

ORDINANCE NO. 1105

AN ORDINANCE DECLARING THE EXISTENCE OF BLIGHTED AREAS WITHIN THE CITY OF GLADSTONE, ELECTING TO HAVE THE POWERS OF THE URBAN RENEWAL AGENCY OF THE CITY OF GLADSTONE BE EXERCISED BY THE GLADSTONE CITY COUNCIL AND DECLARING AN EMERGENCY.

THE CITY OF GLADSTONE DOES ORDAIN AS FOLLOWS:

Section 1. There are hereby declared to be blighted areas existent in the City of Gladstone. There is further declared to be a need for an Urban Renewal Agency to function in the City of Gladstone, which Urban Renewal Agency shall be deemed to have all powers provided by ORS Chapter 547. For purposes of this declaration, blighted areas are deemed to be areas which 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 City of Gladstone. The term "blighted areas" is more particularly defined in ORS 457.010 and those definitions are incorporated herein by reference.

Section 2. The powers of the urban renewal agency of the City of Gladstone as set forth in ORS Chapter 457 shall be exercised by the Gladstone City Council, acting as the urban renewal agency of the City of Gladstone. Any act of the Gladstone City Council acting as the urban renewal agency shall be considered the act of the urban renewal agency only and not of the Gladstone City Council.

Section 3. Inasmuch as this ordinance is necessary for the immediate preservation of the public health, peace and safety of the citizens of Gladstone, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage.

This ordinance adopted by the Common Council this 11<sup>th</sup> day of October, 1988.

Approved by the Mayor this 11<sup>th</sup>  
day of October, 1988.

Attest:

H. Wade Byers, Jr.  
Mayor

Jenna Howell  
City Recorder

**URBAN RENEWAL PLAN  
GLADSTONE URBAN RENEWAL AREA  
CITY OF GLADSTONE, OREGON**

January, 1990

## **ACKNOWLEDGEMENTS**

### **Gladstone Urban Renewal Task Force**

Alan Baucom  
Laura Briggs  
Wade Byers  
Dave Clemens  
Carl Gardner  
Jim Giles  
John Hart  
Kim Huey  
Ray Jaren  
Bart Kearns

Kevin McMurdo  
Bernice Marlow  
Collin Metheny  
Tom Pagh  
Linda Patterson  
Susan Peters  
Kathleen Patterson  
Kim Studebaker  
Harold Vaughn

### **City Council - City of Gladstone**

Wade Byers, Mayor  
Dave Clemens  
John Hart  
Ray Jaren

Bernice Marlow  
Tom Pagh  
Linda Patterson

### **Planning Commission - City of Gladstone**

Alan Baucom  
Doug Galash  
Carl Gardner  
Bert Leonard

Collin Matheny  
Mary Sieckmann  
Geraldine Wright

### **City of Gladstone Staff**

Ron Partch, City Manager  
John Hammond, City Attorney  
Jonathan Block, Administrative Assistant  
John Borge, Planner, Clackamas County  
Verna Howell, City Recorder  
Bob Nelson, Fire Chief  
Max Patterson, Police Chief

### **Gladstone School District**

Joe Ghiaffari, Superintendent

### **Consultants to the City**

Charles Kupper and John Spencer, Spencer & Kupper

# GLADSTONE URBAN RENEWAL PLAN

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## Introduction

The Gladstone Urban Renewal Plan consists of Part One - Text and Part Two - Exhibits. The Gladstone City Council acts as the Urban Renewal Agency of the City of Gladstone, Oregon.

This Plan has been prepared pursuant to Oregon Revised Statute (ORS) Chapter 457, the Oregon Constitution, and all applicable laws and ordinances of the State of Oregon and City of Gladstone respectively. All such applicable laws and ordinances are made a part of this Plan, whether expressly referred to in the text or not.

The Urban Renewal Area is a single geographic area with a single contiguous boundary in which a variety of activities and projects are contemplated to eliminate blight and the causes of blight and intended to create an environment in which the private sector may develop uses compatible with the purposes of this plan.

This Urban Renewal Plan for the Gladstone Urban Renewal Area was originally approved by the City Council of the City of Gladstone on \_\_\_\_\_ 1989 by Ordinance No. \_\_\_\_\_.

## A. Definitions

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

"AREA" means the area included within the boundaries of the Gladstone Urban Renewal Area.

"CITY" means the City of Gladstone, Oregon.

"CITY COUNCIL" means the City Council of the City of Gladstone, Oregon.

"COMPREHENSIVE PLAN" means the City's Comprehensive Land Use Plan and its implementing Ordinances, policies and development standards.

"COUNTY" means the County of Clackamas, State of Oregon.

"DISPLACED" person or business means any person or business who is required to relocate as a result of action by the Urban Renewal Agency to vacate a property for public use or purpose. The methods to be used for the temporary or permanent relocation of such persons living in, and businesses situated in the Gladstone Urban Renewal Area shall be in accordance with State Law as specifically set forth in ORS 281.045 to 281.105.

"DISPOSITION AND DEVELOPMENT AGREEMENT" means an agreement between the Urban Renewal Agency and a private developer which sets forth the terms and conditions under which will govern the disposition of land to a private developer.

"EXHIBIT" means an attachment, either narrative or map, to the Urban Renewal Plan for the Gladstone Urban Renewal Area, Part Two - Exhibits.

"OBJECTIVE" means any goal, general or specific, or objective described in Section D of this Plan.

"ORS" means Oregon Revised Statute (State Law) and specifically Chapter 457 thereof.

"PLAN" means the Urban Renewal Plan for the Gladstone Urban Renewal Area, Parts One and Two, and the Report on the Renewal Plan.

"PLANNING COMMISSION" means the Planning Commission of the City of Gladstone, Oregon.

"REDEVELOPER" means any individual or group acquiring property from the Urban Renewal Agency or receiving financial assistance for the physical improvement of privately or publicly held structures and land.

"STATE" means the State of Oregon.

"TEXT" means the Urban Renewal Plan for the Gladstone Urban Renewal Area, Part One - Text.

"URBAN RENEWAL AGENCY" means the Urban Renewal Agency of the City of Gladstone, Oregon.

"URBAN RENEWAL AREA" or "RENEWAL AREA" means the geographic area for which this Urban Renewal Plan has been approved. The boundary of the Renewal Area is described in Exhibits made a part of this plan.

## B. Boundary Description

The boundary of the renewal project area is shown in Exhibit 1, attached to this plan. A legal description of the project boundary is included as Attachment "A" of this plan.

## C. Outline Of Development

The renewal project area is characterized by vacant and underutilized light industrial and commercial land. Approximately one-third of the project area is vacant land, owned by the Oregon Conference of Seventh Day Adventists. The land is exempt from property tax, and produces no revenue for the City of Gladstone. This land, recently rezoned for Office Park use, has excellent freeway access, and represents Gladstone's most valuable potential resource for new commercial and light industrial development.

Activities in this urban renewal plan will make transportation and circulation, water, sanitary sewer, and community facility improvements to allow development in the project area, and most especially, the Seventh Day Adventist site. Property acquisition for street right-of-way may be required, but no other acquisition is contemplated. No property rehabilitation or relocation activity is anticipated in this plan. Development in the project area will be controlled by current City of Gladstone Zoning and Land Use regulations, and any applicable provisions of this renewal plan.

Major transportation and circulation improvements are anticipated in early stages of the project. These improvements are expected to result in development of the 82 acre Seventh Day Adventist property for intensive, multi-use commercial uses. The Seventh Day Adventist property is located in the Office Park Zone. The uses proposed for the development are permitted in this zone.

The provision of transportation and utility services, and improvements to the Gladstone Interchange of I-205 are expected to open the area up for further development, and result in additional development of light industrial and commercial uses within the project area. While zoning in the area permits residential uses, no new residential development is contemplated.

## D. Relationship to Local Objectives

The adopted goal and objectives for this renewal plan, and the project activities proposed herein are consistent with the Objectives, Policies, and Implementation Strategies of the City of Gladstone's Comprehensive Plan and Capital Improvement Program Plan.

### **1. Renewal Project Background**

The City of Gladstone is burdened by a relatively low total assessed valuation. Total assessed value in Gladstone declined in the 1988 tax year, and total values now are below 1984 levels. If unchecked, this stagnation and decline in Gladstone's assessed valuation will threaten basic community services. A major contributing factor in Gladstone's valuation problem is underutilization of its limited commercial and industrial land supply. Gladstone's most important resource of vacant land for commercial and light industrial development is in the renewal project area.

The key commercial/industrial land resource in Gladstone is an 80 acre parcel of vacant land owned by the Oregon Conference of Seventh Day Adventists. The primary use made of this land is as a campground for the annual camp meeting of the Oregon Conference. The entire parcel is exempt from property taxation. The parcel was zoned Light Industrial in 1979, but despite that rezoning, and extensive marketing efforts by the Oregon Conference, no development has taken place.<sup>1</sup>

Recent market research indicates the SDA property has excellent development potential, but exceptionally high off-site costs for transportation and circulation improvements, and potential development costs resulting from site conditions are likely to prevent the property from being sold and developed to its highest and best use. Gladstone's largest parcel of vacant land for commercial thus lies fallow, producing no tax revenue for the City and other taxing bodies.

Gladstone policy documents recognize the need to better utilize its inventory of commercial and industrial land. The 1988 review of Gladstone's Comprehensive Plan noted that the percentage of developed commercial land is

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<sup>1</sup> In 1989, the City of Gladstone re-zoned a major portion of the Oregon Conference property to Office Park (OP). This action is intended to enhance the market potential of the property, and further the objectives of the Gladstone Renewal Plan.

Gladstone was substantially lower than the average in cities of Gladstone's size, and concluded that..."the 82nd/I-205 District is where Gladstone's future lies. Relatively uncommitted and vacant, this land base offers the greatest potential for the City's economic growth."

The Gladstone City Council acknowledged the need for City action in goals adopted early in 1988. The top two priorities among Council goals were:

- Provide a City strategy for development of the Seventh Day Adventist (SDA) property.
- Adopt an off-site development plan for the SDA site.

## **2. Renewal Project Goal**

The overall goal of the project is to improve the quality of life and livability in the City of Gladstone. Improvements to the quality of life in Gladstone will require new investment in the community, and major additions to Gladstone's base of property values. Project actions will be directed at increasing property values and enhancing Gladstone's livability.

## **3. Renewal Project Objectives**

- Eliminate blighting conditions in the project area, including inadequate streets and traffic circulation patterns, substandard and obsolete buildings, and underutilized and unproductive land.
- Make public improvements necessary to encourage new private investment in the project area.
- Ease Gladstone's tax burden by the addition of substantial new taxable values.
- Encourage development of the project area as a new commercial and employment base for the City of Gladstone.
- Encourage mixed use, high value, non-residential development in the area,

such as proposed in the 1988 Market Study conducted for the Seventh Day Adventist property.

- Provide enhanced public facilities and services to upgrade the quality of life for Gladstone residents.
- Promote a high quality of design and development within the project area.
- Encourage citizen participation in the preparation and implementation of the urban renewal plan for the area.
- Encourage preservation and rehabilitation of existing residential and commercial properties in the project area.
- Mitigate traffic and other community impacts caused by new development in the project area.
- Encourage public utilization of, and access to, new developments in the project area.
- Provide community direction for development expected to occur within the urban renewal area.

The activities to be undertaken under this plan relate directly to these goals and objectives, and to the City of Gladstone's Comprehensive Plan policies.

## E. Proposed Land Uses

### 1. Land Use Plan

The Land Use Plan consists of the Land Use (Comprehensive Plan) Plan Map (Exhibit 2) and the descriptive material and regulatory provisions contained in this Section (both those directly stated and those included by reference). This Plan shall be in accordance with the approved Comprehensive Plan of the City of Gladstone and with its implementing ordinances and policies.

The use and development of land in the Renewal Area shall be in accordance with the regulations prescribed in the City's Comprehensive Plan, Zoning Ordinance, Design Review Ordinance, Subdivision Ordinance, City Charter, or any other applicable local, state or federal laws regulating the use of property in the Urban Renewal Area.

Exhibits 2 and 3 respectively the "Land Use (Comprehensive Plan) Plan Map" and the "Zoning Map" describe the locations of the principal land use classifications which are applicable to the Renewal Area. These classifications are described below.

#### a. CITY OF GLADSTONE COMPREHENSIVE PLAN

*Low Density Residential-LDR Plan District:* This district permits single family and two-family dwellings, churches, schools, day-care centers, community centers, nursing homes, home occupations, and similar uses. The density permitted ranges from 6.0 units per acre for single family uses, and 12 units per acre for two-family dwellings. Kraxburger Middle School, the SDA School, and a vacant parcel north of Cason Road are designated LDR within the Renewal Area.

*General Commercial-GC Plan District:* The Comprehensive Plan permits commercial retail, commercial service and office uses in the General Commercial District. The existing commercial districts on both sides of 82nd Drive west of I-205 and on the west side of 82nd Drive east of the freeway are designated GC.

*Industrial-I Plan District:* This district permits light manufacturing, light industrial and distribution uses. Buffering between industrial and less intensive uses is required. The Seventh Day Adventist property, and an area along 82nd Drive east of I-205 are designated I within the Renewal Area.

*Open Space-OS Plan District:* The Land Use Plan map designates natural resource areas, flood plains, wetlands, erodible slopes, unique areas, beaches, trails, and parks as open space. Within the Renewal Area, the area around Chautauqua Lake, High Rocks Park, Cross Park, City Park, and a small park at Clarendon Street and Oatfield Road are designated open space.

#### b. CITY OF GLADSTONE ZONING CLASSIFICATIONS

*Single Family Residential Zone R-7.2:* This zone is used for single family dwellings with a minimum lot size of 7200 square feet, and for two-family dwellings with a minimum lot size of 3600 square feet per dwelling unit. Multifamily dwellings, churches, community buildings, schools and group homes are permitted as conditional uses.

*General Commercial Zone C-3:* The C-3 zone permits a variety of general types of business and service establishments including retail trade, office, medical clinics, eating and drinking establishments, hotels or motels, auto sales, schools, community buildings, etc.

*Light Industrial Zone LI:* The LI zone permits a mix of employee-intensive industrial and office uses with associated services and all uses permitted in the C-3 zone. These uses can be located in relatively close proximity to residential and commercial districts.

*Office Park District OP:* The OP zone is intended to implement the policies of the Comprehensive Plan for Industrial areas, providing areas for high technology, and other clean, light industry research facilities, and office uses needing sites with high aesthetic standards. Permitted uses are research facilities, business, and professional offices, manufacturing and assembly (except primary processing of raw materials), and retail and service uses permitted outright in the C-2 zoning district.

*Open Space Zone OS:* The OS zone permits parks, playgrounds, picnic grounds, wildlife preserves, nature trails and bikeways and other similar uses.

## **2. Plan and Design Review**

The City of Gladstone requires that except for single family dwellings and duplexes in the R-7 and R-5 zones, building permits for new buildings or structures, major remodeling of existing buildings or structures, and sign permits be subject to Design Review. The Design Review ordinance contains standards and criteria for landscaping, building siting and design, pedestrian and vehicular circulation, surface water drainage, utility services, and signs.

The Urban Renewal Agency shall be notified of any building permit, conditional use or other development permits requested within the Area. Redevelopers, as defined in this Plan, shall comply with the Design Review ordinance and Redevelopers Obligations, Section G of this Plan.

## F. Project Activities

In order to achieve the objectives of this Plan, the following activities will be undertaken on behalf of the City by the Urban Renewal Agency, in accordance with applicable federal, state, county, and city laws, policies, and procedures.

### **1. Traffic and Circulation Improvements**

*Intent.* The City of Gladstone has little commercial/industrial development and a relatively high tax rate which may discourage commercial/industrial expansion. The primary opportunity for commercial/industrial development in the City is the Seventh Day Adventist property located within the Renewal Area. An assessment of the market potential for the property concluded that a mixed-use development containing retail shopping, office/business park, hotel and related office are the highest and best uses. In order to attract such a mixed-use development, traffic improvements will be required on local streets near the SDA site, and within the site. Existing traffic levels at I-205 and 82nd Drive are near capacity, and future traffic predicted without the mixed use development will require improvements to the I-205 interchange, 82nd Drive, Oatfield Road and Gloucester Street. These street improvements as well as several additional street and access improvements will be necessary to efficiently move future traffic if the SDA site is developed.

*Expected Activities and Improvements.* The Urban Renewal Agency will participate in the planning, design, and construction of streets, pedestrian facilities and other transportation systems, in order to improve access and circulation throughout the Area. Outlined below are street and access improvement projects identified for a conceptual development plan for the SDA site.

The list of improvements is based upon serving development as projected in a 1988 market study of the SDA site. As the development program for the SDA site becomes more specific, these street improvements may be subject to further engineering study and revision. Further engineering study also will determine whether acquisition for rights-of-way will be required for street improvement activities.

**a. REALIGN AND IMPROVE OATFIELD ROAD**

This street realignment and improvement is required to provide better access to the project area west of I-205, and better access to the SDA site.

**b. CONSTRUCT A NEW ACCESS STREET THROUGH THE SDA SITE.**

The street will be designed to carry all traffic generated by SDA site development. Right-of-way to accommodate sufficient travel lanes throughout the site should be provided.

**c. IMPROVE WEBSTER ROAD.**

Improvements and widening of Webster Road are required to accommodate increased traffic flows in the project area, and allow safe and efficient access to the SDA site.

**d. INSTALL NEW TRAFFIC SIGNALS IN PROJECT AREA.**

Traffic Signals will be installed as required for safe and efficient traffic movement through the project area. The exact placement of traffic signals will be determined by further traffic engineering study.

**e. IMPROVE ACCESS RAMPS TO I-205, AND 82ND DRIVE OVERPASS OF I-205.**

Access to and from I-205 must be improved to accommodate increased traffic flows. Improvements to the 82nd Drive overpass will be required to facilitate current and projected traffic flows.

**f. IMPROVE 82ND DRIVE TO IMPROVE CIRCULATION AND ACCESS TO THE PROJECT AREA.**

A series of improvements to 82nd Drive, including possible realignment and widening will be required to improve access to the project area, and access to and from I-205.

**g. RECONSTRUCT GLOUCESTER STREET**

Gloucester Street within the renewal area will be improved by providing curbs, sidewalks and paving to meet the City's collector street standards. Priority will be given to improving the area between Oatfield Road and Harvard Avenue.

## **2. Water storage and Distribution Improvements**

*Intent.* The City of Gladstone's Public Facilities Plan identifies several water storage and distribution problems within the Area. These problems include lack of storage capacity at the City's Webster Road/Cason reservoir site, and inadequate water lines along Oatfield Road and 82nd Drive. It is the intent of this Plan to address these water storage and distribution deficiencies so as to serve existing development, to stimulate development of commercial or industrial development, and to increase the City's taxable assessed value.

*Expected Activities and Improvements.* The Urban Renewal Agency will participate in the planning, design and construction of public facilities and utility systems.

### **a. CONSTRUCT ADDITIONAL WATER STORAGE FACILITIES**

Improvements will be made to City owned property at Webster Road and Cason to accommodate a reservoir to service the City's low pressure water zone. This reservoir also will serve to upgrade the fire protection services in the project area.

### **b. INSTALL NEW WATER LINE AND FIRE HYDRANTS ALONG OATFIELD ROAD**

A new water line and fire hydrants will be installed on Oatfield Road to improve water service to the project area, and better service the SDA site.

### **c. INSTALL A WATER LINE ON 82ND DRIVE EAST OF I-205.**

This new line will service anticipated growth in commercial uses in the area east of I-205.

## **3. Community Facilities and Public Safety**

*Intent.* When fully developed, the project area is anticipated to produce approximately 2000-2500 employees. Those employees will become either permanent or daytime members of Gladstone's population, and will benefit from, and utilize Gladstone's community facilities. Even if they are not permanent residents, employees in a community commonly utilize, and benefit from, that community's parks, recreation, and adult education facilities. The City of Gladstone, and the project area are deficient in such community facilities.

Gladstone's Comprehensive Plan states that there is a need for a multi-purpose center either operated by the private sector such as a YMCA, or the public sector. The multi-purpose center would need to meet the recreational and community educational needs of all age groups and be large enough to support a swimming pool and gymnasium at a minimum. The City of Gladstone Recreation Department and the Gladstone School District have established a joint Community School/Recreation Program to serve city residents, but indoor facilities are inadequate. The Comprehensive Plan policy is to continue the cooperation in facility use between the school district and the city in order to meet the recreational and educational needs of the area's residents.

The project area will require, and directly benefit from, improved public safety services. The City of Gladstone Capital Improvement Plan, an element of the Gladstone Comprehensive Plan, indicates that upgraded fire protection service is needed within the project area to adequately serve anticipated development. It is the intent of this Plan to address these deficiencies so as to serve existing populations and development, to stimulate development of residential, commercial or industrial development, and to increase the City's taxable assessed value.

*Expected Activities and Improvements.* The Urban Renewal Agency will participate in the planning, design and construction of community facilities and provide required enhancements for public safety.

**a. DEVELOPMENT OF OPEN SPACE AND COMMUNITY RECREATION FACILITIES.**

The project will share in the cost of development of new open space and recreation facilities. In order to make best possible use of project funds and existing facilities, it is anticipated that a project or projects will be developed involving joint facility usage with the Gladstone School District. Examples of such joint facilities include, among others, gym facilities, tennis courts, parking facilities, and open space.

**b. IMPROVEMENTS TO FIRE PROTECTION SERVICES.**

The project will share in the cost of improving fire protection services to the project area, in order to allow maximum development in the project area.

#### **4. Administration and Planning**

*Intent.* It is the intent of this Plan to provide for the effective administration of the Plan, and to plan for the various activities contained in the Plan.

*Expected Activities.* The Urban Renewal Agency with funds available to it may participate in the planning and design of public facilities, transportation improvements, measures to ensure a high degree of design quality for public and private developments, activities related to the preparation of this Plan, and the general administration of this Plan.

##### **a. PLANNING ACTIVITIES.**

Project funds may be utilized to prepare an urban renewal plan, design plan, miscellaneous land use and public facility studies as needed during the course of the urban renewal plan.

##### **b. URBAN RENEWAL PLAN ADMINISTRATION.**

Project funds may be utilized to pay for personnel and other administrative costs incurred in management of the urban renewal plan.

#### **5. Property Acquisition**

*Intent.* At the time of this Plan's adoption, it is anticipated that no acquisition of real property will be necessary to carry out the objectives of this plan. Further engineering study of traffic and circulation plans may, however, require acquisition of property for right of way improvements.

Land acquisition therefore is made a part of this plan, if it is determined that such acquisition is necessary to carry out the plan objectives.

##### **a. LAND ACQUISITION WITHOUT RENEWAL PLAN AMENDMENT**

Land acquisitions for the following purposes may be undertaken without an urban renewal plan amendment, but only after the City Council has determined that acquisition is necessary to carry out the objectives of this plan, and has approved the acquisition.

- (1) Right-of-way acquisition for streets and other transportation activit-

ies. These activities are identified in Section F.1 of this Plan.

(2) Property offered to the Agency or the City via gift or donation by the property owner.

**b. LAND ACQUISITION REQUIRING URBAN RENEWAL PLAN AMENDMENT**

Acquisition for any purpose other than those identified in Section F.5 a. (1) and (2) above will require an amendment to this Plan.

## G. Property Disposition and Redeveloper's Obligations

The Urban Renewal Agency is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property which has been acquired, in accordance with the provisions of this Urban Renewal Plan.

### **1. Property Acquired for Public Use**

Should property acquisition for public use become necessary, the disposition of property acquired for public use will be retention for rights-of-way, or for the specific public uses outlined in this plan. Land left over and not needed for such projects may be disposed of as excess property.

### **2. Property Acquired for Redevelopment**

This plan does not contemplate acquisition of property for private redevelopment purposes.

### **3. Redeveloper's Obligations**

Should it become necessary to dispose of publicly-owned property to a redeveloper, such property shall be disposed of according to terms of a Disposition and Development Agreement between the developer and the Urban Renewal Agency. Such agreements will specify the respective obligations of the Agency and the redeveloper in regard to scale, uses, design, public facilities, approvals and permits, schedules of development, and other issues related to the objectives of the plan.

## H. Relocation

*This plan does not contemplate relocation of any residential or commercial properties.*

Should conditions arise which would cause the acquisition of developed and

occupied property by the Urban Renewal Agency, the Urban Renewal Agency will provide assistance to persons or businesses displaced in finding replacement facilities. All persons or businesses which may be displaced will be contacted to determine such relocation needs. They will be provided information on available space and will be given assistance in moving. All relocation activities will be undertaken and payments made, in accordance with the requirements of ORS 281.045-281.105 and any other applicable laws or regulations. Relocation payments will be made as provided in ORS 281.060. Payments made to persons displaced from dwellings will assure that they will have available to them decent, safe, and sanitary dwellings at costs or rents within their financial reach. Payment for moving expense will be made to residences and businesses displaced.

## I. Amendments

It is anticipated that both substantial and minor amendments to this plan may become necessary in response to changes in economic conditions, availability of financing, and land local needs.

As required by ORS 457.220, any substantial amendment to the plan shall be approved and recorded in the same manner as required for the initial adoption of this renewal plan. These requirements include public involvement, and public hearing and approval by the City Council.

For purposes of this section, a substantial amendment means any amendment that would result in a change to the basic principles of the Plan, including:

1. Amendment of the boundaries of the urban renewal area.
2. Acquisition of property for purposes other than those identified in Section F. 5 a. (1) and (2).
3. Extension of tax increment financing beyond the period specified in Section L of this Plan.

Minor amendments to the plan shall be approved by Resolution of the Renewal Agency. Amendments to planned land uses which result from amendment

of the underlying Comprehensive Plan designation or Zoning District standards will be considered minor amendments to the Redevelopment Plan.

## **J. Owner Participation**

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Property owners within the Urban Renewal Area proposing to improve their properties and receiving direct or indirect assistance from the Urban Renewal Agency shall do so in accordance with all applicable provisions of this Plan and with all applicable codes, ordinances, policies, plans and procedures of the City.

## **K. Financing Methods**

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### **1. General**

The Urban Renewal Agency may borrow money and accept advances, loans, grants and other forms of financial assistance from the federal government, the state, city, county or other public body, or from any sources, public or private for the purposes of undertaking and carrying out this plan. In addition, the Agency may borrow money from, or lend money to a public agency in conjunction with a joint undertaking of a project authorized by this plan. If such funds are loaned, the Agency may promulgate rules and procedures for the methods and conditions of payment of such loans.

The funds obtained by the Agency shall be used to pay or repay any costs, expenses, advances and indebtedness incurred in planning or undertaking project activities or in otherwise exercising any of the powers granted by ORS Chapter 457.

### **2. Tax Increment Financing**

It is contemplated that the project will be financed in whole or in part by tax increment financing, as authorized in ORS 457.420 through ORS 457.450.

### 3. Prior Indebtedness

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

### L. Duration Of Approved Urban Renewal Plan

This tax increment financing provisions of this Urban Renewal Plan shall be terminated twelve (12) years following the first receipt of tax increment revenues by the Urban Renewal Agency. The tax increment financing provisions of the plan may be terminated prior to that time.

### M. Citizen Participation

This renewal plan was developed under the guidance of the Gladstone Urban Renewal Task Force. The Task Force drew its membership from the Gladstone City Council, Gladstone Planning Commission, Gladstone School Board, and members of the general public. In the course of formulating the plan, the Task Force conducted eight public meetings. All meetings of the Task Force were advertised, and open to the public for discussion and comment.

# GLADSTONE URBAN RENEWAL PLAN PART TWO

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## EXHIBITS

Exhibit 1	Plan Boundary
Exhibit 2	Existing Land Use
Exhibit 3	Existing Zoning
Exhibit 4	Proposed Street Improvements
Exhibit 5	Water Improvements & Community Facilities

## ATTACHMENTS

Attachment A	Legal Description of Project Boundary
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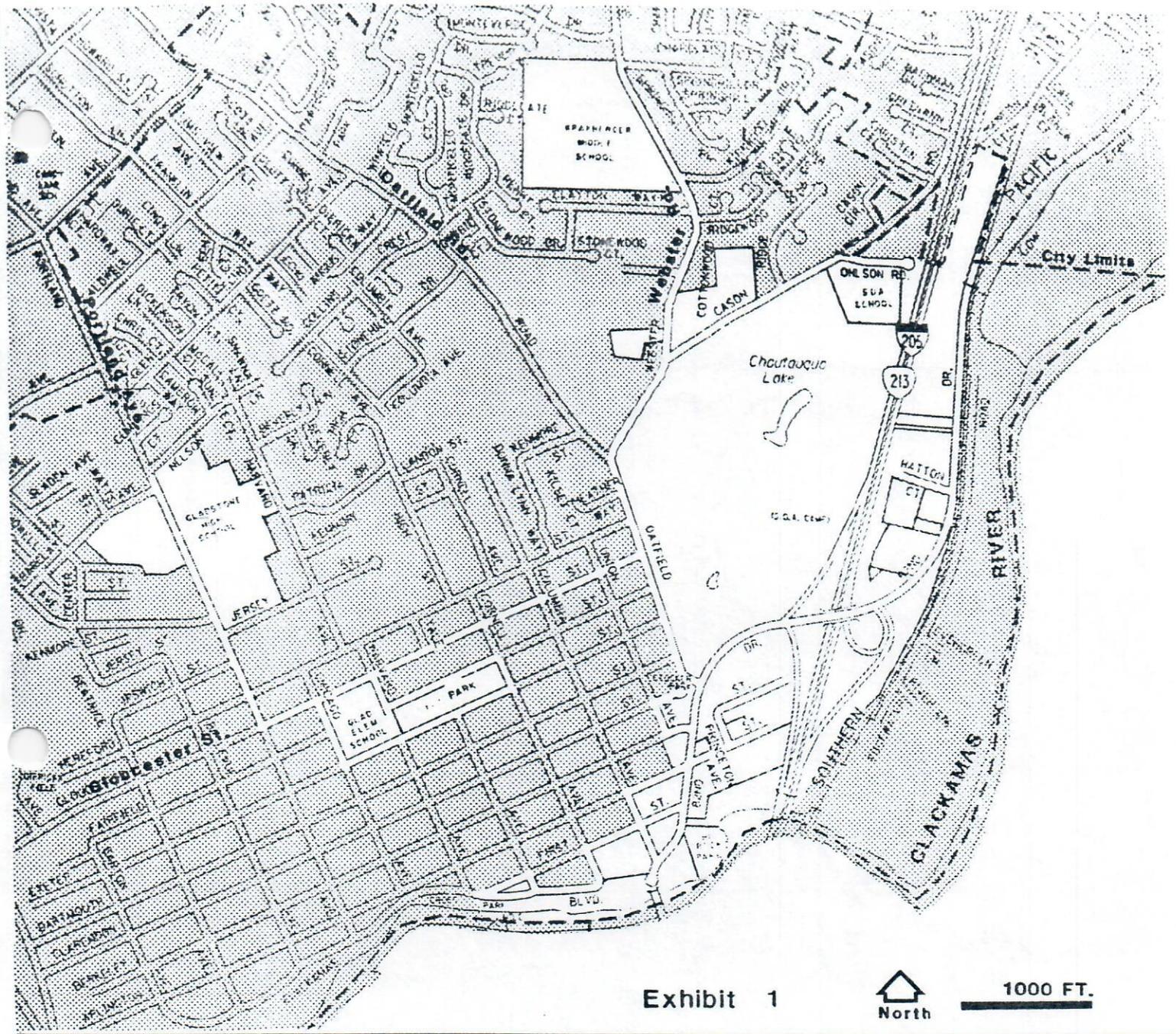


Exhibit 1



1000 FT.

# Gladstone Urban Renewal Plan

Plan Boundary

## Legend

 Plan Boundary (Not Shaded)

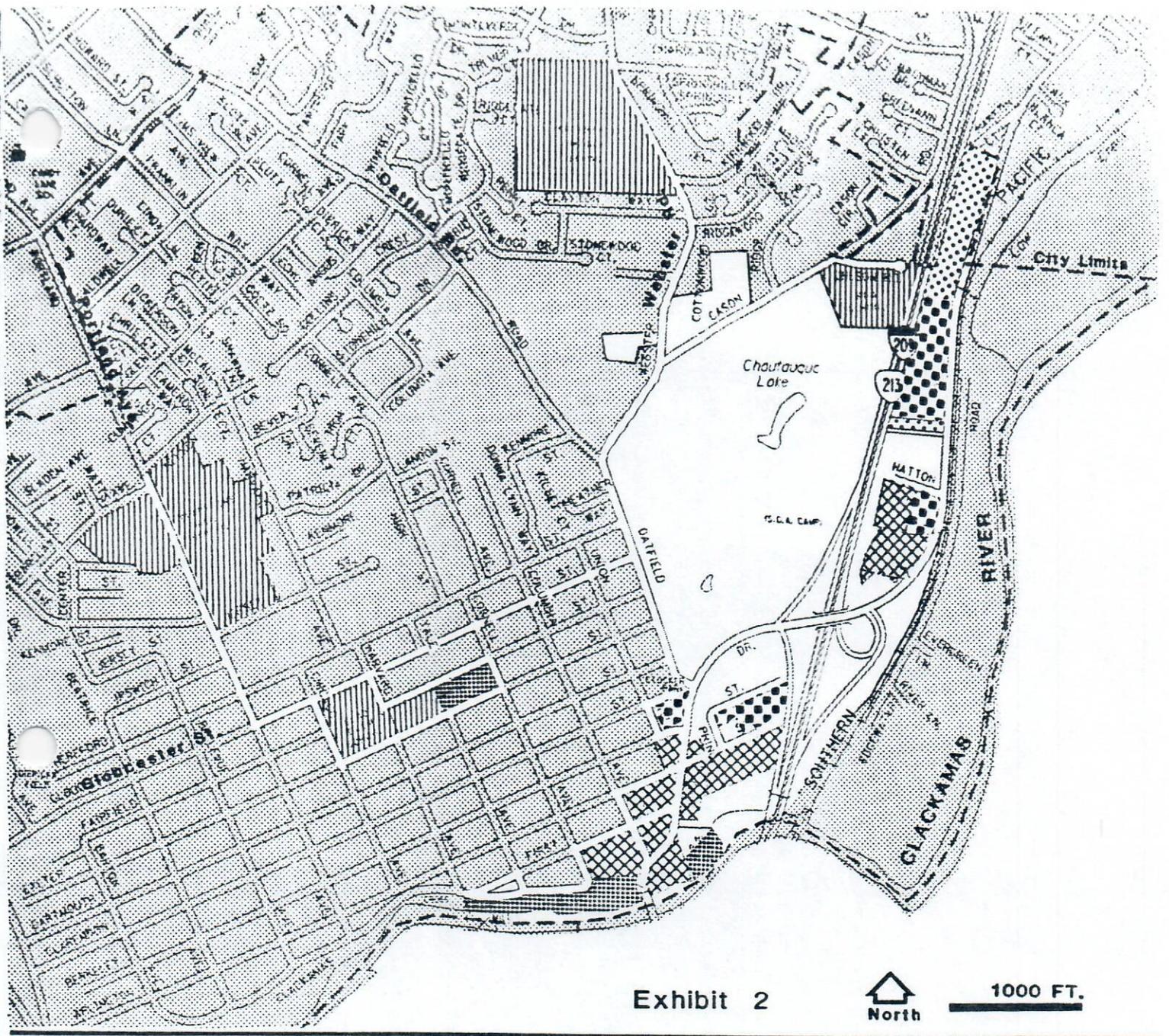


Exhibit 2



1000 FT.

# Gladstone Urban Renewal Plan

## Existing Land Use

### Legend

- |                                                                                                |                                                                                                   |
|------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|
|  Residential |  Institutional |
|  Commercial  |  Open Space    |
|  Industrial  |  Vacant        |

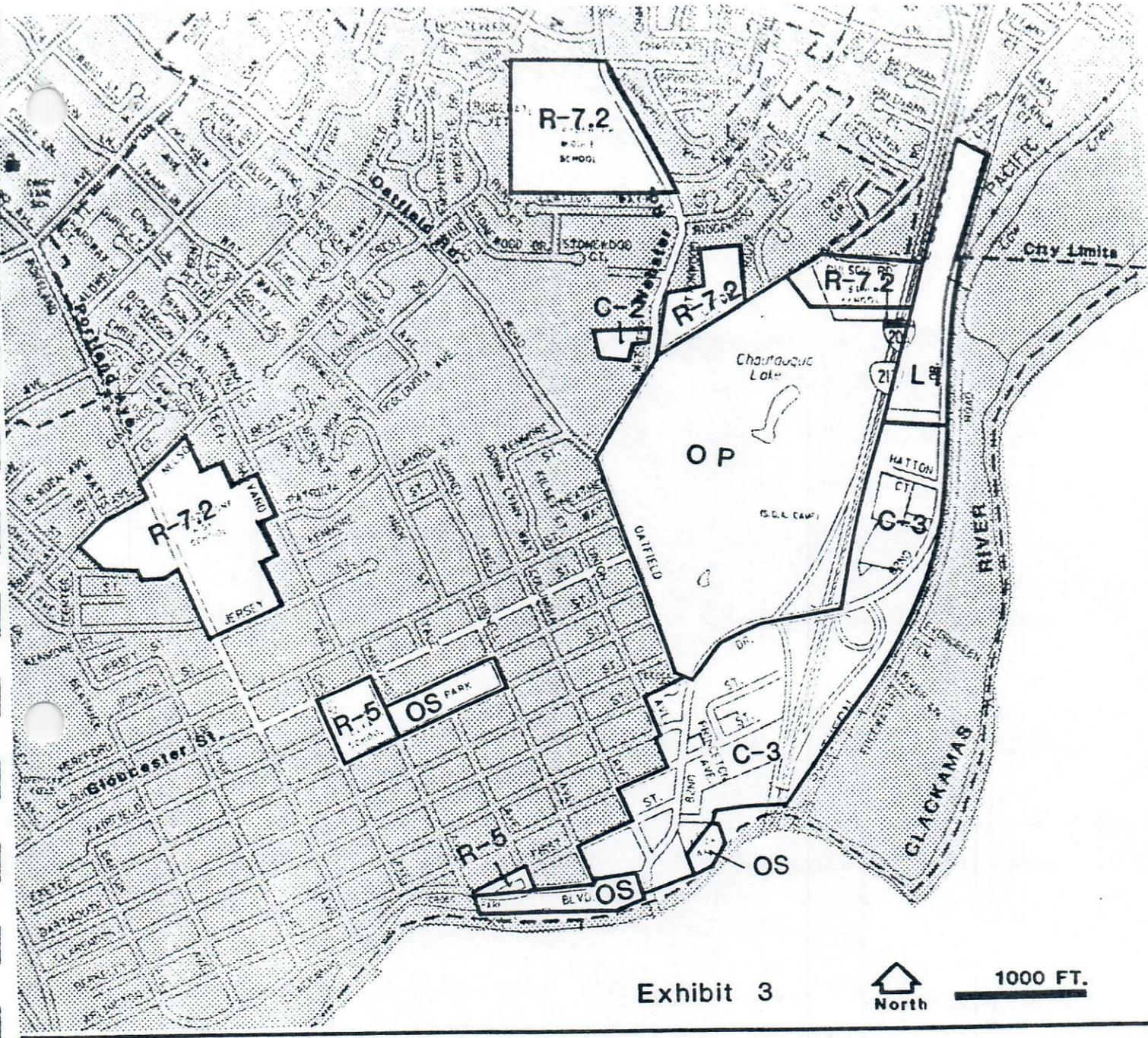


Exhibit 3



1000 FT.

# Gladstone Urban Renewal Plan

## Existing Zoning

### Legend

- R-7.2 Single Family Residential
- R-5 Single Family Residential
- C-3 General Commercial
- C-2 Community Commercial
- OP Office Park
- OS Open Space
- L I Light Industrial

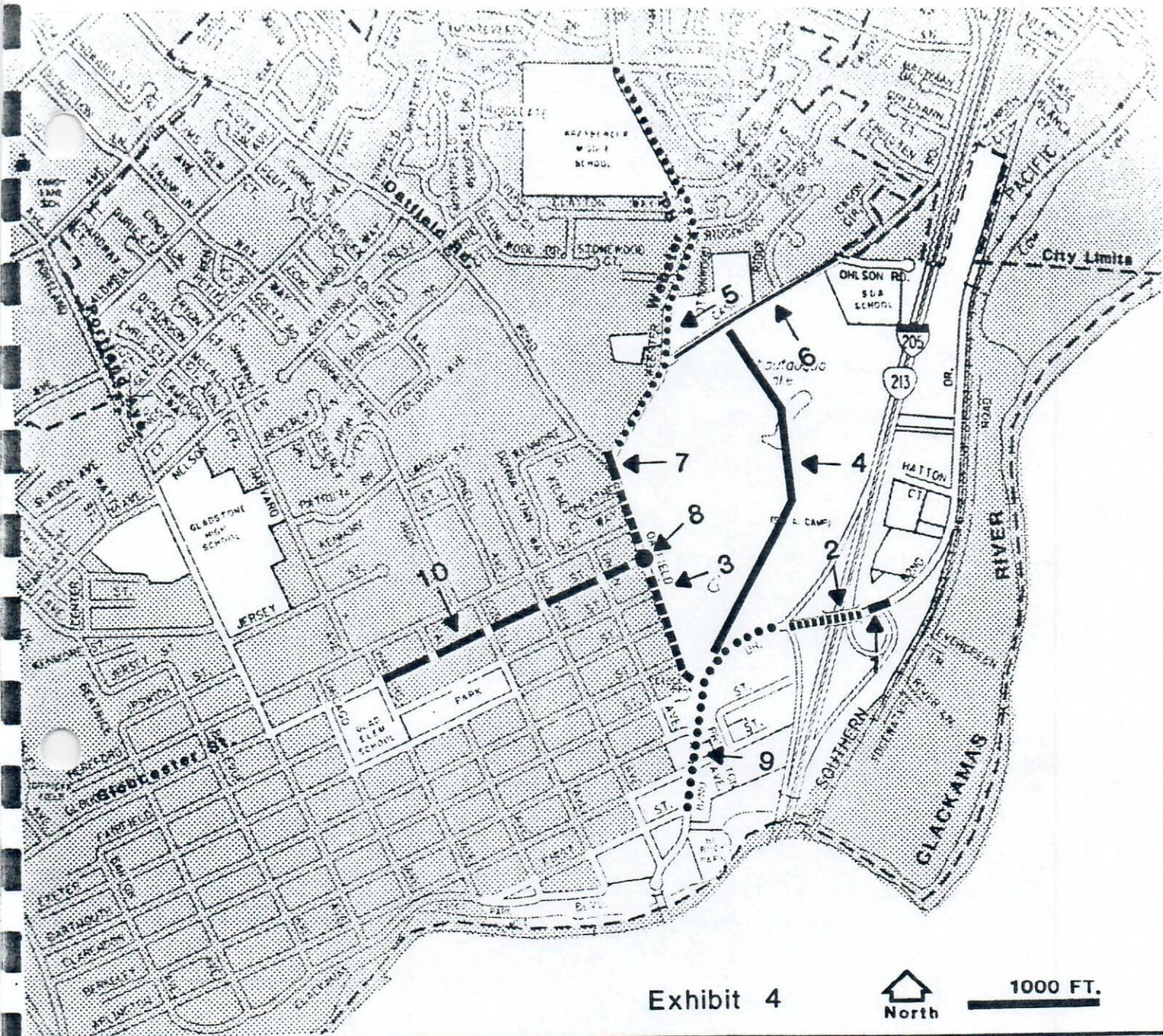


Exhibit 4



1000 FT.

# Gladstone Urban Renewal Plan

## Proposed Street Improvements

### Legend

- |                                    |                             |
|------------------------------------|-----------------------------|
| 1. Improve Left Turn Lane          | 7. Improve Intersection     |
| 2. Widen 82nd Dr. Freeway Overpass | 8. Install a Traffic Signal |
| 3. Realign Oatfield Rd.            | 9. Improve 82nd Dr.         |
| 4. New Road                        | 10. Improve Gloucester St.  |
| 5. Improve Webster Rd.             |                             |
| 6. Improve Cason Rd.               |                             |

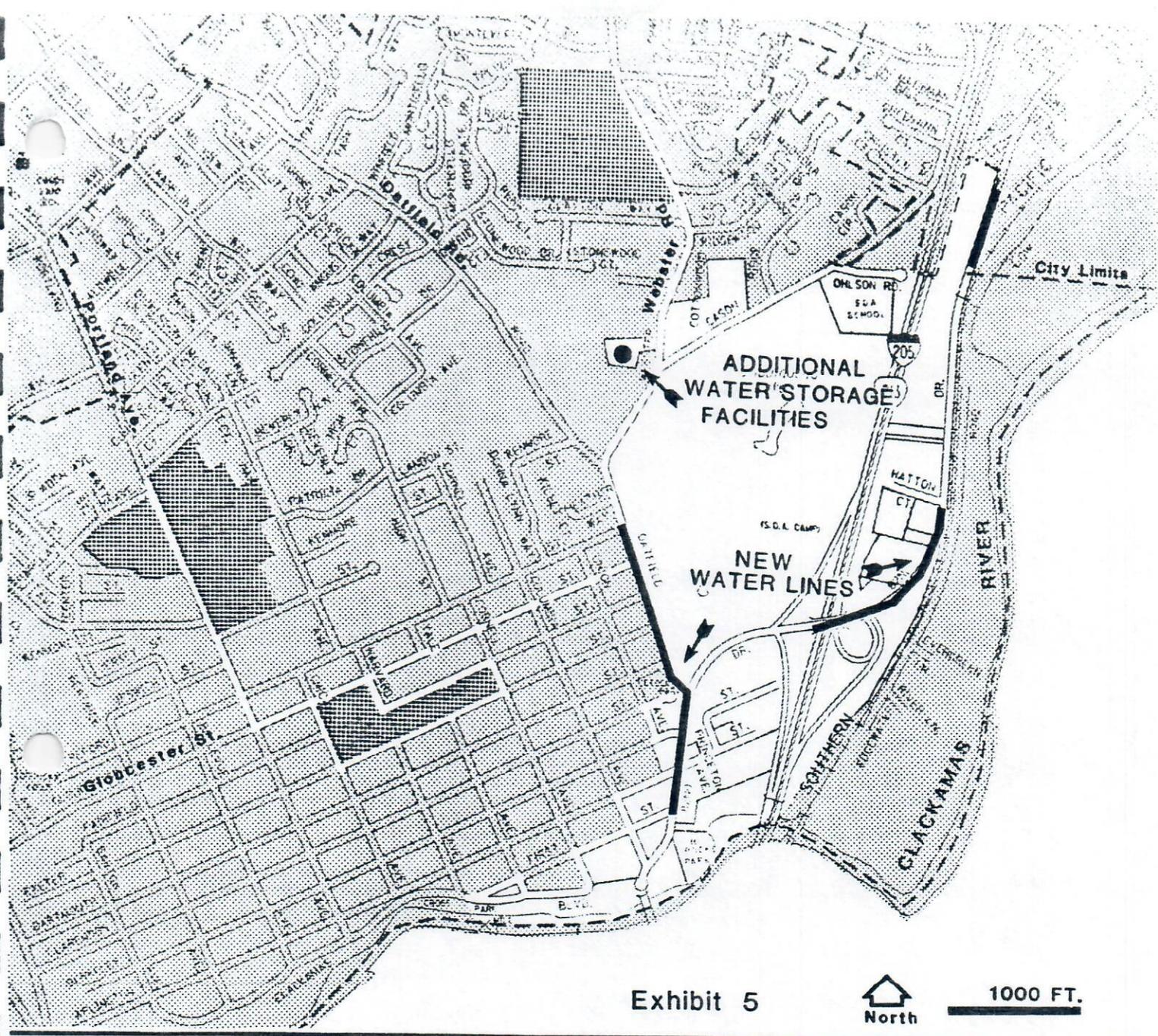


Exhibit 5



1000 FT.

**Gladstone Urban Renewal Plan**  
**Proposed Water Improvements and Community Facilities**

**Legend**  
 Community Recreation/Public Use Facilities (refer to plan)

**Attachment A**  
**Gladstone Urban Renewal Plan**

**Legal Description of Project Boundary**

**Attachment A**  
**Gladstone Urban Renewal Plan**

**Legal Description of Project Boundary**

## CITY OF GLADSTONE

### LEGAL DESCRIPTION OF URBAN RENEWAL DISTRICT BOUNDARY

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A tract of lands within the corporate limits of the City of Gladstone, Oregon, situated in the southwesterly quarter of Section 16 and in the southeasterly quarter of Section 17 and in Section 20 and in the westerly quarter of Section 21, T2S, R2E, of the Willamette Meridian, Clackamas County, Oregon, and being more particularly described as follows:

**BEGINNING** at a point of intersection of the easterly line of Cason Road and of the northerly line of Ohlson Road, said point also being the most westerly point of Lot #11, Cason Vista Subdivision, said point also described as S 85°56'30" E 1189.98 feet from the county surveyor's monument for reentrant corner of Fendal Cason D.L.C.;

1) THENCE, S 85°56'30" E along the northerly line of Ohlson Road a distance of 527.56 feet to a point on the westerly line of the Cascade Highway;

2) THENCE, southeast along said line a distance of 200.00 feet, more or less, to a point on the easterly line of said Cascade Highway;

3) THENCE, northeasterly along said easterly highway right-of-way line to a point where the southerly line of Hanson Court intersects said state right-of-way line a distance of 800.00 feet, more or less;

4) THENCE, along the southerly right-of-way of Hanson Court N 46°56'53" E 70.00 feet, more or less, to a point;

5) THENCE, S 70°4'19" E 163.74 feet to a point in the middle of the right-of-way of S. E. 82nd Drive (Market Road No. 16);

6) THENCE, S 15°42'41" W 914.13 feet to a point;

7) THENCE, N 87°15'00" W 30.00 feet to a point on the easterly right-of-way line of S. E. 82nd Drive (Market Road No. 16);

8) THENCE, southerly along said easterly right-of-way of S. E. 82nd Drive (Market Road No. 16) 3025.00 feet, more or less, to a point on the intersection of said right-of-way with the northerly right-of-way line of Evergreen Lane, said point also being on the easterly line of the Southern Pacific Railroad right-of-way;

9) THENCE, southeasterly 70.00 feet, more or less, to a point on the southerly right-of-way line of Evergreen Lane, said point also being on the easterly line of Southern Pacific Railroad right-of-way;

10) THENCE, 131.17 feet southwesterly to a point along said easterly railroad right-of-way line;

11) THENCE, 102.09 feet to a point along said railroad right-of-way line;

12) THENCE, 108.00 feet to a point along said railroad right-of-way line;

13) THENCE, 500.00 feet, more or less, southwesterly along said railroad right-of-way line to a point;

- 14) THENCE, 149.00 feet southeasterly to a point on the easterly line of said railroad right-of-way;
- 15) THENCE, 549.00 feet southwesterly along said easterly railroad right-of-way line to a point on the north bank of the Clackamas River;
- 16) THENCE, extending said railroad right-of-way line to the center of the Clackamas River;
- 17) THENCE, westerly (downstream) following the center of said river 2600.00 feet, more or less, to a point on the easterly line of Harvard Avenue if it were extended into the river;
- 18) THENCE, northerly along said extended easterly line of Harvard Avenue 300.00 feet, more or less, to the southwesterly corner of Lot #9, Block #52, Gladstone, said point also being the most westerly point of intersection of Harvard Avenue with First Street;
- 19) THENCE, 70.00 feet southeasterly along the northerly right-of-way line of First Street to a point;
- 20) THENCE, 410.00 feet along said northerly line of First Street to the most southerly point of Lot #9, Block #54, Gladstone, said point being the northeasterly point of the intersection of Yale Avenue and First Street;
- 21) THENCE, southeasterly along the easterly right-of-way line of Yale Avenue 160.00 feet to the most southwesterly point of Lot #8, Block #53, Gladstone, said point being the northeasterly point of the intersection of Yale Avenue and Clackamas Blvd.;
- 22) THENCE, 414.00 feet along the northerly right-of-way line of W. Clackamas Blvd. to the most easterly point of Lot #16, Block #53, Gladstone, said point also being the northwesterly point of the intersection of W. Clackamas Blvd. and Cornell Avenue;
- 23) THENCE, 260.00 feet north along the west right-of-way line of Cornell Avenue to the most easterly point of Lot #16, Block #54, Gladstone, said point being the northwesterly point of the intersection of Cornell Avenue and First Street;
- 24) THENCE, 460.00 feet along the northerly right-of-way line of First Street to the most easterly point of Lot #16, Block #75, Gladstone, said point also being the northwesterly point of the intersection of First Street and Columbia Avenue;
- 25) THENCE, 260.00 feet along the westerly right-of-way line of Columbia Avenue to the most easterly point of Lot #16, Block #74, Gladstone, said point being the northwesterly point of the intersection of E. Arlington Street and Columbia Avenue;
- 26) THENCE, 410.00 feet northeasterly along the northern right-of-way line of E. Arlington Street to the most easterly point of Lot #15, Block #80, Gladstone;
- 28) THENCE, 200.00 feet northwesterly along the most westerly lines of Lot #16 and Lot #1, Block #80, Gladstone, to a point on the southerly right-of-way line of E. Berkeley Street;
- 29) THENCE, northeasterly along said southerly line of E. Berkeley Street 50.00 feet to the most northerly point of Lot #1, Block #80, Gladstone;
- 30) THENCE, 320.00 feet northwesterly along the westerly right-of-way line of Union Avenue to the most easterly point of Lot #16, Block #82, Gladstone, said point being the northwesterly point of the intersection of Union Avenue and E. Clarendon Street;

31) THENCE, 260.00 feet along the northerly right-of-way line of E. Clarendon Street to the most easterly point of Lot #11, Block #97, Gladstone, said point being the northwesterly point of the intersection of E. Clarendon Street and Oatfield Road (Market Road No. 34);

32) THENCE, 100.00 feet northwesterly along the westerly right-of-way line of Oatfield Road (Market Road #34) to the most southerly point of Lot #3, Block #97, Gladstone;

33) THENCE, 12 feet more or less easterly along the southerly lot line of Lot #3, Block #97, Gladstone, to a point on the westerly right-of-way line of Oatfield Road (Market Road No. 34);

34) THENCE, 822 feet more or less northwesterly along the westerly right-of-way of Oatfield Road (Market Road No. 34), said point also being the most northerly point of Lot #2, Block #94, Gladstone, said point also being the southwestery point of the intersection of Oatfield Road (Market Road #34) and E. Gloucester Street;

35) THENCE, southwestery along the southerly right-of-way line of E. Gloucester Street 2141 feet, more or less, to the most westerly point of Lot #8, Block #46, Gladstone, said point also being the southeasterly point of the intersection of E. Gloucester Street and Harvard Avenue;

36) THENCE, 200.00 feet southeasterly along the easterly right-of-way line of Harvard Avenue to the most southerly point of Lot #9, Block #46, Gladstone, said point also being the northeasterly point of the intersection of Harvard Avenue and E. Fairfield Street;

37) THENCE, 920.00 feet northeasterly along the northerly right-of-way line of E. Fairfield Street to the most southerly point of Lot #9, Block #69, Gladstone, said point being the northeasterly point of the intersection of E. Fairfield Street and Cornell Avenue;

38) THENCE, southeasterly along the easterly right-of-way line of Cornell Avenue 320.00 feet to the most westerly point of Lot #8, Block #71, Gladstone, said point being the southeasterly point of the intersection of Cornell Avenue and E. Exeter Street;

39) THENCE, southwestery along the southerly right-of-way line of E. Exeter Street 1440.00 feet to the most northerly point of Lot #1, Block #28, Gladstone, said point also being the southwestery point of the intersection of E. Exeter Street and Chicago Avenue;

40) THENCE, northwesterly along the westerly right-of-way line of Chicago Avenue 520.00 feet to the north northerly point of Lot #1, Block #26, Gladstone, said point also being the southwestery point of the intersection of Chicago Avenue and E. Gloucester Street;

41) THENCE, southwestery along the southerly right-of-way line of E. Gloucester Street 480.00 feet to the most northerly point of Lot #1, Block #4, Gladstone, said point also being the southwestery point of the intersection of W. Gloucester Street and Portland Avenue;

42) THENCE, northwesterly along the westerly right-of-way line of Portland Avenue 1335.00, more or less, to a point on the westerly line of the Portland Avenue right-of-way which is the most easterly point of the Gladstone High School property located on the west side of Portland Avenue;

43) THENCE, S 64°29'00" W 179.72 feet to a point;

44) THENCE, S 88°17'00" W 244.40 feet, more or less, to a point;

45) THENCE, N 1°43'00" W 137.00 feet to a point on the north right-of-way line of Division Street;

- 46) THENCE, northwesterly along the northerly line of the Division Street right-of-way 43.76 feet to a point;
- 47) THENCE, westerly along said Division Street right-of-way line 37.27 feet to a point;
- 48) THENCE, southwesterly along said Division Street right-of-way 56.56 feet to a point;;
- 49) THENCE, S 88°17'00" W along said Division Street right-of-way 60.00 feet, more or less, to a point;
- 50) THENCE, N 34°04'55" W 144.69 feet to a point;
- 51) THENCE, N 49°37'00" E 14.31 feet;
- 52) THENCE, N 45°55.00" W 120.53 feet to a point on the south line of the Barclay Street right-of-way;
- 53) THENCE, northeast along said right-of-way 165.00 feet to a point on the right-of-way;
- 54) THENCE, along said right-of-way N 62°28'30" E 382.00 feet, more or less, to the most northerly point of Block #4, Meldrum, Gladstone, said point also being the southwesterly point of the intersection of Barclay Avenue and Portland Avenue;
- 55) THENCE, northwesterly along the westerly right-of-way line of Portland Avenue 140.00 feet to the most northerly point of Lot #5, Sellers No. 2, Gladstone;
- 56) THENCE, 80 feet, more or less, easterly to a point on the easterly line of Portland Avenue, said point also be southeasterly of intersection of Portland Avenue and Nelson Lane;
- 57) THENCE, northeasterly along the southerly right-of-way line of Nelson Lane 414.66 feet to a point;
- 58) THENCE, southeasterly 165.63 feet to a point;
- 59) THENCE, northeasterly 151.90 feet to a point;
- 60) THENCE, southeasterly 208.71 feet to a point;
- 61) THENCE, northeasterly 193.71 feet to a point, said point being also on the westerly right-of-way line of Harvard Avenue (Co. Rd. 1956-J);
- 62) THENCE, S 25°28'10" E 539.90 feet to a point on the westerly line of said Harvard Avenue;
- 63) THENCE, southwesterly 105.02 feet to a point;
- 64) THENCE, southeasterly 15.00 feet to a point;
- 65) THENCE, southwesterly 112.00 feet, more or less, to a point;
- 66) THENCE, southeasterly 375.00 feet, more or less, to the most northerly point of Lot #7, Block #1 of the Schooley Addition, Gladstone;

67) THENCE, S 64°00'00" W along said northerly line of Block #1, Schooley Addition, 510 feet to the most westerly point of Lot #19, Block #1 Schooley Addition, said point also being on the easterly right-of-way line of Portland Avenue;

68) THENCE, S 26°00'00" E 860 feet to the most southerly point of Lot #9, Block #25, Gladstone, said point also being the northeasterly point of the intersection of Portland Avenue and E. Gloucester Street;

69) THENCE, northeasterly along the northerly right-of-way line of E. Gloucester Street 3065 feet, more or less, to the most easterly point of Lot #14, Block #93, Gladstone, said point also being the northwesterly point of the intersection of E. Gloucester Street and Oatfield Road (Market Road No. 34);

70) THENCE, northwesterly along the westerly right-of-way line of Oatfield Road (Market Road No. 34), 1033.00 feet, more or less, to a point at the northwesterly intersection of Kenmore Street and Oatfield Road (Market Road No. 34);

71) THENCE, northeasterly 60.00 feet to a point on the easterly right-of-way line of Oatfield Road (Market Road No. 34);

72) THENCE, southeasterly 240.00 feet, more or less, along the easterly right-of-way line of Oatfield Road (Market Road No. 34), said point being also at the intersection of Oatfield Road and Webster Road (Market Road No.37);

73) THENCE, northeasterly along the westerly right-of-way line of Webster Road (Market Road 37) 955.00 feet, more or less, to a point on the westerly right-of-way line of Webster Road (Market Road 37), said point also being N 0°12'30" W 112.00 feet to a point on the westerly line of the relocated Webster Road as indicated on O.D.O.T. Map 9B-19-17, dated July, 1981 and filed at Clackamas County Surveyors Office;

74) THENCE, S 61°44'16" W 140.00 feet to a point;

75) THENCE, S 13°40'00" W 113.88 feet to a point;

76) THENCE, N 82°21'42" W 171.51 feet to a point;

77) THENCE, N 11°39'47" W 196.00 feet to a point on the north line of that tract of land conveyed to Valentina M. Oberson, recorded in book 636, page 517, Clackamas County Deed records;

78) THENCE, along the north line of said Valentina Oberson tract N 78°20'13" E 367.00 feet to a point on the westerly line of relocated Webster Road (Market Road No. 37);

79) THENCE, 358.00 feet, more or less, to a point on the west right-of-way line of said Webster Road, said point also being the most southeasterly point of vacated Swanson Lane;

80) THENCE, N 20°33'00" E 150.00 feet to a point on the west right-of-way line of said Webster Road (Market Road No. 37);

81) THENCE, northeasterly along said westerly right-of-way line of Webster Road 210 feet, more or less, said point being E 107.69 feet from the southeasterly point of Lot #1, Block #2 Lynnwood Park, Gladstone;

82) THENCE, W 10.00 feet to a point;

83) THENCE, 346.00 feet, more or less, along the westerly right-of-way line of Webster Road (Market Road 37) to the most northeasterly point of lot 1, block 1 Lynnwood Park;

84) THENCE, E 10.00 feet to a point on the westerly right-of-way line of Webster Road;

85) THENCE, west on the north line DLC #50, 1215.37 feet, said point also being the most northerly common point of intersection of Lots #40 and #41 Ridgeway, Gladstone;

86) THENCE, N 1°9'44" E 928.44 feet to a point on the longer southerly lot line of Lot #4, Los Verdes Estates, Gladstone;

(87) THENCE, S 89°53'10" E 18.00 feet, more or less, to a point also on the longer southerly line of Lot #4, Los Verdes Estates;

(88) THENCE, southerly 21.31 feet to the most southwesterly point of Lot #4, Los Verdes Estates, Gladstone;

(89) THENCE, N 88°28'28" E 774.79 feet, more or less, to a point on the easterly right-of-way of Webster Road (Market Road No. 37);

(90) THENCE, southerly along the easterly right-of-way line of Webster Road (Market Road No. 37) 1421.53 feet, more or less, to the most southwesterly point of Lot #6, Curwick Park, Gladstone, said point also located on the easterly right-of-way line of Webster Road (Market Road No. 37);

(91) THENCE, along said easterly right-of-way line 409.76 feet to a point;

(92) THENCE, N 80°23'40" E 392.96 feet to a point;

(93) THENCE, N 3°6'40" E 300.00 feet to a point, said point being on the southerly line of Lot #4, Curwick Park, Gladstone;

(94) THENCE, S 89°55'50" E 211.00, more or less, to the most northwesterly point common to Lots #4 and #5, Ridgewood Replat No. 2;

(95) THENCE, S 3°44'00" W 412.88 feet to the most southerly point of Lot #1, Ridgewood Replat No. 2, said point also being on the northerly right-of-way line of Cason Road (County Road No. 417);

(96) THENCE, northeasterly along the northerly right-of-way line of said Cason Road 757.00, more or less, to a point;

(97) THENCE, S 85°56'30" E 110.00 feet, more or less, to the true point of beginning.