing Fees			\$ (170,000)			
Total Expenditures	\$ (1,214,211)	\$ (1,443,012)	\$ (9,454,175)	\$ (1,362,696)	\$ (1,582,430)	\$ (1,808,889)
Ending Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECTS FUND	FYE 2037	FYE 2038	FYE 2039	FYE 2040	FYE 2041	FYE 2042
Resources						
Beginning Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Interest Earnings	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transfer from TIF Fund	\$ 2,045,546	\$ 2,292,876	\$ 2,551,379	\$ 2,821,577	\$ 3,104,018	\$ 3,399,276
Bond/Loan Proceeds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other						
Total Resources	\$ 2,045,546	\$ 2,292,876	\$ 2,551,379	\$ 2,821,577	\$ 3,104,018	\$ 3,399,276
Expenditures (YOE \$)						
Projects and Administration	\$ (2,045,546)	\$ (2,292,876)	\$ (2,551,379)	\$ (2,821,577)	\$ (3,104,018)	\$ (3,399,276)
Financing Fees						
Total Expenditures	\$ (2,045,546)	\$ (2,292,876)	\$ (2,551,379)	\$ (2,821,577)	\$ (3,104,018)	\$ (3,399,276)
Ending Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PROJECTS FUND	FYE 2043	FYE 2044	FYE 2045
Resources			
Beginning Balance	\$ -	\$ -	\$ -
Interest Earnings	\$ -	\$ -	\$ -
Transfer from TIF Fund	\$ 4,269,651	\$ 3,092,377	\$ 577,544
Bond/Loan Proceeds	\$ -	\$ -	\$ -
Other			
Total Resources	\$ 4,269,651	\$ 3,092,377	\$ 577,544
Expenditures (YOE \$)			
Projects and Administration	\$ (4,269,651)	\$ (3,092,377)	\$ (577,544)
Financing Fees			
Total Expenditures	\$ (4,269,651)	\$ (3,092,377)	\$ (577,544)
Ending Balance	\$ -	\$ -	\$ -

Source: Tiberius Solutions

6. Impacts to Taxing Jurisdictions

6.1. Overall Impact

As stated earlier in this Report, TIF revenue is a division of property tax revenue and not an increase in property tax rates. The financial impacts are primarily to overlapping taxing districts, not property tax payers.

Instead, this Report calculates the “foregone revenues” for the overlapping taxing districts as a proxy for the impact of urban renewal. Foregone revenue is the proportional share of TIF revenue that is received by the Agency rather than the taxing district.

There are two caveats for calculations of foregone revenue:

1. By using foregone revenues, this Report may overstate the impact that the URA has on overlapping taxing districts, as some of the TIF revenue may be generated by development that would not have happened, but for the investment in urban renewal projects.
2. A calculation of foregone revenue does not account for any increase in tax revenues that overlapping taxing districts may receive in the future after the Plan is terminated, if the Agency is successful at increasing the assessed value of property in the URA.

Exhibit 22 shows the forecast of foregone property tax revenues for all overlapping taxing districts. The total foregone revenues are equal to the total TIF revenue needed by the Agency to pay off all debt. The St. Helens School District, City of St. Helens, and Columbia County are the three jurisdictions with the most foregone revenue. Those three taxing districts combined account for two-thirds of the total foregone revenue.

Although Exhibit 23 includes the St. Helens School District and NW Regional Education Service District, these jurisdictions are not *directly* affected by tax increment financing. The Oregon Constitution requires equal funding per student for all school districts, regardless of local property tax collections. Each biennium, the State Legislature determines the statewide school funding amount per-student. School districts that generate less than this amount through local sources receive grants from the State School Fund to make up the difference. Thus, fluctuations in local property tax revenue do not have a direct impact on local school funding. In other words, foregone property tax revenues for school districts and education service districts are substantially offset by funding from the State School Fund. The impacts to the taxing districts as a result of Amendment 2 follow the overall impacts.

Exhibit 22. Forecast of Foregone Revenues, General Government (YOE\$)

FYE	Columbia County	Columbia 4H & Extension	Columbia 911 Communication District	Columbia Vector	Port of Columbia County	Columbia SWCD	Columbia River Fire	St. Helens Aquatic District	City of St. Helens	Subtotal (General Government)
2020	\$ (19)	\$ (1)	\$ (3)	\$ (2)	\$ (1)	\$ (1)	\$ (40)	\$ (3)	\$ -	\$ (70)
2021	\$ (39,297)	\$ (1,608)	\$ (7,191)	\$ (3,601)	\$ (2,495)	\$ (2,816)	\$ (83,716)	\$ (6,609)	\$ (53,682)	\$ (201,014)
2022	\$ (83,854)	\$ (3,431)	\$ (15,346)	\$ (7,685)	\$ (5,323)	\$ (6,008)	\$ (178,637)	\$ (14,102)	\$ (114,628)	\$ (429,014)
2023	\$ (95,702)	\$ (3,916)	\$ (17,514)	\$ (8,771)	\$ (6,076)	\$ (6,857)	\$ (203,878)	\$ (16,094)	\$ (130,826)	\$ (489,634)
2024	\$ (123,040)	\$ (5,034)	\$ (22,517)	\$ (11,276)	\$ (7,811)	\$ (8,816)	\$ (262,117)	\$ (20,692)	\$ (168,197)	\$ (629,499)
2025	\$ (138,798)	\$ (5,679)	\$ (25,401)	\$ (12,720)	\$ (8,812)	\$ (9,945)	\$ (295,686)	\$ (23,342)	\$ (189,738)	\$ (710,120)
2026	\$ (153,862)	\$ (6,295)	\$ (28,157)	\$ (14,101)	\$ (9,768)	\$ (11,025)	\$ (327,778)	\$ (25,875)	\$ (210,331)	\$ (787,192)
2027	\$ (169,591)	\$ (6,939)	\$ (31,036)	\$ (15,542)	\$ (10,767)	\$ (12,152)	\$ (361,287)	\$ (28,520)	\$ (231,833)	\$ (867,668)
2028	\$ (190,488)	\$ (7,794)	\$ (34,860)	\$ (17,457)	\$ (12,093)	\$ (13,649)	\$ (405,803)	\$ (32,035)	\$ (260,399)	\$ (974,578)
2029	\$ (212,466)	\$ (8,693)	\$ (38,882)	\$ (19,472)	\$ (13,488)	\$ (15,224)	\$ (452,625)	\$ (35,731)	\$ (290,444)	\$ (1,087,025)
2030	\$ (235,511)	\$ (9,636)	\$ (43,099)	\$ (21,583)	\$ (14,952)	\$ (16,875)	\$ (501,719)	\$ (39,606)	\$ (321,947)	\$ (1,204,929)
2031	\$ (259,673)	\$ (10,624)	\$ (47,521)	\$ (23,798)	\$ (16,485)	\$ (18,607)	\$ (553,191)	\$ (43,670)	\$ (354,975)	\$ (1,328,543)
2032	\$ (285,002)	\$ (11,661)	\$ (52,156)	\$ (26,119)	\$ (18,093)	\$ (20,421)	\$ (607,151)	\$ (47,929)	\$ (389,601)	\$ (1,458,134)
2033	\$ (306,393)	\$ (12,536)	\$ (56,071)	\$ (28,079)	\$ (19,451)	\$ (21,954)	\$ (652,721)	\$ (51,527)	\$ (418,842)	\$ (1,567,574)
2034	\$ (351,618)	\$ (14,386)	\$ (64,347)	\$ (32,224)	\$ (22,323)	\$ (25,195)	\$ (749,066)	\$ (59,132)	\$ (480,666)	\$ (1,798,957)
2035	\$ (375,944)	\$ (15,381)	\$ (68,799)	\$ (34,453)	\$ (23,867)	\$ (26,938)	\$ (800,887)	\$ (63,223)	\$ (513,919)	\$ (1,923,412)
2036	\$ (401,014)	\$ (16,407)	\$ (73,387)	\$ (36,751)	\$ (25,458)	\$ (28,734)	\$ (854,295)	\$ (67,439)	\$ (548,190)	\$ (2,051,676)
2037	\$ (427,213)	\$ (17,479)	\$ (78,182)	\$ (39,152)	\$ (27,122)	\$ (30,611)	\$ (910,108)	\$ (71,845)	\$ (584,005)	\$ (2,185,717)
2038	\$ (454,594)	\$ (18,599)	\$ (83,192)	\$ (41,661)	\$ (28,860)	\$ (32,573)	\$ (968,438)	\$ (76,450)	\$ (621,434)	\$ (2,325,802)
2039	\$ (483,211)	\$ (19,770)	\$ (88,429)	\$ (44,284)	\$ (30,677)	\$ (34,624)	\$ (1,029,403)	\$ (81,262)	\$ (660,555)	\$ (2,472,216)
2040	\$ (513,123)	\$ (20,994)	\$ (93,903)	\$ (47,025)	\$ (32,576)	\$ (36,767)	\$ (1,093,126)	\$ (86,293)	\$ (701,445)	\$ (2,625,253)
2041	\$ (544,391)	\$ (22,273)	\$ (99,626)	\$ (49,891)	\$ (34,561)	\$ (39,008)	\$ (1,159,737)	\$ (91,551)	\$ (744,188)	\$ (2,785,225)
2042	\$ (577,077)	\$ (23,611)	\$ (105,607)	\$ (52,886)	\$ (36,636)	\$ (41,350)	\$ (1,229,370)	\$ (97,048)	\$ (788,871)	\$ (2,952,456)
2043	\$ (611,249)	\$ (25,009)	\$ (111,861)	\$ (56,018)	\$ (38,805)	\$ (43,798)	\$ (1,302,168)	\$ (102,795)	\$ (835,584)	\$ (3,127,288)
2044	\$ (646,977)	\$ (26,471)	\$ (118,399)	\$ (59,292)	\$ (41,073)	\$ (46,358)	\$ (1,378,279)	\$ (108,803)	\$ (884,424)	\$ (3,310,077)
2045	\$ (582,345)	\$ (23,826)	\$ (106,571)	\$ (53,369)	\$ (36,970)	\$ (41,727)	\$ (1,240,592)	\$ (97,934)	\$ (796,072)	\$ (2,979,407)
Total	\$ (8,262,452)	\$ (338,052)	\$ (1,512,059)	\$ (757,214)	\$ (524,544)	\$ (592,036)	\$ (17,601,817)	\$ (1,389,508)	\$ (11,294,796)	\$ (42,272,477)

Source: Tiberius Solution

Exhibit 23. Forecast of Foregone Revenues, Education (YOE\$)

FYE	NW Regional ESD	St. Helens 502 School	Portland Community College	Subtotal (Education)	Total (General Government and Education)
2020	\$ (2)	\$ (67)	\$ (4)	\$ (73)	\$ (143)
2021	\$ (4,331)	\$ (141,625)	\$ (7,963)	\$ (153,918)	\$ (354,932)
2022	\$ (9,241)	\$ (302,207)	\$ (16,992)	\$ (328,439)	\$ (757,454)
2023	\$ (10,547)	\$ (344,908)	\$ (19,393)	\$ (374,847)	\$ (864,481)
2024	\$ (13,559)	\$ (443,432)	\$ (24,932)	\$ (481,924)	\$ (1,111,423)
2025	\$ (15,296)	\$ (500,223)	\$ (28,126)	\$ (543,645)	\$ (1,253,765)
2026	\$ (16,956)	\$ (554,514)	\$ (31,178)	\$ (602,648)	\$ (1,389,840)
2027	\$ (18,690)	\$ (611,203)	\$ (34,365)	\$ (664,258)	\$ (1,531,925)
2028	\$ (20,992)	\$ (686,512)	\$ (38,600)	\$ (746,104)	\$ (1,720,682)
2029	\$ (23,415)	\$ (765,722)	\$ (43,054)	\$ (832,190)	\$ (1,919,215)
2030	\$ (25,954)	\$ (848,776)	\$ (47,723)	\$ (922,453)	\$ (2,127,382)
2031	\$ (28,617)	\$ (935,852)	\$ (52,619)	\$ (1,017,089)	\$ (2,345,632)
2032	\$ (31,408)	\$ (1,027,139)	\$ (57,752)	\$ (1,116,299)	\$ (2,574,432)
2033	\$ (33,766)	\$ (1,104,231)	\$ (62,087)	\$ (1,200,083)	\$ (2,767,657)
2034	\$ (38,750)	\$ (1,267,221)	\$ (71,251)	\$ (1,377,221)	\$ (3,176,178)
2035	\$ (41,430)	\$ (1,354,890)	\$ (76,180)	\$ (1,472,500)	\$ (3,395,912)
2036	\$ (44,193)	\$ (1,445,242)	\$ (81,260)	\$ (1,570,695)	\$ (3,622,372)
2037	\$ (47,080)	\$ (1,539,663)	\$ (86,569)	\$ (1,673,312)	\$ (3,859,029)
2038	\$ (50,098)	\$ (1,638,342)	\$ (92,117)	\$ (1,780,557)	\$ (4,106,359)
2039	\$ (53,252)	\$ (1,741,478)	\$ (97,916)	\$ (1,892,646)	\$ (4,364,862)
2040	\$ (56,548)	\$ (1,849,281)	\$ (103,978)	\$ (2,009,806)	\$ (4,635,059)
2041	\$ (59,994)	\$ (1,961,968)	\$ (110,314)	\$ (2,132,276)	\$ (4,917,500)
2042	\$ (63,596)	\$ (2,079,769)	\$ (116,937)	\$ (2,260,302)	\$ (5,212,758)
2043	\$ (67,362)	\$ (2,202,924)	\$ (123,862)	\$ (2,394,147)	\$ (5,521,435)
2044	\$ (71,299)	\$ (2,331,684)	\$ (131,101)	\$ (2,534,085)	\$ (5,844,161)
2045	\$ (64,176)	\$ (2,098,754)	\$ (118,005)	\$ (2,280,935)	\$ (5,260,342)
Total	\$ (910,551)	\$ (29,777,625)	\$ (1,674,277)	\$ (32,362,454)	\$ (74,634,931)

Source: Tiberius Solutions

Exhibit 24 shows the projected increase in tax revenue for overlapping taxing districts after TIF collection is anticipated to be terminated. These projections are for FYE 2046.

Exhibit 24. Increase in Tax Revenues for Overlapping Taxing Districts (after Debt Repayment)

		Tax Revenue in FYE 2046 (Year After Termination)		
		From Frozen	From Excess	
Taxing District	Tax Rate	Base	Value	Total
General Government				
Columbia County	1.39560	\$ 239,555	\$ 750,813	\$ 990,368
Columbia 4H & Extension	0.05710	\$ 9,801	\$ 30,719	\$ 40,520
Columbia 911 Communication District	0.25540	\$ 43,840	\$ 137,402	\$ 181,242
Columbia Vector	0.12790	\$ 21,954	\$ 68,808	\$ 90,762
Port of Columbia County	0.08860	\$ 15,208	\$ 47,666	\$ 62,874
Columbia SWCD	0.10000	\$ 17,165	\$ 53,799	\$ 70,964
Columbia River Fire	2.97310	\$ 510,334	\$ 1,599,485	\$ 2,109,819
St. Helens Aquatic District	0.23470	\$ 40,286	\$ 126,265	\$ 166,551
City of St. Helens	1.90780	\$ 327,475	\$ 1,026,369	\$ 1,353,844
Subtotal	7.14020	\$ 1,225,618	\$ 3,841,326	\$ 5,066,944
Education				
NW Regional ESD	0.15380	\$ 26,400	\$ 82,742	\$ 109,142
St. Helens 502 School	5.02970	\$ 863,350	\$ 2,705,907	\$ 3,569,257
Portland Community College	0.28280	\$ 48,543	\$ 152,142	\$ 200,685
Subtotal	5.46630	\$ 938,293	\$ 2,940,791	\$ 3,879,084
Total	12.60650	\$ 2,163,911	\$ 6,782,117	\$ 8,946,028

Source: Tiberius Solutions

6.2. IMPACT OF AMENDMENT 2

The fiscal impact of Amendment 2 for affected taxing districts is positive in some years (less foregone revenue), and negative in others (more foregone revenue). In FYE 2022, Amendment 2 is expected to have a small positive impact to taxing districts, as the increment value removed from the URA is greater than the increment value gained from the boundary amendments. From most of the anticipated duration of the URA, FYE 2023 to FYE 2044, the impact of Amendment 2 on affected taxing districts is negative. This is because property added to the URA is expected to undergo future development, increasing the assessed value of the URA, and increasing the annual TIF revenue. In FYE 2045 and FYE 2046, the impact of Amendment 2 affected taxing districts is positive, because Amendment 2 allows the URA to repay its maximum indebtedness more quickly, terminating the URA sooner, and reducing the amount of TIF that would be collected in those final years. Overall, the impact of Amendment 2 is negative to affected taxing districts. This is because Amendment 2 facilitates more rapid growth in TIF revenue, which allows the URA to incur relatively more formal indebtedness, and relatively less informal debt (i.e., "pay-as-you" approach). That formal indebtedness allows the URA to fund more projects more quickly, but with the added expense of interest. The higher cost of interest, requires more TIF revenue, and thus more foregone revenue to achieve the same amount of maximum indebtedness

Exhibit 25. Impact of Amendment on Overlapping Taxing Districts, General Government (YOE\$)

FYE	Columbia County	Columbia 4H & Extension	Columbia 911 Communication District	Columbia Vector	Port of Columbia County	Columbia SWCD	Columbia River Fire	St. Helens Aquatic District	City of St. Helens	Subtotal (General Government)
2020	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2021	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2022	\$ 10	\$ 0	\$ 2	\$ 1	\$ 1	\$ 1	\$ 22	\$ 2	\$ (36)	\$ 2
2023	\$ (7)	\$ (0)	\$ (1)	\$ (1)	\$ (0)	\$ (1)	\$ (15)	\$ (1)	\$ (74)	\$ (101)
2024	\$ (6,947)	\$ (284)	\$ (1,271)	\$ (637)	\$ (441)	\$ (498)	\$ (14,800)	\$ (1,168)	\$ (9,574)	\$ (35,621)
2025	\$ (12,816)	\$ (524)	\$ (2,345)	\$ (1,175)	\$ (814)	\$ (918)	\$ (27,302)	\$ (2,155)	\$ (17,611)	\$ (65,660)
2026	\$ (13,314)	\$ (545)	\$ (2,437)	\$ (1,220)	\$ (845)	\$ (954)	\$ (28,364)	\$ (2,239)	\$ (18,316)	\$ (68,235)
2027	\$ (13,746)	\$ (562)	\$ (2,515)	\$ (1,260)	\$ (873)	\$ (985)	\$ (29,283)	\$ (2,312)	\$ (18,931)	\$ (70,466)
2028	\$ (18,642)	\$ (763)	\$ (3,412)	\$ (1,708)	\$ (1,184)	\$ (1,336)	\$ (39,715)	\$ (3,135)	\$ (25,652)	\$ (95,547)
2029	\$ (23,887)	\$ (977)	\$ (4,371)	\$ (2,189)	\$ (1,516)	\$ (1,712)	\$ (50,888)	\$ (4,017)	\$ (32,850)	\$ (122,408)
2030	\$ (29,430)	\$ (1,204)	\$ (5,386)	\$ (2,697)	\$ (1,868)	\$ (2,109)	\$ (62,695)	\$ (4,949)	\$ (40,456)	\$ (150,794)
2031	\$ (35,283)	\$ (1,444)	\$ (6,457)	\$ (3,233)	\$ (2,240)	\$ (2,528)	\$ (75,164)	\$ (5,934)	\$ (48,488)	\$ (180,770)
2032	\$ (41,460)	\$ (1,696)	\$ (7,587)	\$ (3,800)	\$ (2,632)	\$ (2,971)	\$ (88,324)	\$ (6,972)	\$ (56,965)	\$ (212,408)
2033	\$ (42,816)	\$ (1,752)	\$ (7,835)	\$ (3,924)	\$ (2,718)	\$ (3,068)	\$ (91,212)	\$ (7,200)	\$ (58,852)	\$ (219,377)
2034	\$ (44,138)	\$ (1,806)	\$ (8,077)	\$ (4,045)	\$ (2,802)	\$ (3,163)	\$ (94,028)	\$ (7,423)	\$ (60,695)	\$ (226,175)
2035	\$ (45,500)	\$ (1,862)	\$ (8,327)	\$ (4,170)	\$ (2,889)	\$ (3,260)	\$ (96,930)	\$ (7,652)	\$ (62,595)	\$ (233,184)
2036	\$ (46,904)	\$ (1,919)	\$ (8,584)	\$ (4,299)	\$ (2,978)	\$ (3,361)	\$ (99,922)	\$ (7,888)	\$ (64,554)	\$ (240,408)
2037	\$ (48,352)	\$ (1,978)	\$ (8,849)	\$ (4,431)	\$ (3,070)	\$ (3,465)	\$ (103,006)	\$ (8,131)	\$ (66,574)	\$ (247,855)
2038	\$ (49,844)	\$ (2,039)	\$ (9,122)	\$ (4,568)	\$ (3,164)	\$ (3,572)	\$ (106,185)	\$ (8,382)	\$ (68,657)	\$ (255,533)
2039	\$ (51,382)	\$ (2,102)	\$ (9,403)	\$ (4,709)	\$ (3,262)	\$ (3,682)	\$ (109,461)	\$ (8,641)	\$ (70,805)	\$ (263,447)
2040	\$ (52,967)	\$ (2,167)	\$ (9,693)	\$ (4,854)	\$ (3,363)	\$ (3,795)	\$ (112,839)	\$ (8,908)	\$ (73,020)	\$ (271,606)
2041	\$ (54,602)	\$ (2,234)	\$ (9,992)	\$ (5,004)	\$ (3,466)	\$ (3,912)	\$ (116,320)	\$ (9,182)	\$ (75,304)	\$ (280,018)
2042	\$ (56,286)	\$ (2,303)	\$ (10,301)	\$ (5,158)	\$ (3,573)	\$ (4,033)	\$ (119,909)	\$ (9,466)	\$ (77,660)	\$ (288,689)
2043	\$ (58,023)	\$ (2,374)	\$ (10,618)	\$ (5,318)	\$ (3,684)	\$ (4,158)	\$ (123,608)	\$ (9,758)	\$ (80,089)	\$ (297,629)
2044	\$ (59,813)	\$ (2,447)	\$ (10,946)	\$ (5,482)	\$ (3,797)	\$ (4,286)	\$ (127,422)	\$ (10,059)	\$ (82,595)	\$ (306,846)
2045	\$ 40,329	\$ 1,650	\$ 7,380	\$ 3,696	\$ 2,560	\$ 2,890	\$ 85,915	\$ 6,782	\$ 54,240	\$ 205,442
Total	\$ (161,770)	\$ (6,619)	\$ (29,604)	\$ (14,825)	\$ (10,270)	\$ (11,591)	\$ (344,624)	\$ (27,205)	\$ (231,243)	\$ (837,751)

Source: Tiberius Solutions

Exhibit 26. Impact of Amendment on Overlapping Taxing Districts, Education (YOE\$)

FYE	NW Regional ESD	St. Helens 502 School	Portland Community College	Subtotal (Education)	(General Government and Education)
2020	\$ -	\$ -	\$ -	\$ -	\$ -
2021	\$ -	\$ -	\$ -	\$ -	\$ -
2022	\$ 1	\$ 37	\$ 2	\$ 40	\$ 42
2023	\$ (1)	\$ (26)	\$ (1)	\$ (28)	\$ (129)
2024	\$ (766)	\$ (25,037)	\$ (1,408)	\$ (27,211)	\$ (62,832)
2025	\$ (1,412)	\$ (46,188)	\$ (2,597)	\$ (50,197)	\$ (115,857)
2026	\$ (1,467)	\$ (47,984)	\$ (2,698)	\$ (52,150)	\$ (120,384)
2027	\$ (1,515)	\$ (49,539)	\$ (2,785)	\$ (53,839)	\$ (124,305)
2028	\$ (2,054)	\$ (67,187)	\$ (3,778)	\$ (73,019)	\$ (168,566)
2029	\$ (2,632)	\$ (86,089)	\$ (4,840)	\$ (93,562)	\$ (215,970)
2030	\$ (3,243)	\$ (106,064)	\$ (5,964)	\$ (115,270)	\$ (266,064)
2031	\$ (3,888)	\$ (127,158)	\$ (7,150)	\$ (138,196)	\$ (318,966)
2032	\$ (4,569)	\$ (149,421)	\$ (8,401)	\$ (162,392)	\$ (374,800)
2033	\$ (4,718)	\$ (154,306)	\$ (8,676)	\$ (167,701)	\$ (387,078)
2034	\$ (4,864)	\$ (159,070)	\$ (8,944)	\$ (172,878)	\$ (399,054)
2035	\$ (5,014)	\$ (163,981)	\$ (9,220)	\$ (178,215)	\$ (411,399)
2036	\$ (5,169)	\$ (169,042)	\$ (9,505)	\$ (183,716)	\$ (424,124)
2037	\$ (5,329)	\$ (174,259)	\$ (9,798)	\$ (189,385)	\$ (437,241)
2038	\$ (5,493)	\$ (179,636)	\$ (10,100)	\$ (195,230)	\$ (450,762)
2039	\$ (5,662)	\$ (185,179)	\$ (10,412)	\$ (201,254)	\$ (464,701)
2040	\$ (5,837)	\$ (190,893)	\$ (10,733)	\$ (207,463)	\$ (479,070)
2041	\$ (6,017)	\$ (196,783)	\$ (11,064)	\$ (213,864)	\$ (493,882)
2042	\$ (6,203)	\$ (202,854)	\$ (11,406)	\$ (220,463)	\$ (509,152)
2043	\$ (6,394)	\$ (209,113)	\$ (11,758)	\$ (227,264)	\$ (524,894)
2044	\$ (6,592)	\$ (215,564)	\$ (12,120)	\$ (234,276)	\$ (541,122)
2045	\$ 4,444	\$ 145,345	\$ 8,172	\$ 157,961	\$ 363,403
Total	\$ (17,828)	\$ (583,012)	\$ (32,780)	\$ (633,620)	\$ (1,471,372)

Source: Tiberius Solutions

7. Statutory Compliance

State law limits the percentage of both a municipality's total assessed value and the total land area that can be contained in an urban renewal area at the time of its establishment to 25% for municipalities under 50,000 in population. As shown in Exhibit 19, once Amendment 2 is effective, the frozen base of the URA is forecast to be \$171,650,367. However, Exhibit 27 shows slightly different numbers as it shows the existing frozen base and the Amendment 2 anticipated net change in frozen base. As one of the tax code areas has negative increment at the time of writing this Report, this complicates the analysis of what number to use. Whether or not this table reflects values as calculated based on Exhibit 19 or Exhibit 27, the city is still below the statutory limit of 25% of the assessed value in urban renewal.

Excess value of the URA in FYE 2020 is \$13,811. Excess value is the value above the frozen base. The City's total assessed value is \$994,916,013² in FYE 2020. Thus, the frozen base value of the URA is equal to 17.25% of the City's total assessed value (adjusted to subtract increment value).

The URA has 752 acres, including right-of-way, and the City of St. Helens has 3,726 acres according to the City. Therefore, 20.18% of the City's acreage is in the URA, below the 25% statutory limit.

Exhibit 27. Urban Renewal Area Conformance with Assessed Value and Acreage Limits

Area	Frozen Base/	
	Assessed Value	Acres
St. Helens URA	\$ 171,187,460	752
Amendment 2 (Net Change)	\$ 429,778	
Total	\$ 171,603,427	
City of St. Helens	\$ 994,916,013	3,726
Excess Value	\$ 13,811	
City minus excess value	\$ 994,902,202	
Percent of Total	17.25%	20.18%

Source: Columbia County Assessor SAL Reports FYE 2020 and City of St. Helens.

² FYE 2020 Columbia County Certified Tax Rolls, SAL 4a

8. Relocation Report

There is no relocation report required for the Plan. No relocation activities are anticipated.



DATE: August 5, 2020
 TO: Jenny Dimsho, City of St. Helens
 FROM: Nick Popenuk and Ali Danko
 SUBJECT:

City of St. Helens Urban Renewal Financial Update

Executive Summary

The City of St. Helens contracted with Tiberius Solutions LLC to provide an updated financial forecast for the St. Helens Urban Renewal Area (URA). The key deliverable from this analysis is an Excel workbook that documents historical tax increment finance (TIF) revenue and forecasts future TIF revenue for the URA under low, medium, and high growth scenarios. This memorandum summarizes the analysis, including key assumptions and results.

- **Historical growth in assessed value in the St. Helens URA has failed to keep pace with the original projections in the St. Helens Urban Renewal Plan.** The gap between actual and projected assessed value grew to \$32.6 million in FYE 2020, due largely to the closure of the Armstrong World Industries manufacturing facility. With assessed value lower than the certified frozen base, the URA received essentially no TIF revenue in FYE 2020. This has resulted in no financial capacity to invest in urban renewal projects, and jeopardizes the ability of the URA to incur the full amount of authorized maximum indebtedness before the target termination date in FYE 2043.
- **Future growth in assessed value is uncertain and dependent upon future construction activity.** The URA has substantial potential for future development, but the exact timing and value of new construction is uncertain. This analysis evaluated a range of possible scenarios, including anywhere from \$25 million to \$111 million in short-term construction activity.
- **Expiring tax exemptions will provide immediate financial capacity.** Cascade Tissue Group owns property in the URA that currently receives Enterprise Zone tax exemption benefits for three separate schedules of investments. These exemptions are scheduled to expire in FYE 2021, 2022, and 2024 respectively. The expiration of these abatements should add \$38 million in assessed value to the tax rolls in coming years, including \$26 million in FYE 2021.
- **Updated growth forecasts fall short of original projections.** Despite the possibility of substantial new construction activity and the expiration of current property tax exemptions, none of the updated growth forecasts show the URA having sufficient financial capacity to incur the full amount of maximum indebtedness before the target termination date in FYE 2043. These updated forecasts include:
 - Low-Growth: **\$38.1 million** of indebtedness incurred by FYE 2043
 - Medium-Growth: **\$46.4 million** of indebtedness incurred by FYE 2043
 - High-Growth: **\$60.8 million** of indebtedness incurred by FYE 2043
- **Collecting TIF for a longer time period could allow the URA to achieve the full authorized amount of maximum indebtedness.** The St. Helens Urban Renewal Plan does not have a binding expiration date. Instead, maximum indebtedness is the limiting factor for the Plan. Thus, if TIF revenues are less than originally forecast, the URA has the ability to collect TIF revenue as long as necessary to achieve the full amount of maximum indebtedness.

- **Amending the URA boundary to include additional development opportunities could increase the financial capacity of the URA.** City staff have identified a 10-acre tax lot that could be added to the URA. The property is anticipated to be subdivided and developed into 78 dwellings in 2022 and 2023, resulting in about \$7.5 million in new assessed value that will be added to the tax roll. This could generate an additional \$2.8 million in TIF revenue for the URA. In the high-growth scenario, this would be sufficient for the URA to incur the full amount of maximum indebtedness.

Note that these projections of financial capacity depend upon future growth in assessed value in the URA, which is largely driven by new construction. Although there are multiple planned projects in the URA under the medium and high growth scenarios, those projects are not guaranteed. If those construction projects do not come to fruition due to economic uncertainty or other conditions, then the actual financial capacity of the URA is more likely to resemble the results shown in the low-growth scenario.

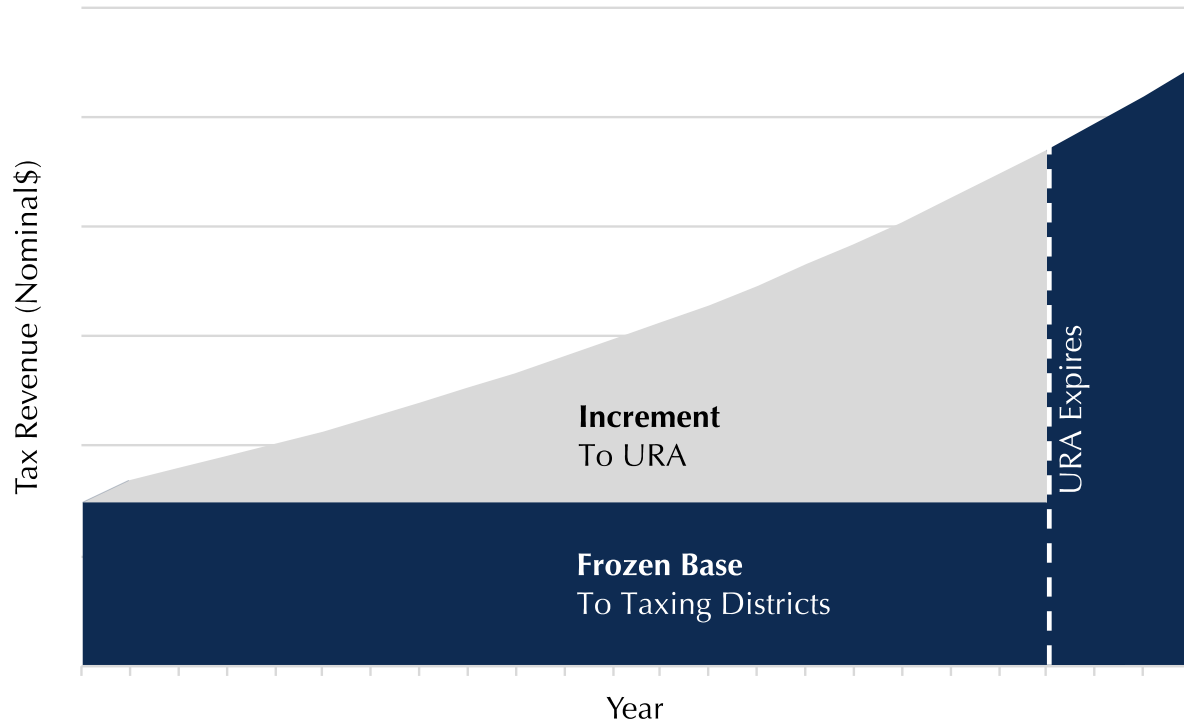
Background

Urban renewal, permitted by Oregon Revised Statute (ORS) 457, is primarily used by cities and counties across Oregon as a revenue source for funding capital projects to help revitalize “blighted” areas.

How Tax Increment Financing Works

When an urban renewal area (URA) is established, the assessed value within the URA boundary becomes the “frozen base” value. When assessed value in the URA grows over time, the difference between the total assessed value and the frozen base is considered “increment” value. Each year, property tax revenue from the frozen base in the URA is distributed normally to all overlapping taxing districts, and the URA receives all the property tax revenue generated from the increment, called tax increment finance (TIF) revenue. TIF revenue can only be spent on capital projects located in the URA. After the URA expires, all tax revenue is distributed to the overlapping taxing districts. Exhibit 1 illustrates the general tax revenue distribution within a URA boundary over the life of the URA.

Exhibit 1. Example Urban Renewal Revenue Distribution



Source: Tiberius Solutions

Financial Restrictions and Limitations on Urban Renewal

Urban renewal plans are required to have a “maximum indebtedness”, which functions as a limit on the cumulative amount of TIF that can be spent on projects in the URA. Note that maximum indebtedness does not function as a revolving credit limit. In other words, paying off debt for old projects, does not free up maximum indebtedness to be used on future projects. Once a URA incurs the full amount of maximum indebtedness, it cannot incur additional debt to fund additional projects.

Urban renewal plans may also include sunset provisions that establish a final date for incurring debt and/or collecting TIF revenue. Any such sunset provisions are not required by statute.

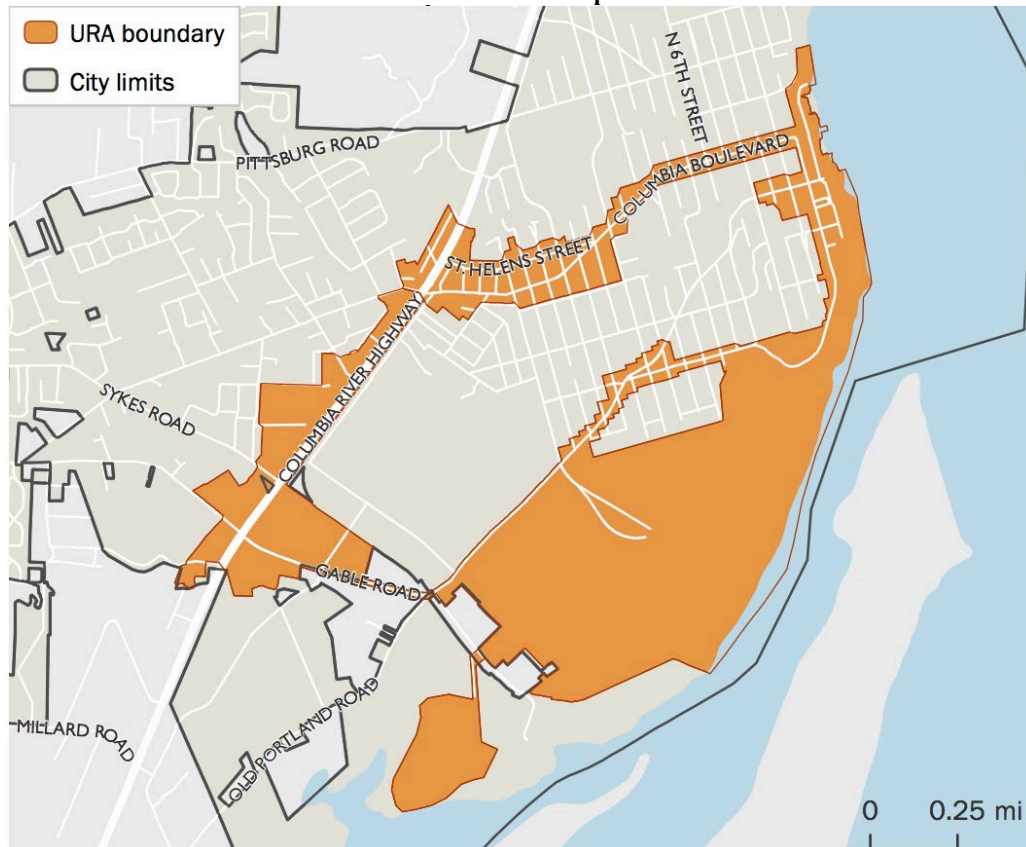
Overview of the St. Helens URA

The St. Helens Urban Renewal Plan (“Plan”) and Report Accompanying the Urban Renewal Plan (“Report”) were adopted in 2017. The Plan identified a range of programs and capital projects to be carried out by the URA in the categories of infrastructure, open space/wayfinding, economic development, site preparation, and project administration. The Plan has a maximum indebtedness of \$62,000,000. The Plan does not include a formal sunset date, but did estimate the URA would be able to achieve the full amount of maximum indebtedness, repay all debt and cease collecting TIF revenue in FYE 2043.

The Plan describes the URA boundary as encompassing 756 acres in the City of St Helens.

Exhibit 2 shows a map of the St. Helens URA boundary.

Exhibit 2. St. Helens Urban Renewal Area Map



Source: St. Helens Urban Renewal Report on the Urban Renewal Plan

Analysis

Our analysis includes an evaluation of historical trends in the URA compared to original projections, as well as an updated financial forecast for future years.

Historical Trends in the Area Compared to Original Projections

The URA has only received TIF revenue for two years: FYE 2019 and FYE 2020. Exhibit 3, Exhibit 4, and Exhibit 5 compare forecasts from the original Report for assessed value and gross TIF revenue to the two years of actual historical data.

In the URA's first year to receive TIF, FYE 2019, assessed value was 6.4% lower than forecast in the Plan. Similarly, TIF revenue was lower than originally forecast: imposing about \$67,000 in FYE 2019, about \$134,000, or 66%, lower than the forecast \$201,000. In FYE 2020, assessed value decreased by \$11.9 million. This large decrease in assessed value was due primarily to the closure of the Armstrong World Industries manufacturing facility. This caused assessed value in the largest tax code area (TCA) to fall below the frozen base value, and thus no TIF was generated by property within that TCA in FYE 2020. Therefore, the URA's total TIF revenue dropped to just \$148 dollars in FYE 2020, compared to the original forecast of \$309,000.

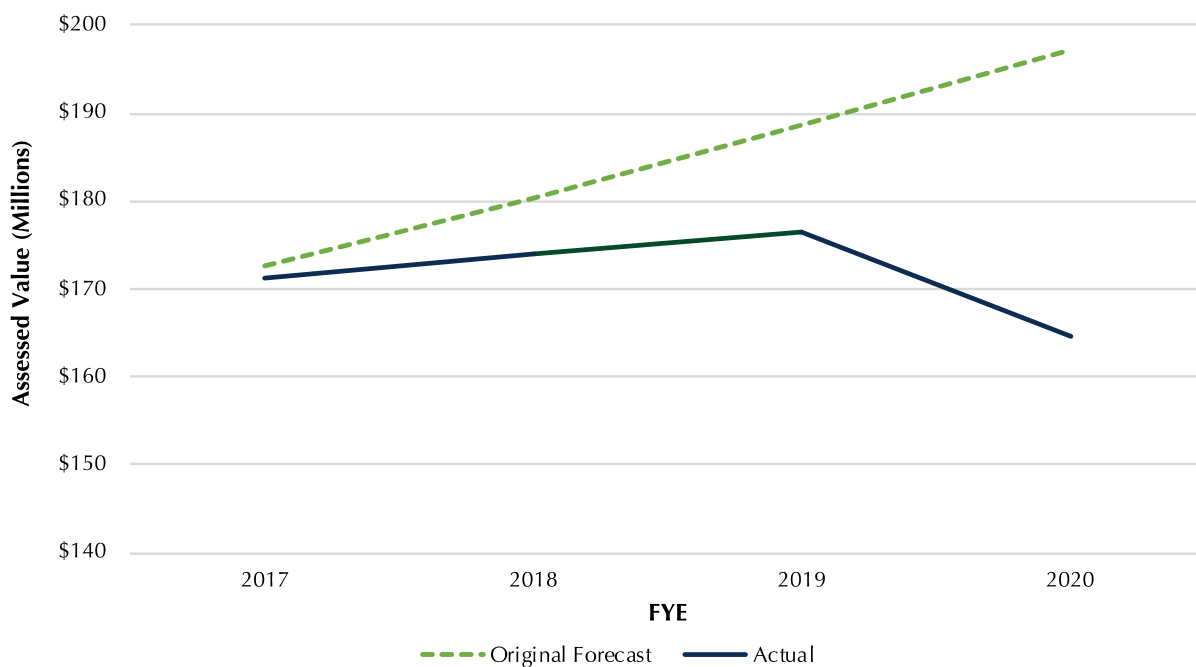
Exhibit 3. Assessed Value, Original Forecast and Actual, St. Helens URA, FYE 2017 to FYE 2020

FYE	Original Forecast		Actual		Difference	
	AV	% Growth	AV	% Growth	AV	% Difference
2017	\$ 172,586,634		\$ 171,187,460		\$ (1,399,174)	-0.8%
2018	\$ 180,398,884	4.5%				
2019	\$ 188,601,746	4.5%	\$ 176,534,763		\$ (12,066,983)	-6.4%
2020	\$ 197,214,751	4.6%	\$ 164,641,059	-6.7%	\$ (32,573,692)	-16.5%

Sources:

Actual: Columbia County Assessor, SAL Table 4c, FYE 2019-2020; Certified Frozen Base Value for FYE 2017; data for FYE 2018 is unavailable, as the URA was not effective prior to the Assessor's schedule for establishing the tax roll.

Original Forecast: St. Helens Urban Renewal Report on the Urban Renewal Plan

Exhibit 4. Assessed Value, Original Forecast and Actual, St. Helens URA, FYE 2017 to FYE 2020


Sources:

Actual: Columbia County Assessor, SAL Table 4c, FYE 2019-2020; Certified Frozen Base Value for FYE 2017; data for FYE 2018 is unavailable, as the URA was not effective prior to the Assessor's schedule for establishing the tax roll.

Original Forecast: St. Helens Urban Renewal Report on the Urban Renewal Plan

Exhibit 5. Gross TIF Revenue, Original Forecast and Actual, FYE 2019 to FYE 2020

FYE	Original Forecast		% Difference	
	Forecast	Actual	Difference	
2019	\$ 200,980	\$ 67,398	\$ (133,582)	-66%
2020	\$ 309,068	\$ 148	\$ (308,920)	-100%
Growth	54%	-100%		

Sources:

Actual: Columbia County Assessor, SAL Table 4c, FYE 2019-2020

Original Forecast: St. Helens Urban Renewal Report on the Urban Renewal Plan

Updated Financial Forecast

For this analysis, we evaluated three financial scenarios illustrating a range of potential outcomes for future growth in assessed value. For all scenarios, the basic calculation of annual tax increment revenue is simple: incremental assessed value multiplied by the consolidated tax rate. However, to understand financial capacity, we also need to account for the duration of the URA, the impact of inflation over time, and the use of financing options (e.g., bonds and loans) to accelerate the timing of funding at the expense of interest paid over time.

The remainder of this section describes the steps used in the analysis and highlights all key assumptions. Those steps are:

1. Determine the consolidated tax rate
2. Forecast future assessed value
3. Calculate TIF revenue
4. Determine borrowing capacity

1. Determine the Consolidated Tax Rate

The City of St. Helens Urban Renewal Plan is a “reduced rate” urban renewal plan, as defined in ORS 457. Therefore, the consolidated tax rate for the URA is equal to the sum of all permanent tax rates, as well as any general obligation bond levies and any local option taxes approved by voters before October 6, 2001.

The URA encompasses two separate tax code areas (TCAs): 291 and 298. These two TCAs are identical with one exception; TCA 291 is in the City of St. Helens, and therefore includes the City of St. Helens tax rate. TCA 298 is outside of the City limits, and therefore does not include the City of St. Helens tax rate. Exhibit 6 shows the consolidated tax rates for the URA in FYE 2020. Neither of these TCAs have any general obligation bond or local option levies that were approved by voters before October 6, 2001. Thus, only the permanent tax rates for overlapping taxing districts are included in the consolidated tax rates.

Exhibit 6. Consolidated Tax Rate by TCA, St. Helens URA Boundary, FYE 2020

Jurisdiction Name	Type	291	298
Columbia County	Permanent	\$ 1.3956	\$ 1.3956
Columbia 4H & Extension	Permanent	\$ 0.0571	\$ 0.0571
Columbia 9-1-1- Communication District	Permanent	\$ 0.2554	\$ 0.2554
Columbia Vector	Permanent	\$ 0.1279	\$ 0.1279
Port of Columbia County	Permanent	\$ 0.0886	\$ 0.0886
Columbia SWCD	Permanent	\$ 0.1000	\$ 0.1000
Columbia River Fire	Permanent	\$ 2.9731	\$ 2.9731
St. Helens Aquatic District	Permanent	\$ 0.2347	\$ 0.2347
City of St. Helens	Permanent	\$ 1.9078	\$ -
Subtotal	Gen. Govt.	\$ 7.1402	\$ 5.2324
NW Regional ESD	Permanent	\$ 0.1538	\$ 0.1538
St. Helens 502 School	Permanent	\$ 5.0297	\$ 5.0297
Portland Community College	Permanent	\$ 0.2828	\$ 0.2828
Subtotal	Education	\$ 5.4663	\$ 5.4663
Total	All	\$ 12.6065	\$ 10.6987

Source: Tiberius Solutions using data from Columbia County Assessor, FYE 2020

2. Forecast Future Assessed Value

We forecast future growth in assessed value in the URA based on conversations with City staff about future development opportunities in the area. This forecast is segmented into two time periods: short-term from FYE 2020 to FYE 2025 and long-term for FYE 2026 and beyond.

For the short-term forecast, we assume the assessed value for all existing property in the URA will grow at 3.0% (the maximum annual rate of appreciation for properties in Oregon). In addition, we forecast increases in assessed value on specific properties based on anticipated “exceptions” to Oregon’s 3.0% limitation on assessed value growth. These exception events include new construction and the expiration of existing property tax exemptions.

New construction over this period was forecast based on City staff’s knowledge of current and planned projects. Each planned construction project was assigned a likelihood of completion, and three separate growth forecasts were developed, showing the range of TIF revenue that could be generated based on the amount of future construction activity that occurs. These growth scenarios assume:

- Low growth: Only recently completed projects and projects that have begun construction.
- Medium growth: All projects included in low growth scenario, plus additional speculative future construction projects that are likely to occur.
- High Growth: All projects included in low and medium growth scenarios, plus additional speculative future construction projects that are less likely to occur.

Exhibit 7 shows potential short-term development in the URA by growth scenario. It includes both residential and commercial development. The Veneer waterfront development is the largest project in both the medium and high growth scenarios, expected to develop either in one phase or three phases respectively. Collectively, these construction projects are estimated to add between \$40 million and \$160 million of real value to the URA in the coming years. That real market value translates to \$25 million to \$111 million of assessed value to be added to the tax rolls.

Exhibit 7. Forecast Real Market Value from New Construction, St. Helens URA, 2020\$

Project Name	COO	Growth Scenario		
		Low	Medium	High
Legacy Health Clinic	2019	\$ 9,317,557	\$ 9,317,557	\$ 9,317,557
St. Helens Place Apartments	2020	\$ 25,278,050	\$ 25,278,050	\$ 25,278,050
Grocery Outlet and Drive-Thru	2021	\$ 3,411,240	\$ 3,411,240	\$ 3,411,240
Veneer Phase 1 (20% Now)	2022	\$ -	\$ 4,000,000	\$ 4,000,000
Veneer Phase 1 (80% After 10 Years)	2032	\$ -	\$ 16,000,000	\$ 16,000,000
Veneer Phase 2	2024	\$ -	\$ -	\$ 30,000,000
Veneer Phase 3	2027	\$ -	\$ -	\$ 70,000,000
St. Helens Veterinary Clinic	2020	\$ 949,034	\$ 949,034	\$ 949,034
Kervin's Ironworks Building	2022	\$ 683,200	\$ 683,200	\$ 683,200
Total		\$ 39,639,081	\$ 59,639,081	\$ 159,639,081

Source: City of St. Helens

Notes:

Veneer Phase 1 is expected to receive a vertical housing tax credit (VHTC). 20% of total assessed value will be taxable immediately, and the remaining 80% of value will be taxable in after 10 years.

Veneer Phase 2 is expected to receive a 3- or 5-year Enterprise Zone tax exemption benefit. This analysis assumes it will receive a 5-year Enterprise Zone tax abatement.

Exhibit 8. Assumptions for Construction Activity by Growth Scenario, St. Helens URA, 2020\$, FYE 2021 through FYE 2034

Calendar Year of Development	FYE on Tax Roll	Development by Growth Scenario (2020\$)		
		Low	Medium	High
2019	2021	\$ 9,317,557	\$ 9,317,557	\$ 9,317,557
2020	2022	\$ 26,227,084	\$ 26,227,084	\$ 26,227,084
2021	2023	\$ 3,411,240	\$ 3,411,240	\$ 3,411,240
2022	2024	\$ 683,200	\$ 4,683,200	\$ 4,683,200
2023	2025	\$ -	\$ -	\$ -
2024	2026	\$ -	\$ -	\$ -
2025	2027	\$ -	\$ -	\$ -
2026	2028	\$ -	\$ -	\$ -
2027	2029	\$ -	\$ -	\$ 70,000,000
2028	2030	\$ -	\$ -	\$ -
2029	2031	\$ -	\$ -	\$ 30,000,000
2030	2032	\$ -	\$ -	\$ -
2031	2033	\$ -	\$ -	\$ -
2032	2034	\$ -	\$ 16,000,000	\$ 16,000,000
Total		\$ 39,639,081	\$ 59,639,081	\$ 159,639,081
Net New AV on Tax Roll		\$ 25,054,597	\$ 39,354,597	\$ 110,854,597

Sources and Notes:

City staff provided Tiberius Solutions with the assumption for potential upcoming projects through calendar year 2032

Net New AV on Tax Roll is determined by applying the changed property ratio (varies by land use) to real market value of development.

Changed Property Ratio: Columbia County Assessor, FYE 2020

In addition to new construction, the expiration of tax exemptions is expected to contribute to growth in taxable assessed value in the URA in the near future. Cascade Tissue Group is currently Enterprise Zone tax exemption benefits for three separate schedules of investments. These exemptions are scheduled to expire in FYE 2021, 2022, and 2024 respectively. Exhibit 9 shows the anticipated increase in assessed value of the expiring Enterprise Zone exemptions for Cascades Tissue Group. In total, \$38.3 million (in 2020\$) will become taxable between FYE 2021 and FYE 2024 as the Enterprise Zone benefits expire. These increases in taxable assessed value are reflected in all three growth scenarios.

Exhibit 9. Assessed Value of Expiring Enterprise Zone Exemptions, Cascades Tissue Group, 2020\$

FYE	Assessed Value
2021	\$ 26,404,200
2022	\$ 7,600,490
2024	\$ 4,246,440
Total	\$ 38,251,130

Source: Columbia County Assessor, FYE 2020

For FYE 2026 and beyond, we anticipate that the URA will experience speculative future development. However, the timing and value of potential long-term future construction projects is

unknown. Therefore, starting in FYE 2026 we increase the assumed average annual growth in assessed value for each scenario to reflect the likelihood of future construction activity:

- Low Growth: 4% (equal to 3% maximum annual appreciation for existing property plus 1% exception value from new development)
- Medium Growth: 5% (equal to 3% maximum annual appreciation for existing property plus 2% exception value from new development)
- High Growth: 6% (equal to 3% maximum annual appreciation for existing property plus 3% exception value from new development)

Exhibit 10 and Exhibit 11 show the updated assessed value forecast for all three growth scenarios, and compares them to the original Plan. The Plan assumed that URA would complete all projects by FYE 2043, and the updated forecasts also show assessed value growth through FYE 2043. The long-term average annual growth rate (AAGR) in the updated forecast high-growth scenario is actually higher than the AAGR in the original forecast. However, due to the current assessed value of the URA being less than what was originally forecast, even the updated high-growth forecast falls short of the projected assessed value in the original forecast.

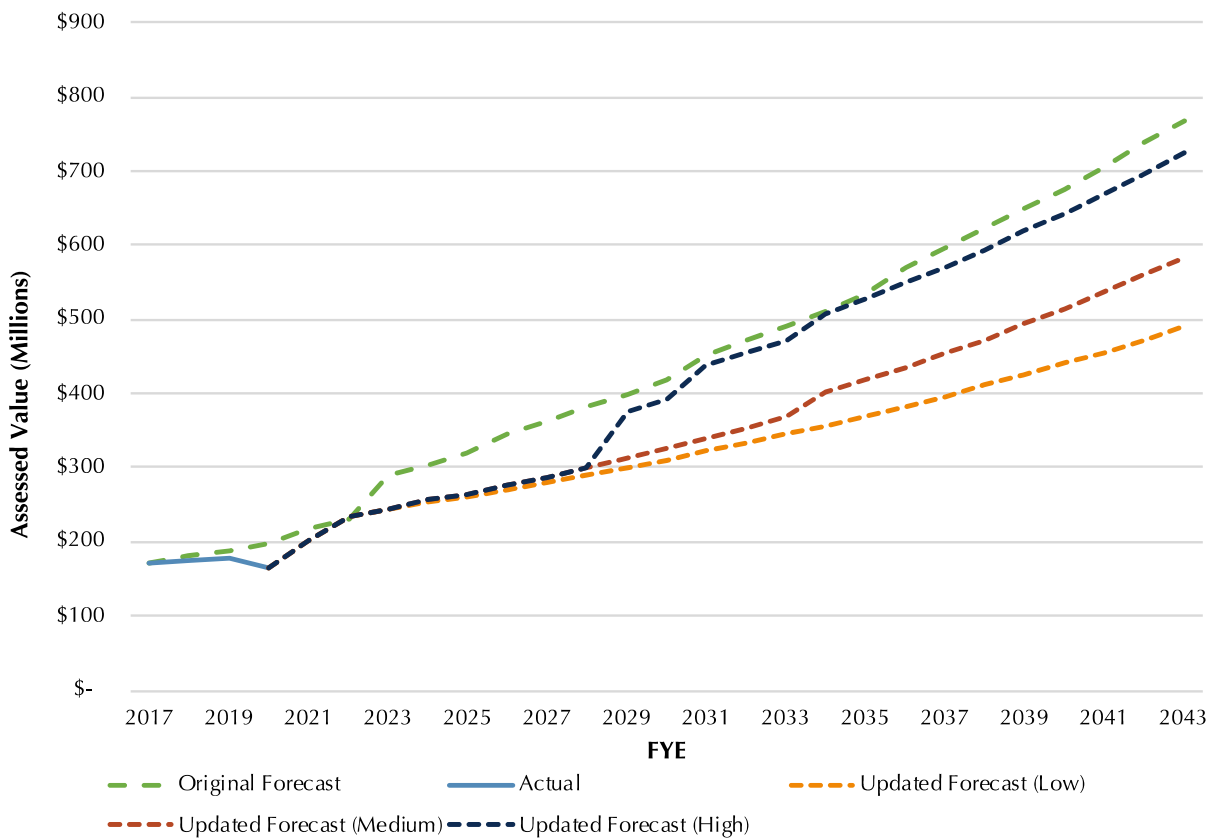
Exhibit 10. New Forecast of Assessed Value, FYE 2020 to FYE 2034

FYE	Original Forecast		Updated Forecast - Low		Updated Forecast - Medium		Updated Forecast - High	
	AV	% Growth	AV	% Growth	AV	% Growth	AV	% Growth
2020	\$ 197,214,751		\$ 164,641,059		\$ 164,641,059		\$ 164,641,059	
2021	\$ 218,896,647	11.0%	\$ 200,826,928	22.0%	\$ 200,826,928	22.0%	\$ 200,826,928	22.0%
2022	\$ 230,719,256	5.4%	\$ 233,997,349	16.5%	\$ 233,997,349	16.5%	\$ 233,997,349	16.5%
2023	\$ 289,284,948	25.4%	\$ 242,423,276	3.6%	\$ 242,423,276	3.6%	\$ 242,423,276	3.6%
2024	\$ 303,727,144	5.0%	\$ 254,462,940	5.0%	\$ 257,681,870	6.3%	\$ 257,681,870	6.3%
2025	\$ 318,873,981	5.0%	\$ 261,596,524	2.8%	\$ 264,912,022	2.8%	\$ 264,912,022	2.8%
2026	\$ 346,255,509	8.6%	\$ 270,659,427	3.5%	\$ 275,789,702	4.1%	\$ 275,789,702	4.1%
2027	\$ 363,258,422	4.9%	\$ 280,062,830	3.5%	\$ 287,165,243	4.1%	\$ 287,165,243	4.1%
2028	\$ 381,081,515	4.9%	\$ 289,819,693	3.5%	\$ 299,062,158	4.1%	\$ 299,062,158	4.1%
2029	\$ 399,763,526	4.9%	\$ 299,943,472	3.5%	\$ 311,505,094	4.2%	\$ 376,810,334	26.0%
2030	\$ 419,345,134	4.9%	\$ 310,448,144	3.5%	\$ 324,519,887	4.2%	\$ 391,784,284	4.0%
2031	\$ 450,396,568	7.4%	\$ 321,348,223	3.5%	\$ 338,133,621	4.2%	\$ 437,107,040	11.6%
2032	\$ 469,605,304	4.3%	\$ 332,658,783	3.5%	\$ 352,374,689	4.2%	\$ 454,317,311	3.9%
2033	\$ 489,699,656	4.3%	\$ 344,395,475	3.5%	\$ 367,272,857	4.2%	\$ 472,273,757	4.0%
2034	\$ 510,721,661	4.3%	\$ 356,574,557	3.5%	\$ 400,163,476	9.0%	\$ 508,314,403	7.6%
2035	\$ 532,715,389	4.3%	\$ 369,212,913	3.5%	\$ 416,990,099	4.2%	\$ 528,385,553	3.9%
2036	\$ 570,877,285	7.2%	\$ 382,328,076	3.6%	\$ 434,587,622	4.2%	\$ 549,324,939	4.0%
2037	\$ 595,409,821	4.3%	\$ 395,938,257	3.6%	\$ 452,992,476	4.2%	\$ 571,171,913	4.0%
2038	\$ 621,073,156	4.3%	\$ 410,062,370	3.6%	\$ 472,242,852	4.2%	\$ 593,967,672	4.0%
2039	\$ 647,920,955	4.3%	\$ 424,720,057	3.6%	\$ 492,378,784	4.3%	\$ 617,755,349	4.0%
2040	\$ 676,009,481	4.3%	\$ 439,931,719	3.6%	\$ 513,442,243	4.3%	\$ 642,580,105	4.0%
2041	\$ 705,397,721	4.3%	\$ 455,718,545	3.6%	\$ 535,477,225	4.3%	\$ 668,489,223	4.0%
2042	\$ 736,147,518	4.4%	\$ 472,102,544	3.6%	\$ 558,529,858	4.3%	\$ 695,532,216	4.0%
2043	\$ 768,323,714	4.4%	\$ 489,106,573	3.6%	\$ 582,648,501	4.3%	\$ 723,760,929	4.1%
AAGR		6.09%		4.85%		5.65%		6.65%

Sources:

Original Forecast: St. Helens Urban Renewal Report on the Urban Renewal Plan

Updated Forecasts: Tiberius Solutions

Exhibit 11. New Forecast of Assessed Value, St. Helens URA, FYE 2020 to FYE 2034

Sources:

Original Forecast: St. Helens Urban Renewal Report on the Urban Renewal Plan

Updated Forecasts: Tiberius Solutions

3. Calculate TIF Revenue

Gross TIF revenue is calculated as the product of the increment assessed value and the consolidated tax rate each year. However, actual TIF received (i.e., net revenue) in a given year tends to be lower, due to discounts (from lump-sum, on-time payment of taxes), delinquencies (unpaid taxes), truncation loss (lost revenue due to rounding), and compression loss (for properties where the taxes imposed would exceed constitutional limits). Our forecast of net TIF revenue assumes a 5.0% adjustment factor to convert from gross to net revenue, based on our experience with other jurisdictions across the State, plus an additional 1.5% of prior year collections that are assumed to be received the following year as late payment on delinquent accounts. Exhibit 12 through Exhibit 15 show the updated forecasts of TIF revenue through FYE 2043 for each growth scenario.

Exhibit 12. Updated TIF Forecast, Low Growth Scenario, St. Helens URA, FYE 2020 to FYE 2043

FYE	Assessed Value			Tax Rate	Tax Increment Finance Revenue				
	Total	Frozen Base	Increment		Gross	Adjustments	Net (Current Year)	Prior Year	Net (Total)
2020	\$ 164,641,059	\$ 171,187,460	\$ 13,811	\$ 10.6987	\$ 148	\$ (7)	\$ 140	\$ 2	\$ 143
2021	\$ 200,826,928	\$ 171,187,460	\$ 29,639,468	\$ 12.6052	\$ 373,611	\$ (18,681)	\$ 354,930	\$ 2	\$ 354,932
2022	\$ 233,997,349	\$ 171,187,460	\$ 62,809,889	\$ 12.6057	\$ 791,760	\$ (39,588)	\$ 752,172	\$ 5,324	\$ 757,496
2023	\$ 242,423,276	\$ 171,187,460	\$ 71,235,816	\$ 12.6056	\$ 897,968	\$ (44,898)	\$ 853,069	\$ 11,283	\$ 864,352
2024	\$ 254,462,940	\$ 171,187,460	\$ 83,275,480	\$ 12.6055	\$ 1,049,732	\$ (52,487)	\$ 997,245	\$ 12,796	\$ 1,010,041
2025	\$ 261,596,524	\$ 171,187,460	\$ 90,409,064	\$ 12.6054	\$ 1,139,647	\$ (56,982)	\$ 1,082,664	\$ 14,959	\$ 1,097,623
2026	\$ 270,659,427	\$ 171,187,460	\$ 99,471,967	\$ 12.6053	\$ 1,253,878	\$ (62,694)	\$ 1,191,184	\$ 16,240	\$ 1,207,424
2027	\$ 280,062,830	\$ 171,187,460	\$ 108,875,370	\$ 12.6052	\$ 1,372,401	\$ (68,620)	\$ 1,303,781	\$ 17,868	\$ 1,321,649
2028	\$ 289,819,693	\$ 171,187,460	\$ 118,632,233	\$ 12.6052	\$ 1,495,379	\$ (74,769)	\$ 1,420,610	\$ 19,557	\$ 1,440,167
2029	\$ 299,943,472	\$ 171,187,460	\$ 128,756,012	\$ 12.6051	\$ 1,622,982	\$ (81,149)	\$ 1,541,833	\$ 21,309	\$ 1,563,142
2030	\$ 310,448,144	\$ 171,187,460	\$ 139,260,684	\$ 12.6050	\$ 1,755,386	\$ (87,769)	\$ 1,667,617	\$ 23,128	\$ 1,690,744
2031	\$ 321,348,223	\$ 171,187,460	\$ 150,160,763	\$ 12.6050	\$ 1,892,773	\$ (94,639)	\$ 1,798,135	\$ 25,014	\$ 1,823,149
2032	\$ 332,658,783	\$ 171,187,460	\$ 161,471,323	\$ 12.6049	\$ 2,035,334	\$ (101,767)	\$ 1,933,568	\$ 26,972	\$ 1,960,540
2033	\$ 344,395,475	\$ 171,187,460	\$ 173,208,015	\$ 12.6049	\$ 2,183,267	\$ (109,163)	\$ 2,074,103	\$ 29,004	\$ 2,103,107
2034	\$ 356,574,557	\$ 171,187,460	\$ 185,387,097	\$ 12.6048	\$ 2,336,775	\$ (116,839)	\$ 2,219,936	\$ 31,112	\$ 2,251,048
2035	\$ 369,212,913	\$ 171,187,460	\$ 198,025,453	\$ 12.6048	\$ 2,496,072	\$ (124,804)	\$ 2,371,268	\$ 33,299	\$ 2,404,567
2036	\$ 382,328,076	\$ 171,187,460	\$ 211,140,616	\$ 12.6048	\$ 2,661,378	\$ (133,069)	\$ 2,528,309	\$ 35,569	\$ 2,563,878
2037	\$ 395,938,257	\$ 171,187,460	\$ 224,750,797	\$ 12.6047	\$ 2,832,924	\$ (141,646)	\$ 2,691,278	\$ 37,925	\$ 2,729,203
2038	\$ 410,062,370	\$ 171,187,460	\$ 238,874,910	\$ 12.6047	\$ 3,010,948	\$ (150,547)	\$ 2,860,400	\$ 40,369	\$ 2,900,769
2039	\$ 424,720,057	\$ 171,187,460	\$ 253,532,597	\$ 12.6047	\$ 3,195,696	\$ (159,785)	\$ 3,035,912	\$ 42,906	\$ 3,078,818
2040	\$ 439,931,719	\$ 171,187,460	\$ 268,744,259	\$ 12.6047	\$ 3,387,427	\$ (169,371)	\$ 3,218,056	\$ 45,539	\$ 3,263,595
2041	\$ 455,718,545	\$ 171,187,460	\$ 284,531,085	\$ 12.6046	\$ 3,586,408	\$ (179,320)	\$ 3,407,088	\$ 48,271	\$ 3,455,358
2042	\$ 472,102,544	\$ 171,187,460	\$ 300,915,084	\$ 12.6046	\$ 3,792,915	\$ (189,646)	\$ 3,603,269	\$ 51,106	\$ 3,654,376
2043	\$ 489,106,573	\$ 171,187,460	\$ 317,919,113	\$ 12.6046	\$ 4,007,237	\$ (200,362)	\$ 3,806,876	\$ 54,049	\$ 3,860,925

Source: Tiberius Solutions

Exhibit 13. Updated TIF Forecast, Medium Growth Scenario, St. Helens URA, FYE 2020 to FYE 2043

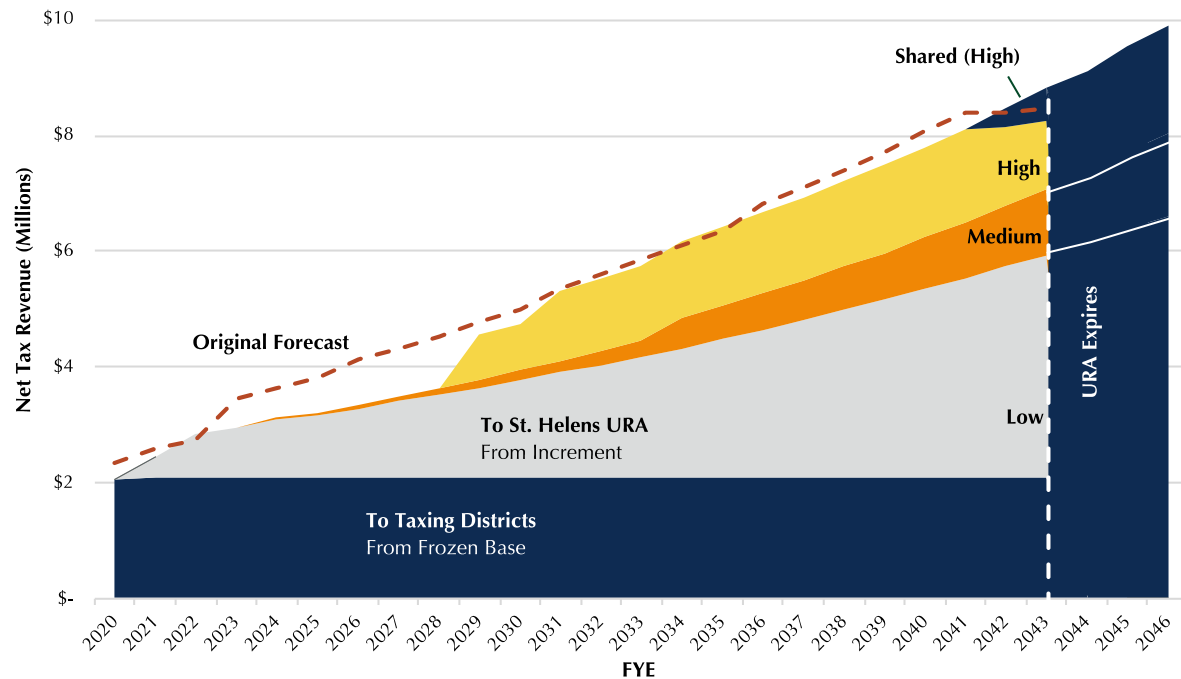
FYE	Assessed Value			Tax Rate	Tax Increment Finance Revenue				
	Total	Frozen Base	Increment		Gross	Adjustments	Net (Current Year)	Prior Year	Net (Total)
2020	\$ 164,641,059	\$ 171,187,460	\$ 13,811	\$ 10.6987	\$ 148	\$ (7)	\$ 140	\$ 2	\$ 143
2021	\$ 200,826,928	\$ 171,187,460	\$ 29,639,468	\$ 12.6052	\$ 373,611	\$ (18,681)	\$ 354,930	\$ 2	\$ 354,932
2022	\$ 233,997,349	\$ 171,187,460	\$ 62,809,889	\$ 12.6057	\$ 791,760	\$ (39,588)	\$ 752,172	\$ 5,324	\$ 757,496
2023	\$ 242,423,276	\$ 171,187,460	\$ 71,235,816	\$ 12.6056	\$ 897,968	\$ (44,898)	\$ 853,069	\$ 11,283	\$ 864,352
2024	\$ 257,681,870	\$ 171,187,460	\$ 86,494,410	\$ 12.6056	\$ 1,090,311	\$ (54,516)	\$ 1,035,796	\$ 12,796	\$ 1,048,592
2025	\$ 264,912,022	\$ 171,187,460	\$ 93,724,562	\$ 12.6055	\$ 1,181,443	\$ (59,072)	\$ 1,122,371	\$ 15,537	\$ 1,137,908
2026	\$ 275,789,702	\$ 171,187,460	\$ 104,602,242	\$ 12.6053	\$ 1,318,548	\$ (65,927)	\$ 1,252,620	\$ 16,836	\$ 1,269,456
2027	\$ 287,165,243	\$ 171,187,460	\$ 115,977,783	\$ 12.6052	\$ 1,461,927	\$ (73,096)	\$ 1,388,831	\$ 18,789	\$ 1,407,620
2028	\$ 299,062,158	\$ 171,187,460	\$ 127,874,698	\$ 12.6051	\$ 1,611,878	\$ (80,594)	\$ 1,531,284	\$ 20,832	\$ 1,552,117
2029	\$ 311,505,094	\$ 171,187,460	\$ 140,317,634	\$ 12.6051	\$ 1,768,711	\$ (88,436)	\$ 1,680,275	\$ 22,969	\$ 1,703,245
2030	\$ 324,519,887	\$ 171,187,460	\$ 153,332,427	\$ 12.6050	\$ 1,932,751	\$ (96,638)	\$ 1,836,114	\$ 25,204	\$ 1,861,318
2031	\$ 338,133,621	\$ 171,187,460	\$ 166,946,161	\$ 12.6049	\$ 2,104,341	\$ (105,217)	\$ 1,999,124	\$ 27,542	\$ 2,026,666
2032	\$ 352,374,689	\$ 171,187,460	\$ 181,187,229	\$ 12.6048	\$ 2,283,837	\$ (114,192)	\$ 2,169,645	\$ 29,987	\$ 2,199,632
2033	\$ 367,272,857	\$ 171,187,460	\$ 196,085,397	\$ 12.6048	\$ 2,471,616	\$ (123,581)	\$ 2,348,035	\$ 32,545	\$ 2,380,580
2034	\$ 400,163,476	\$ 171,187,460	\$ 228,976,016	\$ 12.6049	\$ 2,886,214	\$ (144,311)	\$ 2,741,904	\$ 35,221	\$ 2,777,124
2035	\$ 416,990,099	\$ 171,187,460	\$ 245,802,639	\$ 12.6048	\$ 3,098,300	\$ (154,915)	\$ 2,943,385	\$ 41,129	\$ 2,984,514
2036	\$ 434,587,622	\$ 171,187,460	\$ 263,400,162	\$ 12.6048	\$ 3,320,103	\$ (166,005)	\$ 3,154,097	\$ 44,151	\$ 3,198,248
2037	\$ 452,992,476	\$ 171,187,460	\$ 281,805,016	\$ 12.6047	\$ 3,552,080	\$ (177,604)	\$ 3,374,476	\$ 47,311	\$ 3,421,788
2038	\$ 472,242,852	\$ 171,187,460	\$ 301,055,392	\$ 12.6047	\$ 3,794,715	\$ (189,736)	\$ 3,604,980	\$ 50,617	\$ 3,655,597
2039	\$ 492,378,784	\$ 171,187,460	\$ 321,191,324	\$ 12.6047	\$ 4,048,512	\$ (202,426)	\$ 3,846,086	\$ 54,075	\$ 3,900,161
2040	\$ 513,442,243	\$ 171,187,460	\$ 342,254,783	\$ 12.6046	\$ 4,313,998	\$ (215,700)	\$ 4,098,299	\$ 57,691	\$ 4,155,990
2041	\$ 535,477,225	\$ 171,187,460	\$ 364,289,765	\$ 12.6046	\$ 4,591,730	\$ (229,587)	\$ 4,362,144	\$ 61,474	\$ 4,423,618
2042	\$ 558,529,858	\$ 171,187,460	\$ 387,342,398	\$ 12.6046	\$ 4,882,289	\$ (244,114)	\$ 4,638,174	\$ 65,432	\$ 4,703,606
2043	\$ 582,648,501	\$ 171,187,460	\$ 411,461,041	\$ 12.6046	\$ 5,186,283	\$ (259,314)	\$ 4,926,969	\$ 69,573	\$ 4,996,541

Source: Tiberius Solutions

Exhibit 14. Updated TIF Forecast, High Growth Scenario, St. Helens URA, FYE 2020 to FYE 2043

FYE	Assessed Value			Tax Rate	Tax Increment Finance				
	Total	Frozen Base	Increment - Used		Gross TIF	Adjustments	Net (Current Year)	Net TIF (Prior Year)	Net TIF (Total)
2020	\$ 164,641,059	\$ 171,187,460	\$ 13,811	\$ 10.6987	\$ 148	\$ (7)	\$ 140	\$ 2	\$ 143
2021	\$ 200,826,928	\$ 171,187,460	\$ 29,639,468	\$ 12.6052	\$ 373,611	\$ (18,681)	\$ 354,930	\$ 2	\$ 354,932
2022	\$ 233,997,349	\$ 171,187,460	\$ 62,809,889	\$ 12.6057	\$ 791,760	\$ (39,588)	\$ 752,172	\$ 5,324	\$ 757,496
2023	\$ 242,423,276	\$ 171,187,460	\$ 71,235,816	\$ 12.6056	\$ 897,968	\$ (44,898)	\$ 853,069	\$ 11,283	\$ 864,352
2024	\$ 257,681,870	\$ 171,187,460	\$ 86,494,410	\$ 12.6056	\$ 1,090,311	\$ (54,516)	\$ 1,035,796	\$ 12,796	\$ 1,048,592
2025	\$ 264,912,022	\$ 171,187,460	\$ 93,724,562	\$ 12.6055	\$ 1,181,443	\$ (59,072)	\$ 1,122,371	\$ 15,537	\$ 1,137,908
2026	\$ 275,789,702	\$ 171,187,460	\$ 104,602,242	\$ 12.6053	\$ 1,318,548	\$ (65,927)	\$ 1,252,620	\$ 16,836	\$ 1,269,456
2027	\$ 287,165,243	\$ 171,187,460	\$ 115,977,783	\$ 12.6052	\$ 1,461,927	\$ (73,096)	\$ 1,388,831	\$ 18,789	\$ 1,407,620
2028	\$ 299,062,158	\$ 171,187,460	\$ 127,874,698	\$ 12.6051	\$ 1,611,878	\$ (80,594)	\$ 1,531,284	\$ 20,832	\$ 1,552,117
2029	\$ 376,810,334	\$ 171,187,460	\$ 205,622,874	\$ 12.6055	\$ 2,591,981	\$ (129,599)	\$ 2,462,382	\$ 22,969	\$ 2,485,352
2030	\$ 391,784,284	\$ 171,187,460	\$ 220,596,824	\$ 12.6054	\$ 2,780,720	\$ (139,036)	\$ 2,641,684	\$ 36,936	\$ 2,678,620
2031	\$ 437,107,040	\$ 171,187,460	\$ 265,919,580	\$ 12.6055	\$ 3,352,049	\$ (167,602)	\$ 3,184,447	\$ 39,625	\$ 3,224,072
2032	\$ 454,317,311	\$ 171,187,460	\$ 283,129,851	\$ 12.6054	\$ 3,568,977	\$ (178,449)	\$ 3,390,528	\$ 47,767	\$ 3,438,295
2033	\$ 472,273,757	\$ 171,187,460	\$ 301,086,297	\$ 12.6054	\$ 3,795,310	\$ (189,765)	\$ 3,605,544	\$ 50,858	\$ 3,656,402
2034	\$ 508,314,403	\$ 171,187,460	\$ 337,126,943	\$ 12.6054	\$ 4,249,619	\$ (212,481)	\$ 4,037,138	\$ 54,083	\$ 4,091,221
2035	\$ 528,385,553	\$ 171,187,460	\$ 357,198,093	\$ 12.6054	\$ 4,502,607	\$ (225,130)	\$ 4,277,477	\$ 60,557	\$ 4,338,034
2036	\$ 549,324,939	\$ 171,187,460	\$ 378,137,479	\$ 12.6053	\$ 4,766,539	\$ (238,327)	\$ 4,528,212	\$ 64,162	\$ 4,592,374
2037	\$ 571,171,913	\$ 171,187,460	\$ 399,984,453	\$ 12.6053	\$ 5,041,910	\$ (252,095)	\$ 4,789,814	\$ 67,923	\$ 4,857,737
2038	\$ 593,967,672	\$ 171,187,460	\$ 422,780,212	\$ 12.6052	\$ 5,329,239	\$ (266,462)	\$ 5,062,777	\$ 71,847	\$ 5,134,624
2039	\$ 617,755,349	\$ 171,187,460	\$ 446,567,889	\$ 12.6052	\$ 5,629,071	\$ (281,454)	\$ 5,347,618	\$ 75,942	\$ 5,423,559
2040	\$ 642,580,105	\$ 171,187,460	\$ 471,392,645	\$ 12.6051	\$ 5,941,975	\$ (297,099)	\$ 5,644,876	\$ 80,214	\$ 5,725,090
2041	\$ 668,489,223	\$ 171,187,460	\$ 497,301,763	\$ 12.6051	\$ 6,268,546	\$ (313,427)	\$ 5,955,119	\$ 84,673	\$ 6,039,792
2042	\$ 695,532,216	\$ 171,187,460	\$ 499,985,011	\$ 12.6051	\$ 6,302,352	\$ (315,118)	\$ 5,987,235	\$ 89,327	\$ 6,076,561
2043	\$ 723,760,929	\$ 171,187,460	\$ 507,043,114	\$ 12.6051	\$ 6,391,304	\$ (319,565)	\$ 6,071,739	\$ 89,809	\$ 6,161,547

Source: Tiberius Solutions

Exhibit 15. Net TIF Revenue to St. Helens URA and Taxing Districts

Source: Tiberius Solutions

As shown in Exhibit 15, all three forecasts are fairly similar through FYE 2028, at which point in time, assumed new construction activity translates to rapid growth in assessed value in the high-growth scenario. In subsequent years, the differences between each scenario gradually widen, based on the amount of assumed long-term development in each scenario.

Exhibit 16 compares the new forecasts of TIF revenue to the forecast from the original Report. As with assessed value, each updated forecast falls short of the forecast in the original plan. Cumulatively from FYE 2020 to FYE 2043, TIF revenues are forecast to be 43% (low growth), 32% (medium growth), and 9% (high growth) less than what was forecast in the original Report.

**Exhibit 16. Comparison of Original TIF Forecast to New Forecasts, St. Helens URA,
FYE 2020 to 2043**

FYE	Net TIF						
	Original Forecast	Updated Forecasts			% Difference: Original and Low	% Difference: Original and Medium	% Difference: Original and High
		Low Growth	Medium Growth	High Growth			
2020	\$ 293,615	\$ 143	\$ 143	\$ 143	-100%	-100%	-100%
2021	\$ 552,105	\$ 354,932	\$ 354,932	\$ 354,932	-36%	-36%	-36%
2022	\$ 693,053	\$ 757,496	\$ 757,496	\$ 757,496	9%	9%	9%
2023	\$ 1,391,269	\$ 864,352	\$ 864,352	\$ 864,352	-38%	-38%	-38%
2024	\$ 1,563,448	\$ 1,010,041	\$ 1,048,592	\$ 1,048,592	-35%	-33%	-33%
2025	\$ 1,744,027	\$ 1,097,623	\$ 1,137,908	\$ 1,137,908	-37%	-35%	-35%
2026	\$ 2,070,468	\$ 1,207,424	\$ 1,269,456	\$ 1,269,456	-42%	-39%	-39%
2027	\$ 2,273,176	\$ 1,321,649	\$ 1,407,620	\$ 1,407,620	-42%	-38%	-38%
2028	\$ 2,485,662	\$ 1,440,167	\$ 1,552,117	\$ 1,552,117	-42%	-38%	-38%
2029	\$ 2,708,387	\$ 1,563,142	\$ 1,703,245	\$ 2,485,352	-42%	-37%	-8%
2030	\$ 2,941,837	\$ 1,690,744	\$ 1,861,318	\$ 2,678,620	-43%	-37%	-9%
2031	\$ 3,312,031	\$ 1,823,149	\$ 2,026,666	\$ 3,224,072	-45%	-39%	-3%
2032	\$ 3,541,036	\$ 1,960,540	\$ 2,199,632	\$ 3,438,295	-45%	-38%	-3%
2033	\$ 3,780,599	\$ 2,103,107	\$ 2,380,580	\$ 3,656,402	-44%	-37%	-3%
2034	\$ 4,031,222	\$ 2,251,048	\$ 2,777,124	\$ 4,091,221	-44%	-31%	1%
2035	\$ 4,293,430	\$ 2,404,567	\$ 2,984,514	\$ 4,338,034	-44%	-30%	1%
2036	\$ 4,748,394	\$ 2,563,878	\$ 3,198,248	\$ 4,592,374	-46%	-33%	-3%
2037	\$ 5,040,868	\$ 2,729,203	\$ 3,421,788	\$ 4,857,737	-46%	-32%	-4%
2038	\$ 5,346,825	\$ 2,900,769	\$ 3,655,597	\$ 5,134,624	-46%	-32%	-4%
2039	\$ 5,666,903	\$ 3,078,818	\$ 3,900,161	\$ 5,423,559	-46%	-31%	-4%
2040	\$ 6,001,772	\$ 3,263,595	\$ 4,155,990	\$ 5,725,090	-46%	-31%	-5%
2041	\$ 6,352,136	\$ 3,455,358	\$ 4,423,618	\$ 6,039,792	-46%	-30%	-5%
2042	\$ 6,329,683	\$ 3,654,376	\$ 4,703,606	\$ 6,076,561	-42%	-26%	-4%
2043	\$ 6,425,584	\$ 3,860,925	\$ 4,996,541	\$ 6,161,547	-40%	-22%	-4%
Total	\$ 83,587,530	\$ 47,357,045	\$ 56,781,243	\$ 76,315,897	-43%	-32%	-9%

Sources:

Original Forecast: St. Helens Urban Renewal Report on the Urban Renewal Plan

Updated Forecasts: Tiberius Solutions

4. Determine Borrowing Capacity and Cash Flow Analysis

Net TIF revenue (as shown previously in Exhibit 12 through Exhibit 14) gives a general idea of the revenue generated by the URA each year. However, those numbers are insufficient to understand the total funding available for projects over the life of the URA. For this, we create a hypothetical long-term cash flow for the URA that considers existing fund balance, outstanding debt, and budgeted expenditures. Our analysis included cash flows for all three growth scenarios, all using the same key assumptions summarized below.

Based on conversations with City staff and our experience in other urban renewal areas, we use the following assumptions in this analysis:

- Inflation rate: 3.0%
- Beginning fund balance: \$51,594.88 in FYE 2020
- Maximum Indebtedness remaining as of the end of FYE 2019: \$62,000,000.
- No existing loans

- For new loans:
 - Minimum debt service coverage ratio required: 1.5 times annual TIF revenue
 - Interest rate: 5.0%
 - Amortization period: 20 years or less
 - Timing: FYE 2023, FYE 2029, FYE 2033
 - Principal amount: as large as possible, while maintaining minimum debt service coverage ratio
 - All loans paid off or paid off early by FYE 2043

Exhibit 17 summarizes the URA's capacity for each growth scenario. We show that the URA would have \$27.8 million to \$43.6 million in financial capacity in 2020 dollars through FYE 2043. No scenario will reach the URA's maximum indebtedness of \$62 million. The high-growth scenario comes closest, with an estimated \$60.8 million of indebtedness incurred and repaid by FYE 2043, equal to 98% of the approved maximum indebtedness for the URA.

Exhibit 17. Capacity Summary, Updated Forecasts, St. Helens URA

	Growth Scenario		
	Low	Medium	High
Total Net TIF	\$ 47,400,000	\$ 56,800,000	\$ 76,300,000
Maximum Indebtedness	\$ 62,000,000	\$ 62,000,000	\$ 62,000,000
Total Indebtedness Incurred	\$ 38,100,000	\$ 46,400,000	\$ 60,800,000
Capacity (2020\$)	\$ 27,800,000	\$ 33,100,000	\$ 43,600,000
Years 1-5	\$ 8,200,000	\$ 8,200,000	\$ 8,200,000
Years 6-10	\$ 6,300,000	\$ 7,200,000	\$ 13,500,000
Years 11-15	\$ 6,600,000	\$ 8,100,000	\$ 11,600,000
Years 16-20	\$ 4,100,000	\$ 5,600,000	\$ 7,400,000
Years 21-25	\$ 2,600,000	\$ 3,900,000	\$ 2,900,000

Source: Tiberius Solutions

Note that borrowing capacity is dependent on exact financing terms. Shorter-term loans, higher interest rates, and higher debt service coverage requirements would reduce the amount of borrowing capacity for the URA.

Potential Amendment

City staff have identified a 10-acre tax lot that could be added to the URA. The property is anticipated to be subdivided into 78 dwelling units (76 attached single-family homes and 2 detached single-family homes), and is forecast to be completed in calendar years 2022 and 2023 (50% each year).

City staff provided examples of comparable recent developments as the basis for assumptions on the real market value for the proposed development:

- Single-Family Attached Homes: 2,000 square feet per home, \$72 per square foot
- Single-Family Detached Homes: 2,700 square feet per home, \$104 per square foot

Using these assumptions, we estimate about \$11 million in new real market value from development, resulting in about \$7.5 million in new assessed value that will be added to the tax roll, split evenly between FYE 2024 and FYE 2025. Exhibit 18 below details these calculations.

Exhibit 18. Exception Value from Development, Potential New Amendment, St. Helens URA

Calendar Year of Development	FYE on Tax Roll	New Real Market Value	Changed Property Ratio	New AV
2022	2024	\$ 5,750,520	0.654	\$ 3,760,840
2023	2025	\$ 5,750,520	0.654	\$ 3,760,840

Sources and Notes:

Net New AV on Tax Roll is determined by applying the changed property ratio (varies by land use) to real market value of development.

Changed Property Ratio: Columbia County Assessor, FYE 2020

Exhibit 19 shows that by amending the URA to include this property, the St. Helens URA would collect an additional \$2.8 million in TIF revenue. Without detailed financing assumptions, we show that this would allow the URA to incur roughly \$2.8 million more indebtedness. In the high growth scenario, this would be sufficient for the URA to incur the full amount of maximum indebtedness. However, the low and medium growth scenarios would still have insufficient financial capacity to achieve the full amount of maximum indebtedness.

Exhibit 19 Detail of Impact of Potential Amendment, St. Helens URA

FYE	Exception Value	Total AV	Frozen Base	Increment	Tax Rate	Gross TIF	Net TIF	Net TIF (2020\$)
2020	\$ -	911,330	\$ 911,330	\$ -	\$ 12.6065	\$ -	\$ -	\$ -
2021	\$ -	938,670	\$ 938,670	\$ -	\$ 12.6065	\$ -	\$ -	\$ -
2022	\$ -	966,830	\$ 911,330	\$ -	\$ 12.6065	\$ -	\$ -	\$ -
2023	\$ -	995,835	\$ 911,330	\$ 84,505	\$ 12.6065	\$ 1,065	\$ 1,012	\$ 926
2024	\$ 4,232,859	5,258,569	\$ 911,330	\$ 4,347,239	\$ 12.6065	\$ 54,803	\$ 52,078	\$ 46,271
2025	\$ 4,359,844	9,776,170	\$ 911,330	\$ 8,864,840	\$ 12.6065	\$ 111,755	\$ 106,948	\$ 92,254
2026	\$ -	10,069,455	\$ 911,330	\$ 9,158,125	\$ 12.6065	\$ 115,452	\$ 111,284	\$ 93,198
2027	\$ -	10,371,539	\$ 911,330	\$ 9,460,209	\$ 12.6065	\$ 119,260	\$ 114,966	\$ 93,478
2028	\$ -	10,682,685	\$ 911,330	\$ 9,771,355	\$ 12.6065	\$ 123,183	\$ 118,748	\$ 93,741
2029	\$ -	11,003,166	\$ 911,330	\$ 10,091,836	\$ 12.6065	\$ 127,223	\$ 122,643	\$ 93,995
2030	\$ -	11,333,260	\$ 911,330	\$ 10,421,930	\$ 12.6065	\$ 131,384	\$ 126,655	\$ 94,243
2031	\$ -	11,673,258	\$ 911,330	\$ 10,761,928	\$ 12.6065	\$ 135,670	\$ 130,787	\$ 94,483
2032	\$ -	12,023,456	\$ 911,330	\$ 11,112,126	\$ 12.6065	\$ 140,085	\$ 135,043	\$ 94,716
2033	\$ -	12,384,160	\$ 911,330	\$ 11,472,830	\$ 12.6065	\$ 144,632	\$ 139,426	\$ 94,942
2034	\$ -	12,755,685	\$ 911,330	\$ 11,844,355	\$ 12.6065	\$ 149,316	\$ 143,941	\$ 95,162
2035	\$ -	13,138,355	\$ 911,330	\$ 12,227,025	\$ 12.6065	\$ 154,140	\$ 148,592	\$ 95,376
2036	\$ -	13,532,506	\$ 911,330	\$ 12,621,176	\$ 12.6065	\$ 159,109	\$ 153,382	\$ 95,583
2037	\$ -	13,938,481	\$ 911,330	\$ 13,027,151	\$ 12.6065	\$ 164,227	\$ 158,316	\$ 95,784
2038	\$ -	14,356,635	\$ 911,330	\$ 13,445,305	\$ 12.6065	\$ 169,498	\$ 163,398	\$ 95,979
2039	\$ -	14,787,334	\$ 911,330	\$ 13,876,004	\$ 12.6065	\$ 174,928	\$ 168,632	\$ 96,169
2040	\$ -	15,230,954	\$ 911,330	\$ 14,319,624	\$ 12.6065	\$ 180,520	\$ 174,024	\$ 96,353
2041	\$ -	15,687,883	\$ 911,330	\$ 14,776,553	\$ 12.6065	\$ 186,281	\$ 179,577	\$ 96,531
2042	\$ -	16,158,520	\$ 911,330	\$ 15,247,190	\$ 12.6065	\$ 192,214	\$ 185,297	\$ 96,705
2043	\$ -	16,643,275	\$ 911,330	\$ 15,731,945	\$ 12.6065	\$ 198,325	\$ 191,188	\$ 96,873
Total						\$2,933,069	\$2,825,937	\$1,852,764

Sources and Notes:

Exception Value: City of St. Helens

Tax Rate: Columbia County Assessor, FYE 2020

Assumes that the amendment would be adopted between January 1, 2021 and October 1, 2021

Conclusions

- **Historical growth in assessed value in the St. Helens URA has failed to keep pace with the original projections in the St. Helens Urban Renewal Plan.** The gap between actual and projected assessed value grew to \$32.6 million in FYE 2020, due largely to the closure of the

Armstrong World Industries manufacturing facility. With assessed value lower than the certified frozen base, the URA received essentially no TIF revenue in FYE 2020. This has resulted in no financial capacity to invest in urban renewal projects, and jeopardizes the ability of the URA to incur the full amount of authorized maximum indebtedness before the target termination date in FYE 2043.

- **Future growth in assessed value is uncertain and dependent upon future construction activity.** The URA has substantial potential for future development, but the exact timing and value of new construction is uncertain. This analysis evaluated a range of possible scenarios, including anywhere from \$25 million to \$111 million in short-term construction activity.
- **Expiring tax exemptions will provide immediate financial capacity.** Cascade Tissue Group owns property in the URA that currently receives Enterprise Zone tax exemption benefits for three separate schedules of investments. These exemptions are scheduled to expire in FYE 2021, 2022, and 2024 respectively. The expiration of these abatements should add \$38 million in assessed value to the tax rolls in coming years, including \$26 million in FYE 2021.
- **Updated growth forecasts fall short of original projections.** Despite the possibility of substantial new construction activity and the expiration of current property tax exemptions, none of the updated growth forecasts show the URA having sufficient financial capacity to incur the full amount of maximum indebtedness before the target termination date in FYE 2043. These updated forecasts include:
 - Low-Growth: **\$38.1 million** of indebtedness incurred by FYE 2043
 - Medium-Growth: **\$46.4 million** of indebtedness incurred by FYE 2043
 - High-Growth: **\$60.8 million** of indebtedness incurred by FYE 2043
- **Collecting TIF for a longer time period could allow the URA to achieve the full authorized amount of maximum indebtedness.** The St. Helens Urban Renewal Plan does not have a binding expiration date. Instead, maximum indebtedness is the limiting factor for the Plan. Thus, if TIF revenues are less than originally forecast, the URA has the ability to collect TIF revenue as long as necessary to achieve the full amount of maximum indebtedness.
- **Amending the URA boundary to include additional development opportunities could increase the financial capacity of the URA.** City staff have identified a 10-acre tax lot that could be added to the URA. The property is anticipated to be subdivided and developed into 78 dwelling in 2022 and 2023, resulting in about \$7.5 million in new assessed value that will be added to the tax roll. This could generate an additional \$2.8 million in TIF revenue for the URA. In the high-growth scenario, this would be sufficient for the URA to incur the full amount of maximum indebtedness.

CITY OF ST. HELENS PLANNING DEPARTMENT ACTIVITY REPORT



To: City Council
From: Jacob A. Graichen, AICP, City Planner
cc: Planning Commission

Date: 08.25.2020

This report does not indicate all *current planning* activities over the past report period. These are tasks, processing and administration of the Development Code which are a weekly if not daily responsibility. The Planning Commission agenda, available on the City's website, is a good indicator of *current planning* activities. The number of building permits issued is another good indicator as many require Development Code review prior to Building Official review.

PLANNING ADMINISTRATION—MISC.

The **attached article** about health and land use is a rare instance I include an article with this report. Given the pandemic, it is of heightened interest.

Associate Planner Dimsho and I finished the application form and information sheet for parklets. We adopted the law way back in 2015. Due to COVID-19 and potential closure of indoor dining, we put this on the top of the list (actually, it elevated in importance a few months ago, but it was hard to find time for this until July). **See attached parklet information.**

Property on the north side of town (just south of the Crestwood Manufactured Home Park) was logged in recent history. It also resulted in some City regulated wetland protection zone impacts, mentioned in a previous report, and impacts to other wetlands. There is an enforcement case with Oregon DSL. The property owner has a civil penalty to pay and needs to submit a joint (Oregon DSL & US Army Corps of Engineers) permit for proposed development and the unauthorized impacts by September 30, 2020. I anticipate a Subdivision application for the Planning Commission sometime in the future.

The City is undertaking updates to its Sanitary and Stormwater Master Plans. The Engineering Department is the managing department. However, they still need Planning's help. In late July, we provide various information to help with growth assumptions and such. I **attached my memo** to Engineering about the data provided if you are curious.

We had a little bit of clean up to do for our Riverfront Connector Plan efforts. We adopted the plan last August in 2019. We received some positive comments from the ODOT TGM Grant Manager; **see attached email.**

Inspections at the St. Helens Place apartments continue. This is the complex along Matzen, McBride and Brayden Streets. I have ok'd 11 of the 18 buildings now. They are still behind on their bike parking due to supplier issues. We also had to work out some new street tree details along McBride. Many trees intended to be preserved ended up being removed due to poor health, so we need to make sure more new ones are planted in this area than shown on the approved plans. They anticipate completion by Thanksgiving.

Finals inspections for the new St. Helens Middle School and Plymouth High School (formerly known as the Columbia County Educational Campus or CCEC) occurred late this month. The land use permits were submitted for this in August of 2017, so it has been three years! They have a few loose ends to complete for Planning Department sign-off.

The property on the NW corner of the US30/Pittsburg Road intersection finally got final approval from ODOT for the frontage improvements along US30. This property is in the County. A proposal from many years ago required the improvements. Those were completed to allow a proposed property line adjustment. This has been going on for over two years now. The applicant has talked about a used car sales lot at that location. More to come in the future as we continue to work with the County on this.

DEVELOPMENT CODE ENFORCEMENT

We received complaints from residents along McBride Street for slamming doors in the wind on apartment building in process. The issue was quiet for a while, but we received another complaint. We work with the site folks much on this one, so its easy to pass the word, and usually something is done (for a while at least). Luckily, project is forecast to be done by Thanksgiving.

We received fence/lean-to issue on the 200 block of S. 4th Street back in February. Associate Planner Dimsho primarily dealt with the person with the violation, while I dealt with the complainant. Took some time, but the issue has been resolved, with much thanks to the efforts of Dimsho.

PLANNING COMMISSION (& *acting* HISTORIC LANDMARKS COMMISSION)

August 11, 2020 meeting (upcoming): The Commission recommended approval of the Zoning and Comprehensive Plan Map change for the City's Millard Road property. The council will see this in early September.

As the Historic Landmarks Commission, they approved a Historic Resource Review for new entry doors to the old courthouse.

The Commission also made recommendations for a couple of disabled person ramps at intersections at S. 4th Street and St. Helens Street, and S. 1st Street and Plaza Square. This is a project our Engineering Department is doing. Basically, it is a question of whether bulb-outs for the sidewalk should be implemented now or later as part of a larger project. Commission found that not implementing the City's adopted street plans was acceptable for continuity and cost reasons. The Commission recommended moving storm and sewer outlets to where they would be in the future with the bulb-outs. Speaking with City Engineering after the Commission meeting, that would be a cost impact and moving storm inlets closer to the center of street puts them above the low point and thus, non-functional for proper storm water management.

September 8, 2020 meeting (upcoming): No public hearings scheduled. We will talk about term expirations for two commissioners and the City Council meeting policies adopted on August 19, 2020 and how that affects the Commission.

ST. HELENS INDUSTRIAL BUSINESS PARK PROPERTY

Analysis for placement of the future police station, etc. on the property continues. We got some topography data to help with feasibility given the floodplain area in the vicinity of the police station site. Looks possible to avoid the 500-year floodplain, but another access will still be necessary since the Kaster Road (S. 8th Street) / Old Portland Road intersection is within the floodplain. The police station is a “critical facility” in floodplain management world and held to a higher regulatory standard. I am concerned about this second access as I fear it will result in development surprises and unanticipated costs. I hope I am wrong.

ASSOCIATE PLANNER—*In addition to routine tasks, the Associate Planner has been working on:*
See attached.

TOOLS FOR THE TRADE

KNOWLEDGE YOU CAN PUT TO WORK

Legal Lessons | Engagement | COVID-19 Resources | Planners Library

During the Spanish Flu epidemic, New York City saw fewer deaths than other major cities, due in part to its groundbreaking land-use laws.

LEGAL LESSONS

MAXIMUM OCCUPANCY

From the first zoning code to the coronavirus outbreak, land-use regulations remain inextricably linked with public health. *By Chelsea Marx*

LAND-USE REGULATIONS have long been rooted in the resilience of cities, particularly when it comes to community health threats like pandemics. Starting with the first zoning ordinance in the U.S., which developed partly as a response to infectious disease, land-use regulations continue to influence public health—for both good and bad.

TOOLS FOR THE TRADE

Legal Lessons | Engagement | COVID-19 Resources | Planners Library

Managing infectious disease

In the 19th century, the Industrial Revolution led to explosive urban growth that transformed American life in nearly every way. With a surge of new jobs in cities, people moved from farms to urban areas in droves; New York City alone ballooned from 60,515 people in 1800 to 3,437,202 in 1900. Without land-use regulations, coal, steel, and manufacturing factories operated next to overcrowded residential areas, resulting in poor sanitation and heavy pollution—prime ingredients for the spread of disease. Cholera, tuberculosis, typhoid, and other infectious diseases became the leading causes of death in the U.S., leading to roughly one-third of all deaths.

By the turn of the 20th century, local and state governments were beginning to explore regulatory measures to improve public health, starting with construction and maintenance requirements on housing units. In 1916, New York City enacted the first zoning ordinance in the U.S. to segregate industrial and residential uses and establish design standards that ensured natural light and air could reach the sidewalk. During the Spanish Flu outbreak in 1918, New York experienced relatively low death rates compared to major cities like Boston and Philadelphia, which historians attribute in part to the city's strong public health infrastructure.

Soon after, the U.S. Department of Commerce promulgated the Standard State Zoning Enabling Act, a model law for U.S. states to enable local governments to adopt their own zoning regulations. In 1926, the Supreme Court determined in *Village of Euclid v. Ambler Realty Co.* that zoning was a reasonable exercise of the states' power to protect public welfare.

Subsequent deaths from infectious disease in America rapidly declined because of advancements in medicine and an assortment of public health improvements, including improved sanitation

infrastructure aided by land-use and building regulations. Post-*Euclid*, a variety of government policies, including zoning, promoted the rise of the suburbs and the continued segregation of metropolitan areas into distinct areas for residential, retail, office, and industrial uses.

COVID-19 further highlights the dire consequences of antiquated, discriminatory land-use regulations.

Adverse impacts

According to the Centers for Disease Control, chronic heart and respiratory diseases are now among the primary causes of death in America, largely credited to factors like vehicle dependence and a lack of physical activity due to post-World War II planning and design practices

that promoted low-density development and land-use segregation.

Additionally, local land-use regulations and zoning codes have been used as tools to perpetuate classism and racial segregation, resulting in the disproportionate siting of locally undesirable land uses like landfills and polluting factories in low-income and minority neighborhoods. Systemic discrimination in the development and enforcement of zoning and environmental protection laws have contributed to a disproportionate number of food deserts, nearby noxious facilities, and little green space and few outdoor recreational opportunities.

Environmental justice scholars and advocates identify these neighborhood disparities as a major factor in inequitable health outcomes for minorities. Along with lending practices and inadequate health care and other municipal services, land-use regulations have left minority and low-income communities more vulnerable to asthma, obesity, diabetes, and other chronic health conditions. As the "father of environmental justice" Robert Bullard observes, "Zip code is the most potent predictor of an individual's health and well-being."

Amid the COVID-19 pandemic, that fact has become all the more evident. By

mid-April, the CDC found that Black people accounted for 33 percent of those hospitalized with COVID-19—but only 13 percent of the U.S. population. At the same time, data from major metropolitan areas like New York City, Chicago, and Milwaukee showed that Black and Latinx residents were dying at double the rate of white people. Experts, including Surgeon General Jerome Adams, have attributed these outcomes to neighborhood and health inequities.

A healthier future

While land-use regulations contribute to chronic health problems and inequities, they could also combat these ills. Planning's recent movement toward sustainable development and smart growth principles—mixed land uses, walkable neighborhoods, and transit-oriented development—has placed a renewed emphasis on public health, which could help communities become more resilient to sudden threats like pandemics.

COVID-19 further highlights the dire consequences of antiquated and discriminatory land-use regulations—and provides an opportunity for communities to evaluate the public health ramifications of their built environment. Many state and local governments have repurposed empty venues and hotels into makeshift hospitals and housing for vulnerable populations. And given that plans to "reopen the economy" rely heavily on widespread testing infrastructure and continued social distancing, local officials will need to identify any changes to land-use regulations that can address demands like restricted occupancy.

While the full impacts of the pandemic remain to be seen, land-use decisions will be central to the ways we begin to form our new "normal."

Chelsea Marx is an attorney in the Real Estate Practice Group at Otten Johnson Robinson Neff + Ragonetti PC in Denver. She received the 2019 Rocky Mountain Land Use Institute/Sturm College of Law Student Award for academic achievement and community service in the sustainable development field. This column was adapted with permission from an article that originally appeared on ottenjohnson.com.

A **temporary parklet** is use of a city street (street parking or curb extension excluding passageways areas) for a dedicated limited time use such as a public use, social interaction, and passive or active recreation. Typical use is for outdoor seating for a restaurant, but use is not limited to that. The City of St. Helens requires a Temporary Parklet Permit to use street parking or curb extension excluding passageways.

A **Temporary Parklet Permit** does not allow use of public passageways such as sidewalks. **Public Passageway Permits** may allow use of the sidewalk area, such as sidewalk seating, and are addressed separately from Temporary Parklet Permits. If you have questions about the Public Passageway Permit, please contact the city. Typically, Public Passageway Permits are simpler than Temporary Parklet Permits.



The Temporary Parklet Permit allows potential use of the public right-of-way. For most eligible businesses, this is the abutting street parking area.

The purpose of this illustration is to show the general area parklets may be allowed, not specific locations for parklets, which can only be determined through the Temporary Parklet Application process in compliance with city standards.

The main point is parklets are not allowed on sidewalks or in travel lanes.

To obtain a Temporary Parklet Permit please read the information in this document and contact the city. There is an application form, fee, and a variety of information the city needs to approve Temporary Parklet Permits.



The parklet to the left is for a public use.



The parklets to the right and below are outdoor seating examples for businesses.

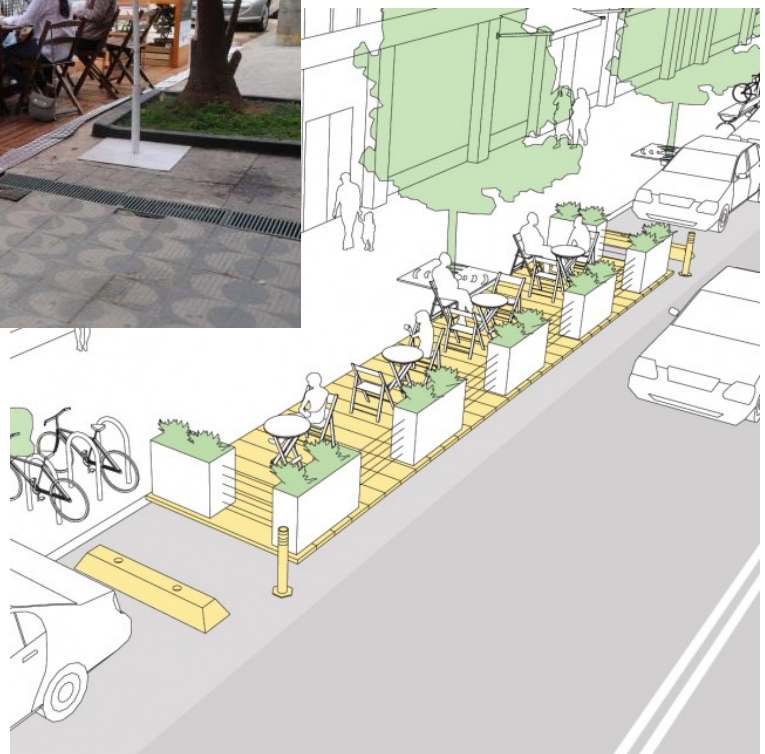


Illustration of typical parklet.

In the City of St. Helens parklet standards can be found in Section 18.12.190 of the St. Helens Municipal Code. The code can be found online: <https://www.codepublishing.com/OR/StHelens/>

Once an application is submitted to the city, various city departments review it to see if it complies with the standards. If approved, Temporary Parklet Permits are good for six months and can be renewed.

Your first step? You need to make sure the location for your proposed parklet meets the *location criteria*:

1. Temporary parklets shall only be allowed along nonresidential uses. Temporary parklets along and/or associated with residential uses are prohibited.
2. Temporary parklets are not permitted on streets where parking lanes become tow-away zones during morning or afternoon hours, in front of fire hydrants, in active bus zones, across driveways, or over manholes or public utility valves or covers.
3. The proposed site should be located at least one standard-size parking space in from a corner. Otherwise, a protected bollard, curb extension, or other similar feature as approved by the city must be present if located at the corner.
4. The proposed site should be located on a street with a speed limit of 25 MPH or less. Locations on streets with higher speeds will be considered on a case-by-case basis.
5. The street grade shall be less than five percent.

Step two. If the location meets the *location criteria* you can consider preparing a *detailed design document and plans packet*. This packet must include:

1. Parklet location and context plan
2. Detailed site plan
3. Elevations
4. Sections (profile drawings)
5. Renderings and perspectives (optional)
6. A completed right-of-way encroachment permit application form (additional fee may apply)
8. Community support documentation. **The applicant shall provide written support of the proposed temporary parklet from adjacent businesses and/or property owners.** Preferably, you can get written support from both, but only one is required for the application.
9. Temporary Parklet Permit form
10. Temporary Parklet Permit fee

Please note these drawings are conceptual. If the application is approved, final construction drawings, as applicable, will be required.

You are recommended to use a design professional for assistance. There are many standards that apply to the design of the proposed parklet that the city needs to review to approve a permit. A design professional may help you navigate these standards more easily. **The standards can be found in Section 18.12.190(3) of the St. Helens Municipal Code.**

Step three. Once your application is complete, submit it to the city. If there is something missing, the city will contact you. An incomplete application will delay processing.

Step four. City processes and reviews the permit. In addition to reviewing the plans and other materials provided, business and property owners within the immediate vicinity of the proposed temporary parklet will be notified and will have the opportunity to submit comments within 14 days.

These comments will be considered in the city's evaluation of the application. City recommends reaching out to potentially affected business and property owners before submitting an application to the city to help avoid surprises.

Step five. If the application is approved, you will need to provide finalized construction drawings for city review. Once those plans are reviewed and approved, the city will schedule a preconstruction site visit.

Step six. You need to provide at least \$2,000,000 in liability insurance naming the city as additional insured and any final permits or authorizations are provided to the city.

Step seven. You construct and enjoy your parklet. You must notify the city within 48 hours of completing construction to schedule a post-construction site inspection.

Things to remember:

- The parklet must be installed within 90-days of permit issuance, otherwise, the permit becomes void.
- The parklet facility must be swept daily and debris removed from under and around the platform, as applicable, a minimum of once a week.
- Temporary Parklet Permits can be revoked if being conducted contrary to city standards or are unsafe.
- Temporary Parklet Permits are valid for up to six months. Extensions are possible in increments not to exceed six months.
- If a temporary parklet permit becomes void due to revocation, expiration or otherwise, the related improvement shall be immediately removed, and the location restored to its original condition.



CITY OF ST. HELENS PLANNING DEPARTMENT

M E M O R A N D U M

TO: Sharon Darroux, Engineering Project Manager
FROM: Jacob A. Graichen, AICP, City Planner
RE: Planning data and information for the City's Sanitary and Stormwater Master Plan update efforts
DATE: July 29, 2020

I have included the following based on the general categories listed, as requested by Keller Associates:

City's current population growth projections

- 2019 PSU Prelim Population Estimate. PDF format. This is the most recent annual report we get from PSU.

This website, <https://www.pdx.edu/prc/population-reports-estimates>, has information too.

- PSU Columbia_Report_2017_Final (2017-2067 forecast). PDF format. This is the most recent completed Countywide forecast and includes St. Helens.

Existing/future land use

- Housing Needs Analysis (Attachment A). PDF format. This is attachment A to adoption Ordinance No. 3244 (August 2019). It includes residential buildable lands inventory and other information that may be useful, especially since it is only a year old.
- BLI-HNA (2019) Data. File. Shapfile and related GIS data from the Housing Needs Analysis effort. May be useful.

Anticipated development densities

- CSH Zoning. GIS shapefile. Any property within city limits is zoned as shown by this shapefile.

Zoning is a key factor for density as it controls maximum densities. Density allowed and other zoning standards can be found in the City's municipal code, which is available online:

<https://www.codepublishing.com/OR/StHelens/>

Zoning can be found in Chapter 17.32.

- CSH Cmpln (in). GIS shapefile. This is the Comprehensive Plan designation of the properties within city limits. The City has a separate zoning and comprehensive plan map. Comprehensive Plan designations determine zoning. Since the zoning shapefile is also provided, this may not be as relevant.

Comprehensive Plan designations can be found in Chapter 19.12 of the St. Helens Municipal Code.

- CSH Cmpln (out). GIS shapefile. This is the Comprehensive Plan designation of the properties within St. Helens urban growth boundary, but outside city limits. This is important for density assumptions as when annexed, the city determines the zoning based on the designation.

Zoning determined density. Note in some cases, there are multiple zoning options, which makes assumptions tougher.

Comprehensive Plan designations can be found in Chapter 19.12 of the St. Helens Municipal Code.

- Cmp Pln Qik Rfr (notes as of 07292020). PDF format. This is a reference table I created back in 2008 with notes based on changes since then. It is a quick reference for what zonings are possible based on the underlying Comprehensive Plan designation. This may help with density calculations for properties outside of city limits but within the urban growth boundary.

Anticipated growth areas

- Fig7-07 Roadway Plan. PDF format. Figure 7-7 is from the City's Transportation Systems Plan (adopted in 2011) and shows proposed collectors. These are substantial road connections that do not exist but are planned to, generally.
- SHIBP Parcelization Report-2020-07-22. PDF format. This is less than a month old at the time of this memo. It is the parcelation plan for the Boise mill site that the City purchased. Sanitary sewer infrastructure is needed in this area and is lacking due to the Mill's unique direct connection to the municipal treatment lagoon, something DEQ will not allow for new uses. This is a targeted industrial growth area for the city.
- 20591-ST HELENS-PARCELIZATION PLAN-2020-07-22. PDF format. This is a better version of the parcel plan page itself within the SHIBP Parcelization Report-2020-07-22 noted above.
- City Limits (area). GIS shapefile. Self-explanatory.
- CSH UGB. GIS shapefile. This is the City of St. Helens Urban Growth Boundary. It hasn't changed much since originally adopted. I think it was only expanded once since its original adoption. It's the only one I've found in the last 13 years. That expansion was around 1990 and this shapefile includes that.

If the consultants need the finding from the UGB expansion report, we could provide what we have, but being from 1990, I don't know how valuable it would be.

- Final Framework Plan (no appendices). PDF format. The is the adopted in 2016 for industrial (former will) property the city purchased and has since rezoned. This is a targeted non-industrial growth area for the city.
- 6019 20180815 Graystone Land Use Plans. PDF format. This is a subdivision (78 residential lots and 2 commercial lots) that is in process but not platted yet.
- 2019.11.05 – TwinberryGrovePreappMaps. PDF format. This is a potential subdivision. City staff had met and discussed development with the property owners, though, we do not have any application to divide the property to date.
- Clark NE 8th - PreApp Plan Submitted 7-26-19. PDF format. This is a potential subdivision. They have done some land clearing which turned into a wetlands impact violation with the State. City staff had met and discussed development with the property owners, though, we do not have any application to divide the property to date.

Jacob Graichen

From: DUNCAN Michael W <Michael.W.DUNCAN@odot.state.or.us>
Sent: Thursday, August 13, 2020 11:21 AM
To: Jacob Graichen; Jennifer Dimsho
Subject: RE: [Email from external sender] St. Helens TGM Closeout Requirement; Riverfront Connector Plan Closeout Letter

Thanks Jacob!

It was a pleasure working with you, Jenny, and all the other city staff on this. It was one of those projects where both local staff and the consultant team were top notch. That and the community and local leadership were highly engaged. Really a great project. Glad the TGM program could help!

Stay well.

Best,
 Michael

Michael W. Duncan | Senior Region Planner, TGM Grant Manager
 Transportation and Growth Management Program
 Oregon Department of Transportation, Region 2
 350 W. Marine Drive | Astoria, OR 97103
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From: Jacob Graichen <jacob@ci.st-helens.or.us>
Sent: Thursday, August 13, 2020 10:05 AM
To: DUNCAN Michael W <Michael.W.DUNCAN@odot.state.or.us>; Jennifer Dimsho <jdimsho@ci.st-helens.or.us>
Subject: RE: [Email from external sender] St. Helens TGM Closeout Requirement; Riverfront Connector Plan Closeout Letter

Michael,

Yeah, I thought I did a final letter too. Honestly, with all the development in town, it was a terrible time for long range planning. But we got through it.

See attached final letter. Thank you for your help with this. This plan is very important for this City.

jacob

From: DUNCAN Michael W <Michael.W.DUNCAN@odot.state.or.us>
Sent: Tuesday, July 7, 2020 1:44 PM
To: Jennifer Dimsho <jdimsho@ci.st-helens.or.us>
Cc: Jacob Graichen <jacob@ci.st-helens.or.us>
Subject: [Email from external sender] St. Helens TGM Closeout Requirement; Riverfront Connector Plan Closeout Letter

Hi Jenny

From: [Jennifer Dimsho](#)
To: [Jacob Graichen](#)
Subject: August Planning Department Report
Date: Tuesday, August 25, 2020 8:55:48 AM

Here are my additions to the August Planning Department Report

GRANTS

1. **DLCD 2019-2021 Technical Assistance Program** – Grant contract with DLCD authorized to prepare a *Boise White Paper Industrial Site Master Plan* which will include a parcelization framework and an infrastructure finance planning for the former mill site. Received final Parcelization Plan! Kicked off Infrastructure Funding Plan with EcoNW. Working on summarizing available revenues sources and potential revenue sources.
2. **OPRD - Local Government Grant – Campbell Park Improvements** (\$187k) includes replacement of four existing tennis courts and two basketball courts with two tennis flex courts and one flex sport court, adds a picnic viewing area, improves natural stormwater facilities, expands parking, and improves ADA access. Grant deadline is October 2021. Assisted Sue in publishing our Invitation to Bid and Contract Document for the courts on 8/13! Bid closes on 9/3. Public Works has begun demolition of the old courts and the fence removal. They will begin piping stormwater ditch and preparing for parking lot improvements.
3. **Oregon Community Foundation – Nike Impact Fund – 5th Street Trail Project** – This project has been completed thanks to Public Works and the Columbia River Youth Corps! We surveyed one property corner close to the trail and PW will construct some type of permanent barrier. PW to install trail signage.
4. **EPA – CWA Grant Program** – Project to be closed out by September 2020. South 80 follow up sent to DEQ. 50 Plaza Square report complete. Final Public Meeting scheduled for September 16 at 6 pm before City Council. Final project to be completed by September 2020.
5. **CDBG- Columbia Pacific Food Bank Project** – Construction documents complete. Building Permit application submitted week of 3/24. Bid documents reviewed by State and legal counsel. Planned bid period is for July because of pandemic and building permit comments. Building Permit comments are being addressed by Lower Columbia. Private sewer easement needed from abutting property owner. Legal counsel provided a template, Jacob to assist with a legal description/exhibit for the easement.
6. **Safe Routes to School - Columbia Blvd. Sidewalk Project** – Kicked off engineering with David Evans. Survey/topo complete. Construction timeline provided by David Evans.
7. **Business Oregon – Infrastructure Finance Authority** – Worked with John Walsh, Sue Nelson, and Matt Brown (for cost estimations) to prepare an Project Intake Form and required attachments to apply for a low-interest loan to cover initial public investments (water, sewer, streets, public access) on the Riverfront District development site. We will be invited for a full application in September/October with final review/approval by the board expected in December 2020.
8. **Scappoose Bay Watershed Council (SBWC) Oregon Watershed Enhancement Board (OWEB) Grant** – SBWC submitted a grant through OWEB's small grants program on behalf

of the City to do pay for a crew to do invasive ivy and blackberry removal and purchase native plants for the 5th Street Trail and Nob Hill Nature Park. We provided a letter of support and grant review. The City will contribute in-kind project management, and Friends of Nob Hill Nature Park will contribute in-kind labor planting, watering, and mulching new plants. Thanks to the SBWC Coordinator, Dana Pricher, for working on this for us!

MISC

9. Millard Road entry sign RoW application submitted to ODOT/ODOT rail to approve the location. ODOT looking at alternative locations. Ramsay Signs provided a cost estimate.
10. Scheduled URA meeting for 9/2 to discuss a major amendment to amend the boundary in order to kickstart agency revenues. Worked with consultants to prepare boundary amendment documents and a timeline for completing the boundary amendment.
11. Working on soliciting architectural/design services with historic preservation expertise for the Bennet Building (Water/Court Department).
12. Working with the Wellness Committee on a City-wide volunteer program to repair surplus Police Department bicycles for a community bicycle and helmet giveaway. Parks & Trails Commission dedicated funds to kickstart the program at their 8/10 meeting. Received approved from City Council to move forward at their 8/19 meeting.
13. Solicited sample Request for Qualifications from variance landscape architecture firms to assist staff in preparation for a Riverwalk Phase I RFQ. Met with 3 different firms to discuss project scope. 2 more firms requested introductions to the project – will schedule discussions with them in September.
14. Attended final Municode training, which is the new public meetings agenda/packet generator software that will replace Granicus.
15. Updated the City's website with all new land use applications for the new City's URL change to www.sthelensoregon.gov.
16. Facilitated inter-Department review of the City's first parklet application.
17. Participated in a small documentary filming on Oregon brownfields being created by MFA for the next Brownfields Conference.

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