



Report Accompanying Milwaukie Urban Renewal Plan

Adopted by the City of Milwaukie

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ECONorthwest

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I. INTRODUCTION

The Report on the Milwaukie Urban Renewal Plan (Report) contains background information and project details that pertain to the Milwaukie Urban Renewal Plan (Plan). The Report is not a legal part of the Plan, but is intended to provide public information and a basis for the findings made by the City Council as part of the approval of the Plan.

The Report provides the analysis required to meet the standards of ORS 457.085(3), including financial feasibility. The format of the Report is based on this statute. The Report documents not only the proposed projects in the Plan, but also documents the existing conditions in the Milwaukie Urban Renewal Area (Area).

However, the Report provides only guidance on how the urban renewal plan might be implemented. As the Milwaukie Redevelopment Commission (Redevelopment Commission) reviews revenues and potential projects each year, they have the authority to make adjustments to the assumptions in this Report. They may allocate budgets differently, adjust the timing of the projects, decide to incur debt at different timeframes than projected in this Report, and make other changes, as allowed in the amendments section of the Plan.

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

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

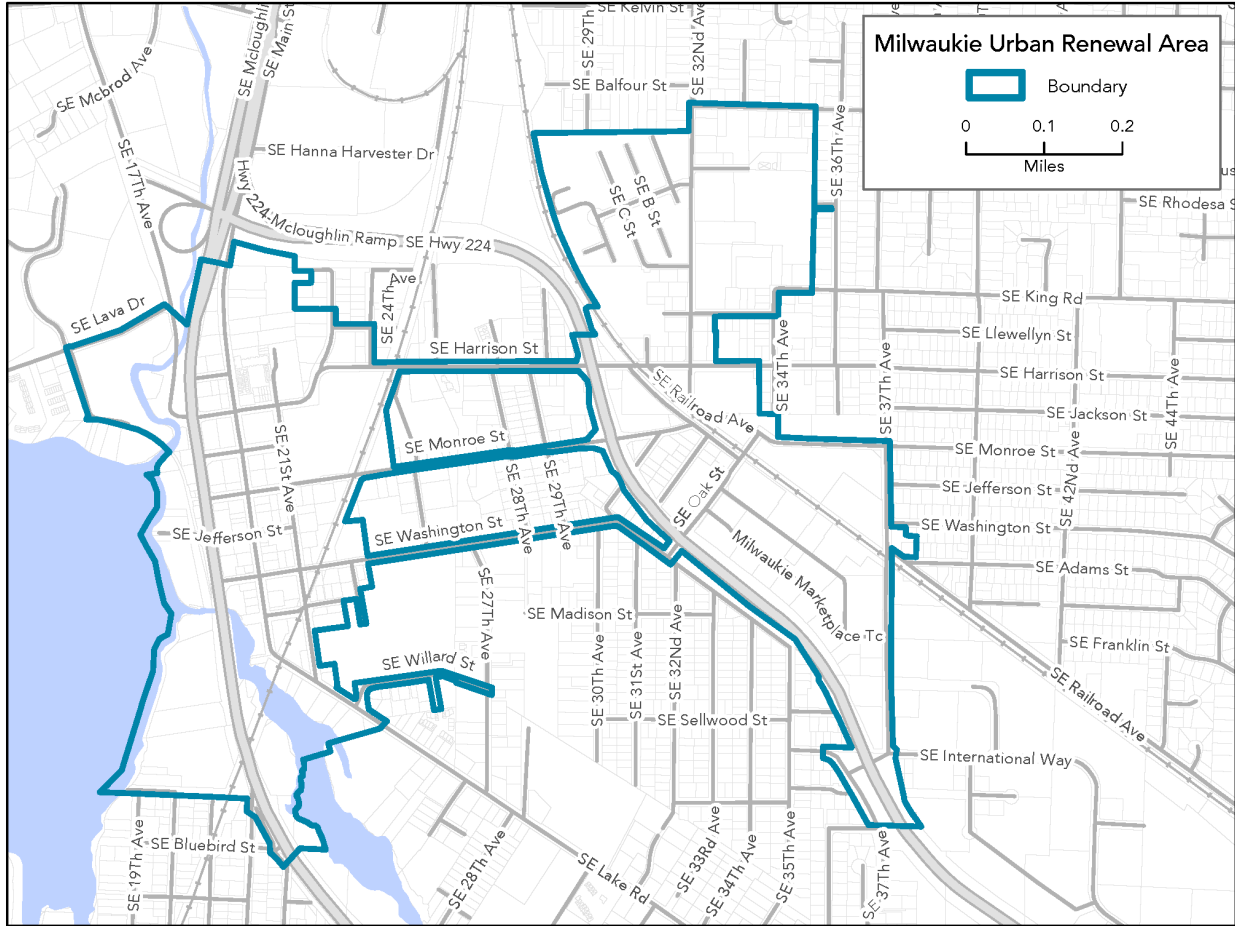
A. Physical Conditions

1. Land Use

The Milwaukie Urban Renewal Area (Area) shown in Figure 1, contains 318 parcels consisting of 168.13 acres and 92.49 acres of right of way, for a total of 260.62 acres.

The Area is located in Downtown and Central Milwaukie in Clackamas County.

Figure 1 – Milwaukie Urban Renewal Plan Area Boundary



The land use designation of parcels in the Area were evaluated, as reported by Metro (RLIS 2016 Quarter 1 GIS data). By acreage, commercial use accounts for the largest land use within the area (56%). This is followed by multi-family residential uses (13%). The total land uses of the Area, by acreage and parcel, are shown in Table 1.

Table 1 – Existing Land Use of Area

Existing Land Use	Parcels	Acres	Percent of Acres
Commercial	169	93.35	55.5%
Vacant	45	21.50	12.8%
Multi-Family Residential	45	21.30	12.7%
Single Family Residential	51	13.08	7.8%
Industrial	7	11.45	6.8%
Rural	1	7.45	4.4%
Total	318	168.13	100.0%

Source: Metro RLIS 2016 Quarter 1 GIS data

2. Zoning and Comprehensive Plan Designations

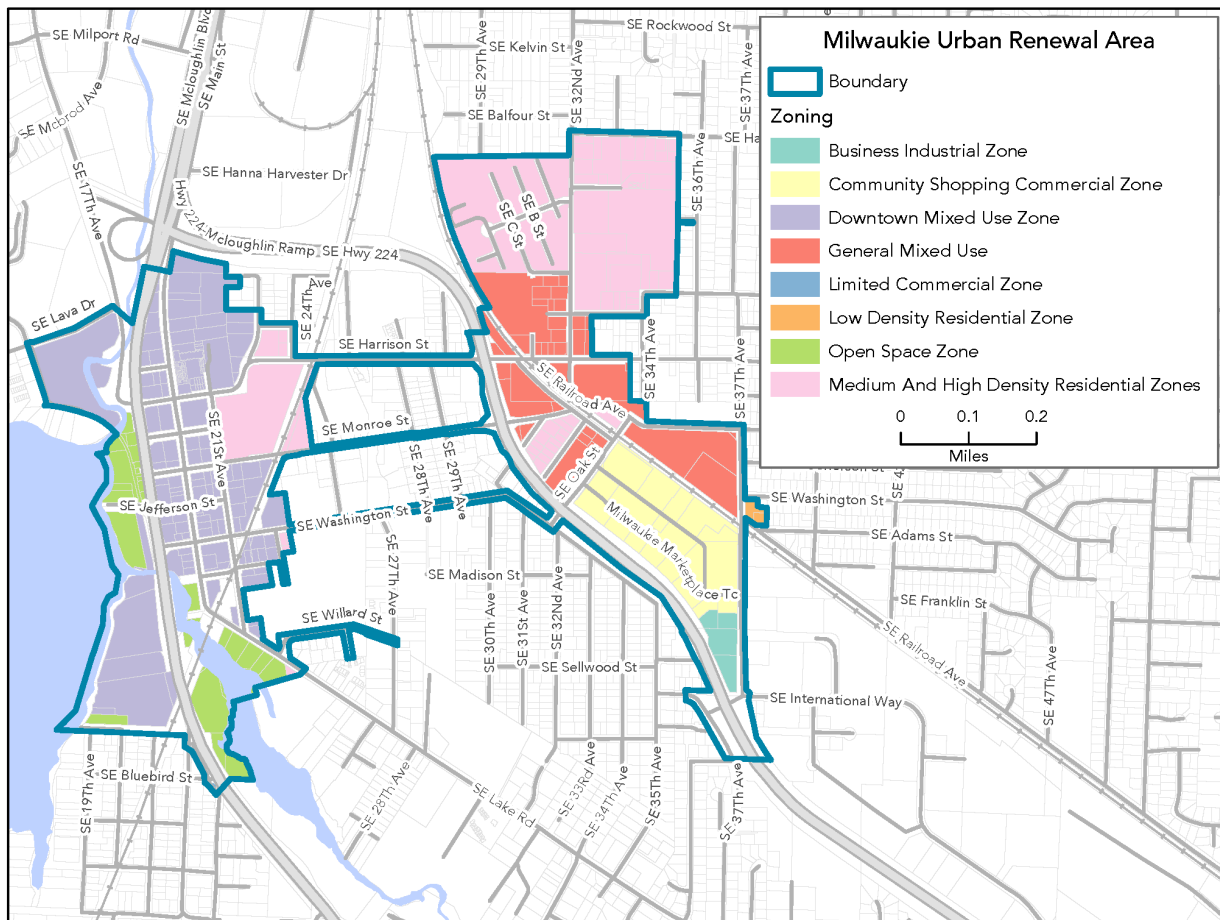
As shown in Table 2 and Figure 2, 31% of these properties are zoned Medium and High Density Residential and 30% are Downtown Mixed Use. Open Space zoning accounts for 9% of the acreage.

Table 2 – Existing Zoning Plan Designations of Area

Zoning	Parcels	Acres	Percent of Acres
Medium and High Density Residential	65	52.31	31.2%
Downtown Mixed Use	163	50.98	30.4%
General Mixed Use	39	26.17	15.6%
Community Shopping Commercial	17	19.77	11.8%
Open Space	27	15.34	9.1%
Business Industrial	4	2.67	1.6%
Low Density Residential	2	0.62	0.4%
Limited Commercial	1	0.27	0.2%
Total	317	167.86	100.00%

Source: City of Milwaukie GIS data, provided on 4/13/2016.

Figure 2 – Area Zoning Designations



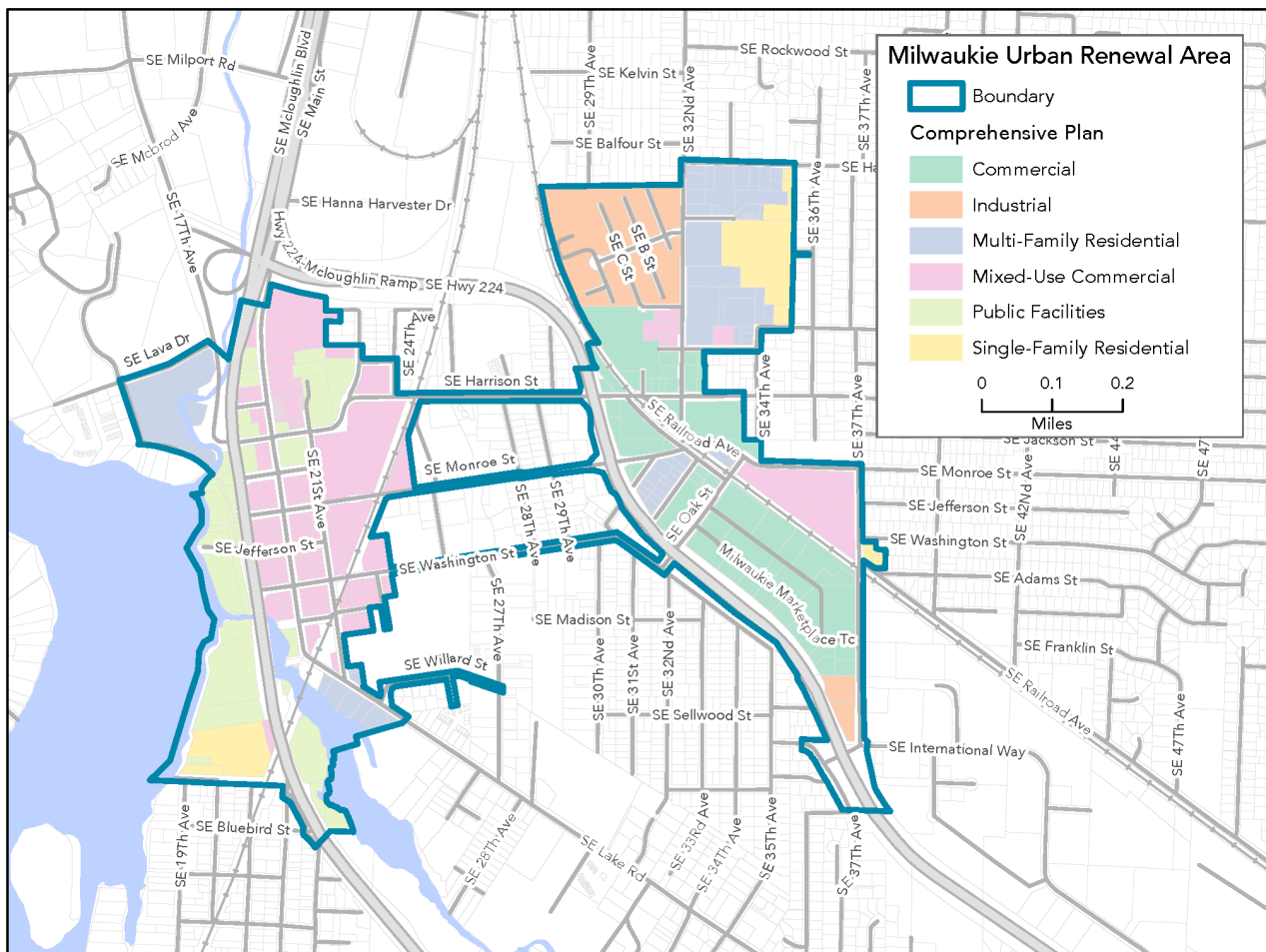
As illustrated in Table 3 and Figure 3, 26% of the acreage is designated as Mixed-Use Commercial and 23% as Commercial in the City of Milwaukie Comprehensive Plan.

Table 3 – Existing Comprehensive Plan Designations of Area

Comprehensive Plan	Parcels	Acres	Percent of Acres
Mixed-Use Commercial	161	43.89	26.1%
Commercial	49	38.32	22.8%
Multi-Family Residential	57	29.69	17.7%
Public Facilities	39	25.06	14.9%
Industrial	3	17.79	10.6%
Single Family Residential	9	13.37	8.0%
Total	309	168.13	100.0%

Source: City of Milwaukie GIS data, provided on 4/13/2016.

Figure 3 – Area Comprehensive Plan Designations



B. Infrastructure

This section identifies the existing conditions in the Area, helping to establish deficient conditions in the Area as part of the blight analysis. There are projects listed in City of Milwaukie Capital Improvement Plan (CIP) and the Central Milwaukie Land Use and Transportation Plan (CMLUTP) that identify these existing conditions. **This does not mean all of these projects are included in the urban renewal plan.** The specific projects to be included in the urban renewal plan are listed in Sections IV, V, and VI of this document.

1. Transportation

The transportation needs within the Area as identified in the CIP.

Streets and Intersections

1. Monroe Street Greenway Phase 1 Improvements

- Phase 1 Improvements for the Monroe Street Greenway will implement the design concepts developed under an Oregon Department of Transportation grant and are expected to include lane striping, signage, and the application of sharrows.
- Monroe Bicycle Boulevard – Designate as a Bicycle Boulevard and install bicycle boulevard improvements.
- Monroe Street Sidewalks – Fill in sidewalk gaps on both sides of street.

2. Kellogg Creek Dam Removal and Highway 99 East Underpass – Replace Highway 99 East bridge over Kellogg Creek, remove dam, restore habitat; construct pedestrian undercrossing between downtown Milwaukie and Riverfront Park.

3. Public Transit

Downtown transit center improvements – Construct new bus layover facility outside the downtown core. Improve downtown bus stops and shelters and include ample bike parking.

4. Downtown Parking Management

- Downtown Parking Signage – Install wayfinding and identification signage at McLoughlin Boulevard intersections and around public parking lots.
- Downtown Parking Enforcement – Implement parking management system, including dedicated parking manager.
- Downtown Public Parking Lot Improvements – Upgrade and maintain off-street public parking facilities with improved landscaping and lighting.

5. Kronberg Park Trail

6. Intersection Improvements at Highway 224 Crossings

As part of the Highway 224/99 East corridor plan, improve bike and pedestrian crossings at Oak, Monroe, and Harrison Streets.

7. Bike Lanes

- Harrison Street Bike Lanes – Bike lanes on a major road, part of a grid of bike lanes; connects east-west to downtown.
- 37th Avenue Bike Lanes – Bike lanes on a major road, part of a grid of bike lanes; connects north-south.

- Railroad Avenue Bike Lanes – Bike lanes on a major road, part of a grid of bike lanes; continues to south-east.
8. Downtown Streetscape Improvements – Install sidewalk bulb outs, lighting, and pedestrian amenities. Note: According to city staff as of April 2016, 31 block faces have been completed and 38 block faces have not been completed.
 9. McLoughlin Boulevard Sidewalks – Fill in sidewalk gaps on both sides of street.
 10. Union Pacific Mainline Railroad Crossing Improvements at Monroe Street – Upgrade paving materials to concrete or rubberized material to improve longevity and enhance for alternative modes.
 11. Pedestrian Walkway Amenities – Install amenities, such as benches, along key walking routes.
 12. McLoughlin Boulevard Intersection Improvements at 17th Avenue – Prohibit left turn movement from 17th Ave to northbound McLoughlin Boulevard and include in Highway 224 and Highway 99 East Refinement Plan.
 13. Pedestrian Way Signage – Provide maps and wayfinding signage on streets that identify ways to get around the city.
 14. Harrison St Capacity Improvements – Widen to standard 3-lane cross section from 32nd Avenue to 42nd Avenue.
 15. Harrison Street Intersection Improvements at Main Street – Add westbound shared through/right turn lane or eastbound right turn lane.

Sidewalk Deficiencies

A 2016 City of Milwaukie survey showed deficiencies on sidewalks within the Area as shown below. The sections identified are those areas that do not comply with city and Americans with Disability Act (ADA) standards. In addition, there is a ramp inventory where numerous ramps within Priority 1 Corridors are rated as failing. Priority 1 corridors are the streets within downtown including McLoughlin Boulevard, Main Street, 21st Avenue, and other streets within the Area including Willard Street, Kronberg Pathway, Harrison Street, Monroe Street, Washington Street, and 32nd Avenue.

Streets that do not comply with sidewalk standards:

1. Main Street west side between Harrison Street and Jefferson Street
2. Main Street east side between Jefferson Street and Washington Street
3. Monroe Street south side from McLoughlin Boulevard to Main Street
4. Jefferson Street north side from Main Street to 21st Avenue
5. Washington Street north side from McLoughlin Boulevard to Main Street
6. Washington Street south side from McLoughlin Boulevard to Main Street and Main Street to 21st Avenue
7. Access to Scott Park

8. Harrison Street south side from 29th Avenue to Highway 224
9. Harrison Street north side to 34th Avenue
10. Lake Road and both sides north of Willard Street
11. Willard Street south side between Lake Road and 27th Avenue
12. Numerous ramps throughout the Area are not ADA compliant

Improvements identified in the Central Milwaukie LUTP

1. Murphy Site Internal Circulation – Provide auto, bike, and pedestrian circulation.
2. McFarland Site Internal Circulation – Provide auto, bike, and pedestrian circulation.
3. Harrison Street/32nd Avenue Intersection – Open the currently closed pedestrian crosswalk on the west leg of the intersection.
4. Oak Street/34th Avenue connection – Provide pedestrian/bike connection between central Milwaukie and nearby residential neighborhood.
5. Northern Bike Route – Bicycle connection through the Murphy site north to 29th Avenue. Exact location to be determined.
6. Campbell Street Upgrades – Pedestrian and bicycle treatments between Monroe Street and Harrison Street.
7. Connection Through Railroad Property – Provide connection between Monroe Street and Campbell Street.
8. Access Point across Harrison at 21st Avenue – Provide connection across Harrison Street between Campbell Street and the Murphy site.
9. Parking Management – Employ parking management measures as needed to limit potential negative impacts of new development on residential streets.
10. Transit – Enhance transit connections to the Area.

2. Water

The water system need within the Area as identified in the CIP is full water main replacement between Harrison Street and Harvey Street on 32nd Avenue.

3. Storm Water

The stormwater system needs within the Area as identified in the CIP are:

- Kellogg Creek Dam Removal – This project will remove the Kellogg Dam, address contaminated sediments, re-establish fish passage and restore riparian habitat for endangered salmon and native wildlife.
- Washington Street Pipe Replacement – This project will replace existing 18 inch pipe in Washington Street with 24 inch pipe.
- Harrison Street Outfall - This project replaces the existing 24 inch storm pipe in Harrison Street between 21st Avenue and the outfall into Johnson Creek with 36 inch pipe.

4. Sewer

The sewer system need within the Area identified in the CIP is clay pipe replacement.

5. Parks and Open Space

The parks and open space needs within the Area as identified in the CIP and CMLUTP are:

- Riverfront Park – The completed park design will include new parking areas north and south of Kellogg Creek, a play area for children, one large and one small restroom facility, an amphitheater for performances, a festival lawn, two overlooks for river viewing and pathways for pedestrians and bikers.
- Install a new lighting system in Scott Park.
- Open Space – Explore public-private partnerships to provide additional public space in Central Milwaukie.

6. Other Utilities

Clackamas County has constructed nearly 200 miles of broadband infrastructure, the Clackamas Broadband exchange, serving Milwaukie. There are broadband lines within the Area on 21st Avenue, 22nd Avenue, Monroe Street, Jefferson Street, Harrison Street and 32nd Avenue.

C. Social Conditions

There are 96 parcels representing 34.38 acres shown as residential use in the county assessor's records. The United States Census Bureau American Community Survey for 2009 to 2013, provides the most current demographic data available for this area. This information is available at the "block group" level. Our analysis was conducted on the block groups that most closely approximate the specific Area boundary, however, this is not an exact match, and the Census block groups comprise an area that is larger than the specific Area boundary. The total population at the block group level is estimated to be 2,528, however, much of this population likely resides in residential neighborhoods adjacent to the Area boundary, but inside the same block groups.

Two-thirds of the population is under 54 years old.

Table 4 – Age in the Area

Age	Number	Percent
Under 5 Years	65	3%
5 to 9 Years	85	3%
10 to 14 Years	123	5%
15 to 17 Years	139	5%
18 to 24 Years	275	11%
25 to 34 Years	367	15%
35 to 44 Years	234	9%
45 to 54 Years	352	14%
55 to 64 Years	468	19%
65 to 74 Years	256	10%
75 to 84 Years	96	4%
85 Years and over	68	3%
Total	2,528	100%

Source: U.S. Census Bureau, ACS 2009-2013; Social Explorer

The majority of the residents are white. The second largest category of race is American Indian and Alaska Native.

Table 5 – Race in the Area

Race	Number	Percent
White Alone	2,174	86%
American Indian and Alaska Native Alone	184	7%
Two or More races	130	5%
Black or African American Alone	20	1%
Some Other Race Alone	18	1%
Asian Alone	2	0%
Native Hawaiian and Other Pacific Islander Alone	0	0%
Total	2,528	100%

Source: U.S. Census Bureau, ACS 2009-2013; Social Explorer

Sixty-three percent of the residents in the Area have at least some college education, with 21% earning a bachelor’s degree or higher. Twelve percent of residents in the area have less than a high school education.

Table 6 – Educational Attainment in the Area

Educational Attainment	Number	Percent
Some college	766	42%
High School Graduate (includes equivalency)	456	25%
Bachelor's degree	240	13%
Less Than High School	230	12%
Master's degree	116	6%
Professional school degree	23	1%
Doctorate degree	10	1%
Total	1,841	100%

Source: U.S. Census Bureau, ACS 2009-2013; Social Explorer

The majority of the residents (67 percent) travel less than 30 minutes to work, including those who work at home.

Table 7 – Travel time to Work in the Area

Travel Time to Work	Number	Percent
Less than 10 minutes	119	10%
10 to 19 minutes	289	25%
20 to 29 minutes	276	24%
30 to 39 minutes	248	21%
40 to 59 minutes	99	9%
60 to 89 minutes	27	2%
90 or More minutes	10	1%
Worked at home	88	8%
Total	1,156	100%

Source: U.S. Census Bureau, ACS 2009-2013; Social Explorer

The majority of residents (79 percent) drove alone to work.

Table 8 – Mode of Transportation to Work in the Area

Means of Transportation to Work	Number	Percent
Drove Alone	917	79%
Carpooled	45	4%
Public transportation (Includes Taxicab)	43	4%
Motorcycle	0	0%
Bicycle	32	3%
Walked	21	2%
Other means	10	1%
Worked at home	88	8%
Total	1,156	100%

Source: U.S. Census Bureau, ACS 2009-2013; Social Explorer

D. Economic Conditions

1. Taxable Value of Property within the Area

The estimated total assessed value of the Milwaukie Area, including all real, personal, personal manufactured and utility properties, is \$138,482,705. The utility values were calculated by applying the tax code area's utility to real property value to the urban renewal area's real property value. This number will be adjusted when the assessor certifies the frozen base. The total assessed value of the City of Milwaukie is \$1,897,526,766. The frozen base value of the Area is 7.3% of Milwaukie's total assessed value.

2. Building to Land Value Ratio

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

Table 9 below shows the improvement to land ratios for taxable properties within Area. These I:L figures represent an area with a mix of uses and development intensities. A healthy I:L in what would be a mixed-use neighborhood, as identified by ECONorthwest, would be 3:1. As the table shows, 16% of the property in the area has no improvement value, meaning it is not developed. Over 72% of the Area has less than a 3.0 improvement value, including the properties with no improvement values. The I:L ratios for improved properties in the urban renewal study area are very low compared to a fully developed urban commercial and residential mixed-use area. The Area, as a whole, is underdeveloped and not contributing fully to the tax base in Milwaukie.

Table 9 – I:L Ratio of Parcels in the Area

Improvement/Land Ratio	Parcels	Acres	Percent of Acres
No Improvement Value	57	27.57	16.4%
0.01-0.50	36	31.20	18.6%
0.51-1.00	19	9.01	5.4%
1.01-1.50	38	21.69	12.9%
1.51-2.00	46	13.36	7.9%
2.01-2.50	21	12.38	7.4%
2.51-3.00	16	6.42	3.8%
3.01-4.00	13	11.53	6.9%
> 4.00	72	34.97	20.8%
Total	318	168.13	100.0%

Source: Clackamas County Assessor Real Market Value data

E. Impact on Municipal Services

The fiscal impact of tax increment financing on taxing districts that levy taxes within the Area (affected taxing districts) is described in Section IX Impact of Tax Increment Financing of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

The projects being considered for future use of urban renewal are economic development, infrastructure, and public amenity projects. The use of urban renewal funding for these projects allows the city to implement plans developed for these Areas. Many of the projects could not be constructed without tax increment funds. These funds also allow the city to match other funding sources to actually construct the improvements. It also allows the city to tap a different funding source besides the city's general funds or system development charge (SDC) funds to make these improvements.

It is anticipated that these projects will catalyze development on the undeveloped and underdeveloped parcels. This development will require city services. However, since the property is within the urban growth boundary, the city has anticipated the need to provide infrastructure to the Area. As the development will be new construction or redevelopment, it will be up to current building code and will aid in any fire protection needs.

These impacts will be countered by, in the future, providing jobs to the Milwaukie residents, placing property back on the property tax rolls, and future increased tax base for all taxing jurisdictions.

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

The primary reason for selecting the Area is to provide the ability to fund improvements necessary to cure blight within the Area. Secondary reasons are to improve the economic vitality of the Area to enable it to pay its full share of property taxes. This improved vitality includes the upgrading of existing buildings and the development of under-utilized sites and improvements to the infrastructure and public amenities in the Area, setting the stage for economic activity in the Area.

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

The projects identified for the Area are described below, including how they relate to the existing conditions in the Area.

The projects are listed in no particular order. The finance plan specifies an order to project at this point in time. However, the Redevelopment Commission will determine through their annual budgeting process the order of projects to be completed in the Area.

A. Development/Economic Development

1. Pre-Development Assistance for Development Opportunities

Assist with the up-front costs of development on a site such as technical assistance, feasibility studies, and site planning, to name a few. Providing this assistance can incentivize investment in a development project.

Existing Conditions: There is no program in existence in the Area to provide this type of assistance.

2. Tenant Improvements

The goal of this program is to partner with downtown property and/or new business owners to encourage and fund high-quality tenant improvements to the interiors of vacant commercial spaces. The program would assist property owners in attracting businesses to locations that are difficult and costly to renovate, and incentivize new retail and restaurant businesses to locate within the Project Area.

Existing Conditions: There is a small program in existence in the Area to provide this type of assistance, however there are more needs than the existing program can finance.

3. Small Business Development Fund

The goal of this program is to provide funds and/or financing for things such as equipment and machinery to help small and micro-businesses expand or become established in Milwaukie.

Existing Conditions: There is no program in existence in the Area to provide this type of assistance.

4. Developer Assistance

Develop Public/Private Partnership Tools that may include but not be limited to programs such as Façade/Storefront Improvement, Retail and Food-related Tenant Improvement, Small Business Start-up Fund, Developer Assistance (for catalytic projects: land assembly, SDC/Permit write down, assistance with Public Area Requirements, green building assistance, parking, utility relocations, adaptive re-use and other assistance), community economic development activities such as a bike share, affordable housing assistance (rent stabilization, and other anti-displacement strategies), technical assistance, feasibility studies, and site planning.

Existing Conditions: The current economic development tools in the city of Milwaukie are sparse. The only available tools in the downtown is a commercial bancrofting program to help offset the costs of eligible SCDs for a mixed-use project, eligible New Market Tax Credit and EB5 Investment Program in census tracts around the downtown and central Milwaukie, and a Metro Storefront program for the downtown. These programs are for eligible projects and are managed by outside entities like the federal government or our Metro Planning agency which serves the region.

There is no city program in existence in the Area to provide this type of assistance.

5. Downtown Main Street Enhancements

Urban renewal could fund a portion of some activities included in a Main Street Program in downtown, focusing on four elements: Design, Economic Vitality, Organization, and Promotions. The intent of a Main Street program is to work collaboratively with both private organizations and established city committees to achieve the following broad goals: create a visually appealing downtown; assist existing businesses in identifying and taking advantage of business

opportunities and encourage prospective new businesses to locate in Downtown Milwaukie; develop a highly-functioning Main Street organization; and promote the program and downtown Milwaukie. Urban renewal expenditures would focus on design, planning, and capital projects related to the downtown Main Street corridor.

Existing Conditions: A small amount of seed money for assistance with these activities has been included in the 2017-2018 budget. However, there are more needs than this budget can finance.

B. Infrastructure: Transportation Downtown

1. McLoughlin Boulevard Improvements

Improve the section of McLoughlin Boulevard north of Harrison Street to enhance pedestrian safety and signal visitors that they are entering downtown. Upgrade sidewalks where needed.

Existing Conditions: There are inadequate sidewalks and there is no median on McLoughlin Boulevard at this location.

2. McLoughlin Boulevard Intersection Upgrades

Improve all existing crossings of McLoughlin Boulevard, using better signage and extended crossing times. Construct improvements at Harrison Street, Monroe Street, Jackson Street, Jefferson Street, and Washington Street to enhance bike/pedestrian crossings.

Existing Conditions: There are specific intersection improvements required at Harrison Street, Monroe Street, Jackson Street, Jefferson Street, and Washington Street. These intersections do not presently have adequate signage, crossing times, nor adequate bike/pedestrian crossings.

3. Pedestrian Bridge across McLoughlin Boulevard

Establish a dedicated bicycle and pedestrian connection across McLoughlin Boulevard.

Existing Conditions: There is no pedestrian bridge to provide safe access from the downtown to Milwaukie Riverfront Park.

4. Parking Solutions

Study the need for a variety of parking solutions, such as creative parking management tools, including the assistance in the development of structured parking as part of a larger mixed-use development that would service downtown uses.

Existing Conditions: There is surface parking on lots in downtown Milwaukie, and it is hoped that these surface lots are developed in the future. There is presently no structured parking in downtown Milwaukie. Parking management tools need to be established for the Area.

5. Streetscape Improvements

Improvements to public spaces along streets have been installed at some locations in Downtown Milwaukie, but there are many blocks where the improvements have not been constructed. This project would assist in the installation of sidewalk bulb-outs, lighting, wider sidewalks, and pedestrian amenities consistent with the required public area street standards in Downtown Milwaukie.

Existing Conditions: These Public Area Requirements improvements have been installed at some locations in downtown Milwaukie, with small portions on Harrison Street, Jackson Street, Monroe Street, Jefferson Street, Washington Street and Adams Street Main Street and 21st

Avenue. These amount to 31 block faces that have been completed. There are an additional 38 block faces that need to be completed in the downtown.

C. Infrastructure: Transportation Central Milwaukie

1. *Bike/Pedestrian Path Connections*

The goal is to provide connections to and through Central Milwaukie for pedestrians and bicyclists. The projects include improving bicycle routes and pedestrian ways along Harrison Street, Railroad Avenue, Oak Street, 37th Avenue, and 29th Avenue. Provide connections to and through Central Milwaukie for pedestrians and bicyclists as designated in the Central Milwaukie Land Use & Transportation Plan and the Transportation Systems Plan. These connections include improvements on Campbell Street and Railroad Avenue as well as connections between the residential area made up of Myrtle Street and Penzance Street and the Milwaukie Marketplace. Also included are potential improvements to pedestrian and bicycle circulation through the Milwaukie Marketplace development. These improvements would enhance pedestrian connections and improve bike trails and facilities to increase safe and convenient multimodal access throughout the district. Designate and improve Primary Bicycle Routes along Harrison Street, Railroad Avenue, Oak Street, 37th Avenue, and 29th Avenue. Implement features to enhance pedestrian and cyclist safety.

This project also includes creating a bicycle and pedestrian connection through the McFarland site from Railroad Avenue to Oak Street which would provide a more continuous north-south connection through Central Milwaukie. It will also provide a more direct connection from Railroad Avenue to the Monroe Street Neighborhood Greenway.

This project also includes creating a bicycle and pedestrian connection through the Murphy Site from 31st Avenue to Meek Street in order to provide a north-south connection to central Milwaukie from the 29th Avenue bikeway. This connection would also include the Clackamas County Housing Authority property adjacent to the north of the Murphy site, which would provide a key connection to the other commercial areas in central Milwaukie.

Safe pedestrian connections do not currently exist between Oak, Myrtle, and Penzance Streets and the Milwaukie Marketplace commercial area. This project would develop and improve pedestrian connections between Oak, Myrtle, and Penzance Streets and the Milwaukie Marketplace.

Existing Conditions: Central Milwaukie does not have adequate pedestrian and bicycle connections as identified in the TSP and the Central Milwaukie Land Use and Transportation Plan. Virtually no convenient or safe north-south connections exist, limiting multi-modal access to key retail and service commercial nodes in the area, which serves as a central commercial area for several different neighborhoods, multi-family housing, as well as a regional hospital and medical facility.

Safe pedestrian connections currently do not exist between Myrtle Street and Penzance Street and the Milwaukie Marketplace, nor do they exist through the Marketplace development.

The McFarland site is an approximately 7 acre vacant site that was identified as a key opportunity site in central Milwaukie. There are presently no pedestrian or bicycle connections; the vision is to create these connections as well as encourage mixed-use development on the site.

The Murphy site is an approximately 7 acre vacant site that was identified as a key opportunity site in central Milwaukie. There are presently no pedestrian or bicycle connections; the vision is to create these connections as well as encourage mixed-use development on the site.

Safe pedestrian connections currently do not exist between Myrtle Street and Penzance Street and the Milwaukie Marketplace, nor do they exist through the Marketplace development.

2. Improved Access to Opportunity Sites

This project would provide improved vehicle access to the Murphy and McFarland development opportunity sites in Central Milwaukie, which would encourage investment in development of the sites.

Existing Conditions: Both of these identified opportunity sites are over 7 acres in size and present tremendous development opportunity in the area. However, neither has improved. Efficient vehicle access is needed in order to fulfill their development potential.

3. Highway 224 Intersection Upgrades

This project would improve pedestrian crossing at Freeman Way, 37th Avenue, Oak Street, Monroe Street, and Harrison Street. Improve intersection crossing safety for bicyclists at Washington Street and Oak Street.

Existing Conditions: There are specific intersection improvements required at Freeman Way, 37th Avenue, Oak Street, Monroe Street, and Harrison Street. These intersections do not presently have adequate signage, crossing times, nor bike/pedestrian crossings.

4. Improve Transit Stops

This project would provide transit shelters as sites are developed and ensure excellent transit service to Central Milwaukie. It would also add Transit Tracker and LED lighting units at main stops along bus routes.

Existing Conditions: The Harrison Street/32nd Avenue intersection provides frequent service bus transit connections to Downtown Milwaukie and MAX light rail. This provides the Murphy site with excellent transit connectivity. Additionally, the Milwaukie Shuttle provides shopping service to the Milwaukie Marketplace from both Downtown Milwaukie and the Clackamas Town Center. This service may be re-routed to serve the opportunity sites as well. Regional transit integration is provided through bus connections at the Milwaukie Bus Shelter Area on Jackson Street and via the downtown.

5. Monroe Street Greenway Includes Monroe Street/Highway 224

This project would implement Phase 1 improvements for the Monroe Street Neighborhood Greenway which would implement the design concepts developed under an Oregon Department of Transportation grant and are expected to include lane striping, signage, and the application of sharrows.

Existing Conditions: There are specific intersection improvements required on Monroe Street throughout the section designated for the greenway improvements. Monroe Street does not have adequate signage, crossing times, nor bike/pedestrian crossings.

D. Public Amenities: Parks and Open Space

1. South Downtown Plaza

As identified in the South Downtown Concept Plan, this project would construct a public plaza at the intersection of Adams Street and Main Street that connects the new light rail station with Main Street and creates a focal point at the south end of downtown.

Existing Conditions: This does not exist, but is identified in the South Downtown Concept Plan. A small amount of seed money for assistance with this project has been included in the 2017-2018 budget. However, there are more needs than this budget can finance.

2. Riverfront Park

This project would fund implementation of Phases 3 and 4 of the Riverfront Park master plan, which include a plaza, an amphitheater, a fountain, large restroom facilities, and additional landscaping.

Existing Conditions: Phases 1 and 2 have been completed to date. Phases 3 and 4 require additional funding for completion of the plaza, amphitheater, fountain, large restroom facilities, and additional landscaping. These facilities and improvements do not presently exist in the Riverfront Park.

3. Dogwood Park

This project would fund improvements to Dogwood Park as outlined in the South Downtown Concept Plan. An expanded Dogwood Park would be integrated to the north and east with the South Downtown Plaza and Main Street streetscape improvements, and to the south and west with the Kellogg Natural Area. A refined design for the South Downtown Plaza will include integration with Dogwood Park and will identify key improvements for the area.

Existing Conditions: Dogwood is underdeveloped and requires improvements specified in the South Downtown Concept Plan. It is not presently integrated with the South Downtown Plaza and Main Street, nor with the Kellogg Natural Area.

4. Scott Park

This project would fund completion of remaining phases of improvements to Scott Park per the 1990 Scott Park Master Plan. Specific projects to be determined.

Existing Conditions: A Scott Park Master Plan was adopted in 1990, portions of which have been completed, but additional funding is required for full implementation of the plan. The master plan had three phases. In Phase I the Parking Area Improvements have not been fully implemented, the Walk Steps and Viewing Platform have not been constructed. In Phase II, the South Viewing Area on Harrison Street was not constructed. In Phase III, the Picnic Area Improvements, new sidewalk adjacent to east curb of library parking lot, and the viewing terrace along the pond edge north of the amphitheater were not constructed.

5. New Parks and Open Spaces in Central Milwaukie

There are currently no designated parks in Central Milwaukie. There is one City-owned, triangular-shaped parcel at 37th Ave and Monroe St that has benches and functions as a small park. The property is being held for potential improvement of the 37th Ave and Monroe St intersection.

This urban renewal project would fund the development of new parks and opens spaces to serve Central Milwaukie as underdeveloped sites are preparing to develop. The project could also include exploring a partnership with Union Pacific Railroad to turn the small area at Railroad Avenue and Oak Street into a public park and encourage the development of public/open space in Milwaukie Marketplace.

Existing Conditions: There are currently no designated public parks or open space areas in Central Milwaukie. A small City-owned parcel at 37th Ave and Monroe St currently functions as a small park but the land is being held for potential intersection improvements.

6. Gateway/Entryway Improvements on McLoughlin Boulevard

This project would install gateway and entryway signage at the north and south entrances to downtown along McLoughlin Boulevard. It would use elements such as gateway features, plantings, lighting, and related improvements to draw more traffic off of McLoughlin Boulevard and into downtown.

Existing Conditions: There are no gateway or entryway improvements along McLoughlin Boulevard.

7. Wayfinding Signage and Heritage Plaques

This project would fund the implementation of the 2016 downtown Wayfinding Systems Plan, including the installation of wayfinding signage and kiosks to aid residents and visitors in exploring Milwaukie by providing easy access to cultural and recreational opportunities within an area that can be easily accessed by foot, bicycle, and transit. This project would also fund the installation of heritage plaques to celebrate the architectural history of the city and describe Milwaukie's heritage and culture.

Existing Conditions: There is inadequate wayfinding signage and there are no heritage plaques in Milwaukie.

8. Kronberg Park

This project would fund the implementation of the adopted 2015 Kronberg Park Master Plan, which includes the construction of a pathway in Kronberg Park to connect Kellogg Lake to south downtown.

Existing Conditions: There is an adopted Kronberg Park Master Plan and funding does not exist for implementation of the plan. There is no pathway in the park that makes the connection from Kellogg Lake to south downtown. There are no experiential nodes, viewing areas, other multi-use pathways and needed fencing.

9. Kellogg Dam Removal

The Kellogg Dam currently blocks fish passage through Kellogg Creek. This project would replace the McLoughlin Boulevard Bridge over Kellogg Creek, remove the dam, and restore habitat, as well as construct a bike/pedestrian undercrossing between downtown and Riverfront Park

Existing Conditions: There is a dam in Kellogg Lake that inhibits passage of salmon. The habitat is degraded and needs to be reestablished as natural habitat. There is no bike/pedestrian undercrossing between downtown and Riverfront Park through Kellogg Park.

E. Debt Service and Administration

This project will allow for the repayment of costs associated with the implementation of the Milwaukie Urban Renewal Plan. It also includes ongoing administration and any financing costs associated with issuing long and short term debt, relocation costs and other administrative costs.

Existing Conditions: As there is currently no urban renewal program, these activities do not exist.

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

The costs of the projects are shown in Table 10. The sources of funds in the urban renewal column are tax increment revenues. There will be other funding sources sought to leverage urban renewal funds. These sources include City of Milwaukie general funds, system development funds, state funding, or other sources of funding the City may identify, including private developer contributions.

The allocations are the best estimates of expenditures at the time of preparation of the urban renewal plan. The Redevelopment Commission will be able to review the allocations on an annual basis when they prepare the budget. The numbers are in constant dollars, or dollars that do not include future inflation. The inflation adjustment was 3% annually. The table shows \$77 million of project costs and \$57.8 million of those costs funded through tax increment revenues. The \$57.8 million equates to \$92.5 million in nominal (inflated) dollars, the maximum indebtedness amount.

Table 10 – Projects to be Completed Using Urban Renewal Area Funds

Projects	Costs (Millions)			
	Total	URA	Other	% of URA Funding
Economic Development:				
New Places to Live, Work, Eat and Shop				
Pre-development assistance for development opportunities	\$2.5	\$2.5	\$0.0	4.33%
Tenant improvements	\$2.2	\$2.2	\$0.0	3.81%
Small business development fund	\$2.0	\$2.0	\$0.0	3.46%
Developer Assistance	\$9.9	\$9.9	\$0.0	17.13%
Downtown Main Street Enhancements	\$0.5	\$0.5	\$0.0	0.87%
Subtotal	\$17.1	\$17.1	\$0.0	29.58%
Infrastructure:				
Getting to, and through Downtown and Central Milwaukie				
<i>Downtown</i>				
McLoughlin Blvd improvements	\$0.5	\$0.5	\$0.0	0.87%
McLoughlin intersection upgrades	\$2.0	\$1.5	\$0.5	2.60%
Pedestrian bridge across McLoughlin	\$2.2	\$1.2	\$1.0	2.08%
Parking Solutions	\$11.5	\$10.5	\$1.0	18.17%
Streetscape Improvements	\$13.3	\$10.3	\$3.0	17.82%
Subtotal	\$29.5	\$24.0	\$5.5	41.52%
<i>Central Milwaukie</i>				
Bike/ped path connections	\$3.4	\$3.0	\$0.4	5.19%
Improved access to opportunity sites	\$0.5	\$0.5	\$0.0	0.87%
Hwy 224 intersection upgrades	\$2.3	\$1.8	\$0.5	3.11%
Improve transit stops	\$0.5	\$0.5	\$0.0	0.87%
Monroe Street Greenway includes Monroe/224	\$2.3	\$1.8	\$0.5	3.11%
Subtotal	\$9.0	\$7.6	\$1.4	13.15%
Public Amenities:				
Parks and Open Space				
South Downtown Plaza	\$1.0	\$1.0	\$0.0	1.73%
Riverfront Park	\$3.0	\$1.5	\$1.5	2.60%
Dogwood Park	\$0.5	\$0.5	\$0.0	0.87%
Scott Park	\$0.5	\$0.5	\$0.0	0.87%
New parks and open spaces in Central Milwaukie	\$1.0	\$1.0	\$0.0	1.73%
Gateway/Entryway improvements on McLoughlin	\$0.3	\$0.3	\$0.0	0.52%
Wayfinding signage, heritage plaques	\$0.2	\$0.2	\$0.0	0.35%
Kronberg Park and path	\$2.9	\$1.0	\$1.9	1.73%
Kellogg dam removal	\$9.9	\$1.0	\$8.9	1.73%
Subtotal	\$19.3	\$7.0	\$12.3	12.11%
Administration	\$2.1	\$2.1	\$0.0	3.63%
Total	\$77.0	\$57.8	\$19.2	100.00%

Source: City of Milwaukie /Milwaukie

VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The timing of individual projects will vary based on the specific opportunities and priorities that change over time. The projects will be ongoing and will be completed as directed by the Redevelopment Commission. The projections in the financial model are all based on assumptions reviewed with the City of Milwaukie Finance Director and Planning Director.

The estimated schedule of expenditures for four broad categories of projects are shown in Table 11. The Redevelopment Commission may change the completion dates in their annual budgeting process or as project decisions are made in administering the urban renewal plan.

Table 11 – Project Dates

Project Categories	Years 1-5	Years 6-10	Years 11-15	Years 16-20	Years 21-25	Total
Economic Development	\$5,000,000	\$5,000,000	\$3,000,000	\$2,500,000	\$1,600,000	\$17,100,000
Infrastructure	\$5,000,000	\$2,500,000	\$11,000,000	\$4,000,000	\$9,100,000	\$31,600,000
Public Amenities	\$0	\$1,000,000	\$1,000,000	\$4,500,000	\$500,000	\$7,000,000
Administration and Finance Fees	\$400,000	\$400,000	\$400,000	\$400,000	\$500,000	\$2,100,000
Total	\$10,400,000	\$8,900,000	\$15,400,000	\$11,400,000	\$11,700,000	\$57,800,000
Project Categories	Years 1-5	Years 6-10	Years 11-15	Years 16-20	Years 21-25	Total
Economic Development	48%	56%	19%	22%	14%	30%
Infrastructure	48%	28%	71%	35%	78%	55%
Public Amenities	0%	11%	6%	39%	4%	12%
Administration and Finance Fees	4%	4%	3%	4%	4%	4%
Total	100%	100%	100%	100%	100%	100%

Source: ECONorthwest

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

Table 12 shows the tax increment revenues and their allocation to loan repayments, reimbursements, debt service, and debt service reserve funds.

It is anticipated that all debt will be retired by FY 2045-46 (any outstanding bonds will be defeased). The maximum indebtedness is \$92,500,000 (ninety two million five hundred thousand dollars).

The estimated total amount of tax increment revenues required to service the maximum indebtedness of \$92,500,000 is \$120,080,243.

The interest rate for the bonds are estimated at 5% with varying terms. The time frame of urban renewal is not absolute; it may vary depending on the actual ability to meet the maximum indebtedness. If the economy is slower, it may take longer; if the economy is more robust than the projections, it may take a shorter time period. The Redevelopment Commission may decide to issue bonds on a different schedule, and that will alter the financing assumptions. These assumptions show one scenario for financing and this scenario is financially feasible.

The remaining amount for debt service in FY 2045-46 will come from the debt service reserve fund.

Table 12 – Tax Increment Revenues and Allocations to Debt Service

	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
DEBT SERVICE FUND									
Resources									
Beginning Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Interest Earnings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIF for URA	\$135,342	\$258,598	\$477,890	\$1,035,595	\$1,277,060	\$1,663,100	\$1,937,671	\$2,418,748	\$2,725,833
Total Resources	\$135,342	\$258,598	\$477,890	\$1,035,595	\$1,277,060	\$1,663,100	\$1,937,671	\$2,418,748	\$2,725,833
Expenditures									
<i>Debt Service</i>									
New Loan 2020			-\$320,970	-\$320,970	-\$320,970	-\$320,970	-\$320,970	-\$320,970	-\$320,970
New Loan 2022					-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577
New Loan 2025								-\$722,183	-\$722,183
New Loan 2028									
New Loan 2032									
New Loan 2037									
New Loan 2040									
New Loan 2042									
Early Payment of Outstanding Principal									
Total Debt Service	\$0	\$0	-\$320,970	-\$320,970	-\$842,547	-\$842,547	-\$842,547	-\$1,564,730	-\$1,564,730
<i>Coverage Ratio</i>	<i>0.00</i>	<i>0.00</i>	<i>1.49</i>	<i>3.23</i>	<i>1.52</i>	<i>1.97</i>	<i>2.30</i>	<i>1.55</i>	<i>1.74</i>
Transfer to Project Fund	-\$135,342	-\$258,598	-\$156,920	-\$714,625	-\$434,513	-\$820,553	-\$1,095,124	-\$854,018	-\$1,161,103
Total Expenditures	-\$135,342	-\$258,598	-\$477,890	-\$1,035,595	-\$1,277,060	-\$1,663,100	-\$1,937,671	-\$2,418,748	-\$2,725,833
Ending Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PROJECT FUND									
Resources									
Beginning Fund Balance	\$0	\$82,342	\$286,752	\$369,506	\$1,027,979	\$16,232	\$775,366	\$1,811,067	\$272,940
Pay-as-you-go (Transfer from D/S Fund)	\$135,342	\$258,598	\$156,920	\$714,625	\$434,513	\$820,553	\$1,095,124	\$854,018	\$1,161,103
Bond/Loan Proceeds	\$0	\$0	\$4,000,000	\$0	\$6,500,000	\$0	\$0	\$9,000,000	\$0
Interest Earnings	\$0	\$412	\$1,434	\$1,848	\$5,140	\$81	\$3,877	\$9,055	\$1,365
Total Resources	\$135,342	\$341,352	\$4,445,106	\$1,085,979	\$7,967,632	\$836,866	\$1,874,367	\$11,674,140	\$1,435,408
Expenditures									
Projects			-\$3,939,300		-\$7,761,700			-\$11,156,000	
Admin	-\$53,000	-\$54,600	-\$56,300	-\$58,000	-\$59,700	-\$61,500	-\$63,300	-\$65,200	-\$67,200
Finance Fees	\$0	\$0	-\$80,000	\$0	-\$130,000	\$0	\$0	-\$180,000	\$0
Total Expenditures	-\$53,000	-\$54,600	-\$4,075,600	-\$58,000	-\$7,951,400	-\$61,500	-\$63,300	-\$11,401,200	-\$67,200
Ending Fund Balance	\$82,342	\$286,752	\$369,506	\$1,027,979	\$16,232	\$775,366	\$1,811,067	\$272,940	\$1,368,208

Source: ECONorthwest

Table 12 – Tax Increment Revenues and Allocations to Debt Service, continued

	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35
DEBT SERVICE FUND									
Resources									
Beginning Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Interest Earnings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIF for URA	\$2,942,868	\$3,144,507	\$3,354,210	\$3,572,302	\$3,799,117	\$4,035,005	\$4,280,329	\$4,535,465	\$4,800,807
Total Resources	\$2,942,868	\$3,144,507	\$3,354,210	\$3,572,302	\$3,799,117	\$4,035,005	\$4,280,329	\$4,535,465	\$4,800,807
Expenditures									
<i>Debt Service</i>									
New Loan 2020	-\$320,970	-\$320,970	-\$320,970	-\$320,970	-\$320,970	-\$320,970	-\$320,970	-\$320,970	-\$320,970
New Loan 2022	-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577
New Loan 2025	-\$722,183	-\$722,183	-\$722,183	-\$722,183	-\$722,183	-\$722,183	-\$722,183	-\$722,183	-\$722,183
New Loan 2028		-\$481,456	-\$481,456	-\$481,456	-\$481,456	-\$481,456	-\$481,456	-\$481,456	-\$481,456
New Loan 2032						-\$621,880	-\$621,880	-\$621,880	-\$621,880
New Loan 2037									
New Loan 2040									
New Loan 2042									
Early Payment of Outstanding Principal									
Total Debt Service	-\$1,564,730	-\$2,046,186	-\$2,046,186	-\$2,046,186	-\$2,046,186	-\$2,668,066	-\$2,668,066	-\$2,668,066	-\$2,668,066
<i>Coverage Ratio</i>	1.88	1.54	1.64	1.75	1.86	1.51	1.60	1.70	1.80
Transfer to Project Fund	-\$1,378,138	-\$1,098,321	-\$1,308,024	-\$1,526,116	-\$1,752,931	-\$1,366,939	-\$1,612,263	-\$1,867,399	-\$2,132,741
Total Expenditures	-\$2,942,868	-\$3,144,507	-\$3,354,210	-\$3,572,302	-\$3,799,117	-\$4,035,005	-\$4,280,329	-\$4,535,465	-\$4,800,807
Ending Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PROJECT FUND									
Resources									
Beginning Fund Balance	\$1,368,208	\$2,683,987	\$337,328	\$1,573,639	\$3,032,023	\$4,722,214	\$27,764	\$1,557,566	\$3,347,653
Pay-as-you-go (Transfer from D/S Fund)	\$1,378,138	\$1,098,321	\$1,308,024	\$1,526,116	\$1,752,931	\$1,366,939	\$1,612,263	\$1,867,399	\$2,132,741
Bond/Loan Proceeds	\$0	\$6,000,000	\$0	\$0	\$0	\$7,750,000	\$0	\$0	\$0
Interest Earnings	\$6,841	\$13,420	\$1,687	\$7,868	\$15,160	\$23,611	\$139	\$7,788	\$16,738
Total Resources	\$2,753,187	\$9,795,728	\$1,647,039	\$3,107,623	\$4,800,114	\$13,862,764	\$1,640,166	\$3,432,753	\$5,497,132
Expenditures									
Projects		-\$9,267,100				-\$13,599,800			-\$5,260,500
Admin	-\$69,200	-\$71,300	-\$73,400	-\$75,600	-\$77,900	-\$80,200	-\$82,600	-\$85,100	-\$87,700
Finance Fees	\$0	-\$120,000	\$0	\$0	\$0	-\$155,000	\$0	\$0	\$0
Total Expenditures	-\$69,200	-\$9,458,400	-\$73,400	-\$75,600	-\$77,900	-\$13,835,000	-\$82,600	-\$85,100	-\$5,348,200
Ending Fund Balance	\$2,683,987	\$337,328	\$1,573,639	\$3,032,023	\$4,722,214	\$27,764	\$1,557,566	\$3,347,653	\$148,932

Source: ECONorthwest

Table 12 – Tax Increment Revenues and Allocations to Debt Service, continued

	2035-36	2036-37	2037-38	2038-39	2039-40	2040-41	2041-42	2042-43	2043-44	2044-45	2045-46
DEBT SERVICE FUND											
Resources											
Beginning Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,115,757	\$5,242,124	\$8,742,696	\$13,374,023
Interest Earnings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,579	\$26,211	\$43,713	\$66,870
TIF for URA	\$5,076,763	\$5,363,756	\$5,662,230	\$5,972,642	\$6,295,471	\$6,631,214	\$6,980,385	\$7,343,525	\$7,721,189	\$8,113,959	\$8,522,441
Total Resources	\$5,076,763	\$5,363,756	\$5,662,230	\$5,972,642	\$6,295,471	\$6,631,214	\$6,980,385	\$9,469,861	\$12,989,524	\$16,900,368	\$21,963,334
Expenditures											
<i>Debt Service</i>											
New Loan 2020	-\$320,970	-\$320,970	-\$320,970	-\$320,970							
New Loan 2022	-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577					
New Loan 2025	-\$722,183	-\$722,183	-\$722,183	-\$722,183	-\$722,183	-\$722,183	-\$722,183	-\$722,183	-\$722,183		
New Loan 2028	-\$481,456	-\$481,456	-\$481,456	-\$481,456	-\$481,456	-\$481,456	-\$481,456	-\$481,456	-\$481,456	-\$481,456	-\$481,456
New Loan 2032	-\$621,880	-\$621,880	-\$621,880	-\$621,880	-\$621,880	-\$621,880	-\$621,880	-\$621,880	-\$621,880	-\$621,880	-\$621,880
New Loan 2037		-\$882,668	-\$882,668	-\$882,668	-\$882,668	-\$882,668	-\$882,668	-\$882,668	-\$882,668	-\$882,668	-\$882,668
New Loan 2040					-\$963,423	-\$963,423	-\$963,423	-\$963,423	-\$963,423	-\$963,423	-\$963,423
New Loan 2042							-\$518,018	-\$518,018	-\$518,018	-\$518,018	-\$518,018
Early Payment of Outstanding Principal											-\$18,436,224
Total Debt Service	-\$2,668,066	-\$3,550,734	-\$3,550,734	-\$3,550,734	-\$4,193,187	-\$4,193,187	-\$4,189,628	-\$4,189,628	-\$4,189,628	-\$3,467,445	-\$21,903,669
<i>Coverage Ratio</i>	1.90	1.51	1.59	1.68	1.50	1.58	1.67	1.75	1.84	2.34	2.46
Transfer to Project Fund	-\$2,408,697	-\$1,813,022	-\$2,111,496	-\$2,421,908	-\$2,102,284	-\$2,438,027	-\$675,000	-\$38,109	-\$57,200	-\$58,900	-\$59,600
Total Expenditures	-\$5,076,763	-\$5,363,756	-\$5,662,230	-\$5,972,642	-\$6,295,471	-\$6,631,214	-\$4,864,628	-\$4,227,737	-\$4,246,828	-\$3,526,345	-\$21,963,269
Ending Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$2,115,757	\$5,242,124	\$8,742,696	\$13,374,023	\$65
PROJECT FUND											
Resources											
Beginning Fund Balance	\$148,932	\$2,468,074	\$98,036	\$2,114,222	\$4,448,001	\$8,525	\$2,341,895	\$17,304	\$0	\$0	\$0
Pay-as-you-go (Transfer from D/S Fund)	\$2,408,697	\$1,813,022	\$2,111,496	\$2,421,908	\$2,102,284	\$2,438,027	\$675,000	\$38,109	\$57,200	\$58,900	\$59,600
Bond/Loan Proceeds	\$0	\$11,000,000	\$0	\$0	\$10,000,000	\$0	\$4,000,000	\$0	\$0	\$0	\$0
Interest Earnings	\$745	\$12,340	\$490	\$10,571	\$22,240	\$43	\$11,709	\$87	\$0	\$0	\$0
Total Resources	\$2,558,374	\$15,293,436	\$2,210,022	\$4,546,701	\$16,572,525	\$2,446,595	\$7,028,604	\$55,500	\$57,200	\$58,900	\$59,600
Expenditures											
Projects		-\$14,882,400			-\$16,262,400		-\$6,823,500				
Admin	-\$90,300	-\$93,000	-\$95,800	-\$98,700	-\$101,600	-\$104,700	-\$107,800	-\$55,500	-\$57,200	-\$58,900	-\$59,600
Finance Fees	\$0	-\$220,000	\$0	\$0	-\$200,000	\$0	-\$80,000	\$0	\$0	\$0	\$0
Total Expenditures	-\$90,300	-\$15,195,400	-\$95,800	-\$98,700	-\$16,564,000	-\$104,700	-\$7,011,300	-\$55,500	-\$57,200	-\$58,900	-\$59,600
Ending Fund Balance	\$2,468,074	\$98,036	\$2,114,222	\$4,448,001	\$8,525	\$2,341,895	\$17,304	\$0	\$0	\$0	\$0

Source: ECONorthwest.

VIII. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FY 2045/46, as shown above, are based on projections of the growth in assessed value within the Area and the total tax rate that will apply to the Area. Assessed value growth comes from appreciation as well as new development. Due to Oregon’s property tax system, most properties experience appreciation in *assessed value* of 3.0% per year, regardless of market trends that affect *real market values*. Thus, new development is typically needed to experience growth in assessed value above 3.0% per year.

Long-term, beginning in FY 2027-28, we forecast the Area to experience annual growth in assessed value of 4.0% per year, which implies some ongoing new construction activity. This growth rate is similar to citywide and countywide trends in assessed value growth. In the short-term, we provide a more specific forecast of assessed value growth, based on 3.0% appreciation, and hypothetical new development on seven key “opportunity sites” located in the Area. These development assumptions are based on previous analysis conducted by the City for the Moving Forward Milwaukie project in 2014. These assumptions are speculative, and the exact timing, amount, and value of development on these sites is uncertain.

Table 13 shows the assumptions for annual exception value from new development in the Area from FYE 2016 to FYE 2027. Exception Value is new value that is above the frozen base and is usually created by new development or substantial redevelopment within the Area.

Table 13 – Projected Exception Value from New Development

FYE	Exception AV
2016	\$0
2017	\$0
2018	\$0
2019	\$4,061,606
2020	\$9,173,491
2021	\$32,539,498
2022	\$9,732,622
2023	\$18,797,147
2024	\$10,675,258
2025	\$23,761,880
2026	\$11,324,975
2027	\$4,773,325

Source: ECONorthwest with input from the City of Milwaukie

Table 14 shows a more detailed forecast of future development within the Area, as provided by ECONorthwest and based on projections done for the Moving Forward Milwaukie project in 2014. The projections are based on the economy being strong and supporting these levels of development.

Table 14 – Development Projections

	Site 1	Site 2	Site 3	Site 4	Site 5
Square Feet	95,963	50,297	18,763	33,087	23,794
Land Use Type	Apartment	Apartment	Office	Office	Apartment
Total RMV	\$27,856,836	\$10,526,781	\$5,170,169	\$12,322,645	\$4,822,988
CPR	0.715	0.715	0.794	0.794	0.715
Total AV	\$19,917,637	\$7,526,648	\$4,105,114	\$9,784,180	\$3,448,436
Less Existing AV	\$0	\$393,764	\$388,077	\$0	\$0
Exception AV	\$19,917,637	\$7,132,884	\$3,717,037	\$9,784,180	\$3,448,436
Year on Tax Roll	2021	2023	2019	2025	2027

	Murphy Site			
Name	Year 1	Year 2	Year 3	Year 4
Address				
Square Feet	44,141	44,141	44,141	44,141
Land Use Type	Mixed-Use	Mixed-Use	Mixed-Use	Mixed-Use
Total RMV	\$11,432,029	\$11,432,029	\$11,432,029	\$11,432,029
CPR	0.781	0.781	0.781	0.781
Total AV	\$8,928,415	\$8,928,415	\$8,928,415	\$8,928,415
Less Existing AV	\$777,823	\$777,823	\$777,823	\$777,823
Exception AV	\$8,150,592	\$8,150,592	\$8,150,592	\$8,150,592
Year on Tax Roll	2020	2021	2022	2023

	McFarland Site		
Name	Year 1	Year 2	Year 3
Address			
Square Feet	52,115	52,115	52,115
Land Use Type	Senior Housing	Senior Housing	Senior Housing
Total RMV	\$12,230,206	\$12,230,206	\$12,230,206
CPR	0.715	0.715	0.715
Total AV	\$8,744,597	\$8,744,597	\$8,744,597
Less Existing AV	\$317,649	\$317,649	\$317,649
Exception AV	\$8,426,948	\$8,426,948	\$8,426,948
Year on Tax Roll	2024	2025	2026

Source: ECONorthwest with input from the City of Milwaukie AV is assessed value

Table 15 shows the projected incremental assessed value, projected tax rates, and the annual tax increment revenues (not adjusted for under-collection, penalties, and interest). These projections of increment are the basis for the projections in Table 12.

Revenue Sharing is not projected to commence before the termination of the Plan, as the Area is not projected to meet revenue sharing targets at 10% of initial maximum indebtedness in the life of the Plan.

Table 15 – Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues

FYE	Assessed Value	Frozen Base	Excess Value	Tax Rate	Tax Increment Finance Revenue			
					Gross TIF	Adjustments	Net TIF	Cumulative TIF
2016	\$138,482,705	\$138,482,705	\$0	16.9409	0	0	0	0
2017	\$142,637,186	\$138,482,705	\$0	16.9105	0	0	0	0
2018	\$146,916,301	\$138,482,705	\$8,433,596	16.8926	142,465	(7,123)	135,342	135,342
2019	\$155,385,396	\$138,482,705	\$16,902,691	16.1044	272,208	(13,610)	258,598	393,940
2020	\$169,220,449	\$138,482,705	\$30,737,744	16.3656	503,042	(25,152)	477,890	871,830
2021	\$206,836,561	\$138,482,705	\$68,353,856	15.9479	1,090,100	(54,505)	1,035,595	1,907,425
2022	\$222,774,280	\$138,482,705	\$84,291,575	15.9479	1,344,274	(67,214)	1,277,060	3,184,485
2023	\$248,254,655	\$138,482,705	\$109,771,950	15.9479	1,750,632	(87,532)	1,663,100	4,847,585
2024	\$266,377,553	\$138,482,705	\$127,894,848	15.9479	2,039,654	(101,983)	1,937,671	6,785,256
2025	\$298,130,760	\$138,482,705	\$159,648,055	15.9479	2,546,051	(127,303)	2,418,748	9,204,004
2026	\$318,399,658	\$138,482,705	\$179,916,953	15.9479	2,869,298	(143,465)	2,725,833	11,929,837
2027	\$332,724,972	\$138,482,705	\$194,242,267	15.9479	3,097,756	(154,888)	2,942,868	14,872,705
2028	\$346,033,970	\$138,482,705	\$207,551,265	15.9479	3,310,007	(165,500)	3,144,507	18,017,212
2029	\$359,875,329	\$138,482,705	\$221,392,624	15.9479	3,530,747	(176,537)	3,354,210	21,371,422
2030	\$374,270,342	\$138,482,705	\$235,787,637	15.9479	3,760,318	(188,016)	3,572,302	24,943,724
2031	\$389,241,155	\$138,482,705	\$250,758,450	15.9479	3,999,071	(199,954)	3,799,117	28,742,841
2032	\$404,810,802	\$138,482,705	\$266,328,097	15.9479	4,247,374	(212,369)	4,035,005	32,777,846
2033	\$421,003,234	\$138,482,705	\$282,520,529	15.9479	4,505,609	(225,280)	4,280,329	37,058,175
2034	\$437,843,363	\$138,482,705	\$299,360,658	15.9479	4,774,174	(238,709)	4,535,465	41,593,640
2035	\$455,357,098	\$138,482,705	\$316,874,393	15.9479	5,053,481	(252,674)	4,800,807	46,394,447
2036	\$473,571,382	\$138,482,705	\$335,088,677	15.9479	5,343,961	(267,198)	5,076,763	51,471,210
2037	\$492,514,238	\$138,482,705	\$354,031,533	15.9479	5,646,059	(282,303)	5,363,756	56,834,966
2038	\$512,214,807	\$138,482,705	\$373,732,102	15.9479	5,960,242	(298,012)	5,662,230	62,497,196
2039	\$532,703,399	\$138,482,705	\$394,220,694	15.9479	6,286,992	(314,350)	5,972,642	68,469,838
2040	\$554,011,536	\$138,482,705	\$415,528,831	15.9479	6,626,812	(331,341)	6,295,471	74,765,309
2041	\$576,171,998	\$138,482,705	\$437,689,293	15.9479	6,980,225	(349,011)	6,631,214	81,396,523
2042	\$599,218,879	\$138,482,705	\$460,736,174	15.9479	7,347,774	(367,389)	6,980,385	88,376,908
2043	\$623,187,634	\$138,482,705	\$484,704,929	15.9479	7,730,026	(386,501)	7,343,525	95,720,433
2044	\$648,115,139	\$138,482,705	\$509,632,434	15.9479	8,127,567	(406,378)	7,721,189	103,441,622
2045	\$674,039,745	\$138,482,705	\$535,557,040	15.9479	8,541,010	(427,051)	8,113,959	111,555,581
2046	\$701,001,335	\$138,482,705	\$562,518,630	15.9479	8,970,991	(448,550)	8,522,441	120,078,022

Source: ECONorthwest

IX. IMPACT OF THE TAX INCREMENT FINANCING

This section describes the impact of tax increment financing of the new maximum indebtedness, both until and after the indebtedness is repaid, upon all entities levying taxes upon property in the urban renewal area and on property owners.

Two jurisdictions, Clackamas Community College and the North Clackamas School District, have outstanding general obligation (GO) bonds approved by voters prior to 2001. In accordance with ORS 457, these bonds will be included in the tax rate used to calculate tax increment revenues for a new urban renewal area. Both of these bonds are scheduled to be repaid in full by FYE 2020. As shown in Table 16, the Milwaukie Urban Renewal Area will cause a very small increase in the amount of these tax rates through FYE 2020, when the bonds expire. The combined increase in tax rates will be no more than \$0.0007 per \$1,000 of assessed value in any year. For a property with \$100,000 in assessed value, the annual impact on property tax bills would be no more than \$0.07, with a cumulative impact of only \$0.14 over the life of the Urban Renewal Plan. Any bonds issued after October, 2001 would not be impacted by the creation of a new urban renewal area.

Table 16 – Projected Impact on Property Owners due to General Obligation Bonds

FYE	Impact of Milwaukie UR on Tax Rates (per \$1,000 AV)			GO Bond Tax Rates (per \$1,000 AV)		Annual GO Bond Property Tax Paid per \$100,000 AV		
	Clackamas CC	N. Clack. SD	Total	Without UR	With UR	Without UR	With UR	Impact of UR
2016	0.0000	0.0000	0.0000	0.9779	0.9779	\$97.79	\$97.79	\$0.00
2017	0.0000	0.0000	0.0000	0.9477	0.9477	\$94.77	\$94.77	\$0.00
2018	0.0000	0.0006	0.0006	0.9441	0.9447	\$94.41	\$94.47	\$0.06
2019	0.0001	0.0000	0.0001	0.1564	0.1565	\$15.64	\$15.65	\$0.01
2020	0.0001	0.0006	0.0007	0.4170	0.4177	\$41.70	\$41.77	\$0.07
Total						\$344.31	\$344.45	\$0.14

Source: ECONorthwest

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value in the Area. These projections are for impacts estimated through FYE 2046, and are shown in Tables 17a and 17b.

Revenue sharing is part of the 2009 legislative changes to urban renewal and means that, at thresholds defined in ORS 457.470, the impacted taxing jurisdictions will receive a share of the incremental growth in the area. The share is a percentage basis dependent upon the tax rates of the taxing jurisdictions. The first threshold is 10% of the original maximum indebtedness. At the 10% threshold, the Redevelopment Commission will receive the full 10% of the initial maximum indebtedness plus 25% of the increment above the 10% threshold and the taxing jurisdictions will receive 75% of the increment above the 10% threshold. The second threshold is set at 12.5% of the maximum indebtedness. Revenue sharing is not projected to occur for this urban renewal area, as the Area is expected to cease collecting TIF prior to achieving the revenue sharing thresholds.

The North Clackamas School District and the Clackamas Education Service District are not *directly* affected by the tax increment financing, but the amounts of their taxes divided for the urban renewal plan are shown in the following tables. Under current school funding law, property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes foregone, due to the use of tax increment financing, are substantially replaced with State School Fund revenues, as determined by a funding formula at the State level.

Tables 17a and 17b show the projected impacts to permanent rate levies of taxing districts as a result of this Plan. Table 17a shows the general government levies and Table 17b shows the education levies. These tables assume the growth as projected in the other tables in this Report.

Table 17a – Projected Impact on Taxing District Permanent Rate Levies General Government

FYE	Clackamas County Perm	County Extension & 4H Perm	County Library Perm	County Soil and Water Perm	Fire District #1 Perm	North Clackamas Park Perm	City of Milwaukie Perm	Port of Portland Perm	Metro Perm	Vector Control Perm	Subtotal
2018	-\$19,262	-\$401	-\$3,184	-\$401	-\$19,238	-\$4,312	-\$33,143	-\$562	-\$774	-\$52	-\$81,329
2019	-\$38,606	-\$803	-\$6,381	-\$803	-\$38,557	-\$8,642	-\$66,425	-\$1,126	-\$1,551	-\$104	-\$162,998
2020	-\$70,205	-\$1,460	-\$11,604	-\$1,460	-\$70,117	-\$15,716	-\$120,795	-\$2,047	-\$2,821	-\$190	-\$296,415
2021	-\$156,119	-\$3,247	-\$25,806	-\$3,247	-\$155,925	-\$34,949	-\$268,621	-\$4,552	-\$6,273	-\$422	-\$659,161
2022	-\$192,521	-\$4,004	-\$31,823	-\$4,004	-\$192,281	-\$43,097	-\$331,255	-\$5,613	-\$7,735	-\$521	-\$812,854
2023	-\$250,718	-\$5,214	-\$41,442	-\$5,214	-\$250,405	-\$56,125	-\$431,389	-\$7,310	-\$10,074	-\$678	-\$1,058,569
2024	-\$292,110	-\$6,075	-\$48,284	-\$6,075	-\$291,746	-\$65,391	-\$502,609	-\$8,517	-\$11,737	-\$790	-\$1,233,334
2025	-\$364,634	-\$7,583	-\$60,272	-\$7,583	-\$364,179	-\$81,626	-\$627,395	-\$10,632	-\$14,651	-\$986	-\$1,539,541
2026	-\$410,929	-\$8,546	-\$67,924	-\$8,546	-\$410,416	-\$91,990	-\$707,049	-\$11,982	-\$16,511	-\$1,111	-\$1,735,004
2027	-\$443,647	-\$9,227	-\$73,332	-\$9,227	-\$443,094	-\$99,314	-\$763,346	-\$12,936	-\$17,826	-\$1,199	-\$1,873,148
2028	-\$474,045	-\$9,859	-\$78,357	-\$9,859	-\$473,454	-\$106,119	-\$815,649	-\$13,822	-\$19,047	-\$1,282	-\$2,001,493
2029	-\$505,659	-\$10,516	-\$83,582	-\$10,516	-\$505,028	-\$113,196	-\$870,043	-\$14,744	-\$20,317	-\$1,367	-\$2,134,968
2030	-\$538,537	-\$11,200	-\$89,017	-\$11,200	-\$537,865	-\$120,556	-\$926,614	-\$15,702	-\$21,638	-\$1,456	-\$2,273,785
2031	-\$572,730	-\$11,911	-\$94,669	-\$11,911	-\$572,015	-\$128,210	-\$985,447	-\$16,699	-\$23,012	-\$1,548	-\$2,418,152
2032	-\$608,291	-\$12,651	-\$100,547	-\$12,651	-\$607,532	-\$136,171	-\$1,046,633	-\$17,736	-\$24,441	-\$1,645	-\$2,568,298
2033	-\$645,274	-\$13,420	-\$106,660	-\$13,420	-\$644,469	-\$144,450	-\$1,110,268	-\$18,814	-\$25,927	-\$1,745	-\$2,724,447
2034	-\$683,737	-\$14,220	-\$113,018	-\$14,220	-\$682,884	-\$153,060	-\$1,176,447	-\$19,936	-\$27,472	-\$1,849	-\$2,886,843
2035	-\$723,738	-\$15,052	-\$119,630	-\$15,052	-\$722,835	-\$162,015	-\$1,245,274	-\$21,102	-\$29,080	-\$1,957	-\$3,055,735
2036	-\$765,339	-\$15,917	-\$126,506	-\$15,917	-\$764,384	-\$171,328	-\$1,316,853	-\$22,315	-\$30,751	-\$2,069	-\$3,231,379
2037	-\$808,604	-\$16,816	-\$133,658	-\$16,816	-\$807,595	-\$181,013	-\$1,391,296	-\$23,577	-\$32,489	-\$2,186	-\$3,414,050
2038	-\$853,600	-\$17,752	-\$141,095	-\$17,752	-\$852,535	-\$191,085	-\$1,468,717	-\$24,889	-\$34,297	-\$2,308	-\$3,604,030
2039	-\$900,396	-\$18,725	-\$148,830	-\$18,725	-\$899,273	-\$201,561	-\$1,549,234	-\$26,253	-\$36,178	-\$2,434	-\$3,801,609
2040	-\$949,064	-\$19,738	-\$156,875	-\$19,738	-\$947,879	-\$212,456	-\$1,632,972	-\$27,672	-\$38,133	-\$2,566	-\$4,007,093
2041	-\$999,678	-\$20,790	-\$165,241	-\$20,790	-\$998,431	-\$223,786	-\$1,720,060	-\$29,148	-\$40,167	-\$2,703	-\$4,220,794
2042	-\$1,052,317	-\$21,885	-\$173,942	-\$21,885	-\$1,051,004	-\$235,570	-\$1,810,631	-\$30,683	-\$42,282	-\$2,845	-\$4,443,044
2043	-\$1,107,061	-\$23,023	-\$182,991	-\$23,023	-\$1,105,680	-\$247,825	-\$1,904,825	-\$32,279	-\$44,481	-\$2,993	-\$4,674,181
2044	-\$1,163,995	-\$24,208	-\$192,402	-\$24,208	-\$1,162,543	-\$260,570	-\$2,002,787	-\$33,939	-\$46,769	-\$3,147	-\$4,914,568
2045	-\$1,223,207	-\$25,439	-\$202,189	-\$25,439	-\$1,221,680	-\$273,825	-\$2,104,667	-\$35,665	-\$49,148	-\$3,307	-\$5,164,566
2046	-\$1,284,787	-\$26,720	-\$212,368	-\$26,720	-\$1,283,184	-\$287,610	-\$2,210,622	-\$37,461	-\$51,622	-\$3,474	-\$5,424,568
Total	-\$18,098,810	-\$376,402	-\$2,991,629	-\$376,402	-\$18,076,228	-\$4,051,568	-\$31,141,066	-\$527,713	-\$727,204	-\$48,934	-\$76,415,956

Source: ECONorthwest

Table 17b – Projected Impact on Taxing District Permanent Rate Levies Education

FYE	Clackamas CC	Clackamas ESD	North Clackamas SD	Subtotal	Total
	Perm	Perm	Perm		
2018	-\$4,472	-\$2,954	-\$39,019	-\$46,445	-\$127,774
2019	-\$8,963	-\$5,920	-\$78,202	-\$93,085	-\$256,083
2020	-\$16,300	-\$10,766	-\$142,211	-\$169,277	-\$465,692
2021	-\$36,247	-\$23,942	-\$316,245	-\$376,434	-\$1,035,595
2022	-\$44,699	-\$29,524	-\$389,983	-\$464,206	-\$1,277,060
2023	-\$58,211	-\$38,449	-\$507,870	-\$604,530	-\$1,663,099
2024	-\$67,821	-\$44,797	-\$591,718	-\$704,336	-\$1,937,670
2025	-\$84,660	-\$55,919	-\$738,627	-\$879,206	-\$2,418,747
2026	-\$95,408	-\$63,019	-\$832,403	-\$990,830	-\$2,725,834
2027	-\$103,005	-\$68,036	-\$898,680	-\$1,069,721	-\$2,942,869
2028	-\$110,062	-\$72,698	-\$960,256	-\$1,143,016	-\$3,144,509
2029	-\$117,402	-\$77,546	-\$1,024,294	-\$1,219,242	-\$3,354,210
2030	-\$125,036	-\$82,588	-\$1,090,894	-\$1,298,518	-\$3,572,303
2031	-\$132,975	-\$87,832	-\$1,160,158	-\$1,380,965	-\$3,799,117
2032	-\$141,231	-\$93,285	-\$1,232,192	-\$1,466,708	-\$4,035,006
2033	-\$149,818	-\$98,957	-\$1,307,108	-\$1,555,883	-\$4,280,330
2034	-\$158,748	-\$104,856	-\$1,385,020	-\$1,648,624	-\$4,535,467
2035	-\$168,035	-\$110,990	-\$1,466,049	-\$1,745,074	-\$4,800,809
2036	-\$177,694	-\$117,370	-\$1,550,320	-\$1,845,384	-\$5,076,763
2037	-\$187,739	-\$124,005	-\$1,637,960	-\$1,949,704	-\$5,363,754
2038	-\$198,186	-\$130,905	-\$1,729,107	-\$2,058,198	-\$5,662,228
2039	-\$209,051	-\$138,082	-\$1,823,899	-\$2,171,032	-\$5,972,641
2040	-\$220,351	-\$145,545	-\$1,922,483	-\$2,288,379	-\$6,295,472
2041	-\$232,102	-\$153,307	-\$2,025,011	-\$2,410,420	-\$6,631,214
2042	-\$244,324	-\$161,380	-\$2,131,639	-\$2,537,343	-\$6,980,387
2043	-\$257,034	-\$169,775	-\$2,242,534	-\$2,669,343	-\$7,343,524
2044	-\$270,253	-\$178,506	-\$2,357,863	-\$2,806,622	-\$7,721,190
2045	-\$284,001	-\$187,587	-\$2,477,805	-\$2,949,393	-\$8,113,959
2046	-\$298,298	-\$197,031	-\$2,602,546	-\$3,097,875	-\$8,522,443
Total	-\$4,202,126	-\$2,775,571	-\$36,662,096	-\$43,639,793	-\$120,055,749

Source: ECONorthwest. Please refer to the explanation of the schools funding in the preceding section

Table 18 shows the projected increased revenue to the taxing jurisdictions after tax increment proceeds are projected to be terminated. These projections are for FYE 2047.

Table 18 – Additional Revenues Obtained after Termination of Tax Increment Financing

Taxing District	Tax Rate	Tax Revenue in FYE 2047 (year after expiration)		
		From Frozen Base	From Excess Value	Total
General Government				
Clackamas County	2.4042	\$332,940	\$1,419,821	\$1,752,761
County Extension & 4H	0.0500	\$6,924	\$29,528	\$36,452
County Library	0.3974	\$55,033	\$234,688	\$289,721
County Soil and Water	0.0500	\$6,924	\$29,528	\$36,452
Fire District #1	2.4012	\$332,525	\$1,418,050	\$1,750,575
North Clackamas Park	0.5382	\$74,531	\$317,839	\$392,370
City of Milwaukie	4.1367	\$572,861	\$2,442,964	\$3,015,825
Port of Portland	0.0701	\$9,708	\$41,398	\$51,106
Metro	0.0966	\$13,377	\$57,048	\$70,425
Vector Control	0.0065	\$900	\$3,839	\$4,739
<i>Subtotal</i>	10.1509	\$1,405,724	\$5,994,702	\$7,395,687
Education				
Clackamas CC	0.5582	\$77,301	\$329,650	\$406,951
Clackamas ESD	0.3687	\$51,059	\$217,739	\$268,798
North Clackamas SD	4.8701	\$674,425	\$2,876,080	\$3,550,505
<i>Subtotal</i>	5.7970	\$802,784	\$3,423,469	\$4,226,254
Total	15.9414	\$2,207,608	\$9,414,333	\$11,621,941

Source: ECONorthwest

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

State law limits the percentage of both a municipality's total assessed value and the total land area that can be contained in an urban renewal area at the time of its establishment to 25% for municipalities under 50,000 in population. As noted below, the frozen base, including all real, personal, manufactured, and utility properties in the Area, is projected to be \$138,482,705, 7.3% of the city's assessed value. The total assessed value of the City of Milwaukie is \$1,897,526,766. The Urban Renewal Area has 260.62 acres, including right-of-way, and the City of Milwaukie has 3,239.5 acres according to the City of Milwaukie GIS; therefore 8.05% of the City's acreage is in an urban renewal area, below the 25% state limit.

Table 19 – Urban Renewal Area Conformance with Assessed Value and Acreage Limits

Urban Renewal Area	Frozen Base/Assessed Value	Acres
Milwaukie URA	\$138,482,705	260.62
City of Milwaukie	\$1,897,526,766	3,239.50
Percent of Total	7.30%	8.05%

Source: City of Milwaukie, Clackamas County Assessor

XI. RELOCATION REPORT

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