



Lake Oswego Redevelopment Agency East End Redevelopment Plan

Adopted May 18, 2004

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DEFINITIONS

The following definitions will govern the construction of this Plan and the accompanying report, unless the context otherwise requires:

- A. “Plan” means the Lake Oswego East End Redevelopment Plan Update.
- B. “Report” means the accompanying report to the Redevelopment Plan Update as required by ORS 457.085(3).
- C. “Plan Area” or “Redevelopment Area” means that area included within the boundaries of the Lake Oswego East End Redevelopment District as described in Section 500.
- D. “Agency” or “LORA” means the Lake Oswego Redevelopment Agency – the Urban Renewal Agency of the City of Lake Oswego, Oregon. The Lake Oswego Redevelopment Agency was created by Ordinance No. 1748, adopted by the City Council on November 6, 1979. This ordinance also designated that the City Council itself act as the agency and carry out its responsibilities. The powers of the Agency are limited by State statute and by the specific requirements of this Plan.
- E. “Council” means the City Council of the City of Lake Oswego, Oregon.
- F. “Planning Commission” means the Planning Commission of the City of Lake Oswego, Oregon.
- G. “City” means the City of Lake Oswego, Oregon.
- H. “State” means the State of Oregon.
- I. “ORS” means Oregon Revised Statutes.
- J. “Persons” means any individual, family, business, firm, association or corporate entity.
- K. “Comprehensive Plan” means the policy document adopted by the Lake Oswego City Council on July 18, 1978 and as subsequently amended.
- L. “Redevelopment Project” or “Project” or “Projects” means the developments described under Section 300 herein.
- M. “Developer” means any individual or group acquiring property from the Agency or receiving financial assistance for the physical improvement of privately or publicly held structures and land.
- N. “Urban Renewal Law” means Oregon Revised Statute, Chapter 457 (ORS 457), the State Urban Renewal Law.

PLAN AMENDMENTS

The following are amendments to the adopted East End Redevelopment Plan.

Amendment Number	Ordinance Number	Effective Date	Purpose
1	1979	03-02-89	<p><u>Section 300 – Description of Each Urban Redevelopment Project to be Undertaken</u>, added Project J – Marina and Project K, Lake Oswego – Portland Trolley Extension.</p> <p><u>Section 500- Map and Legal Description</u>, amended the East End Redevelopment Area boundary and legal description to include the residential area north of Leonard Street between Durham and Furnace Streets and the marina development areas of the Oswego Pointe project, added 9.5 acres.</p> <p>Amended <u>Redevelopment Project Map</u> to include Projects J and K.</p> <p>Amended <u>Redevelopment Area Boundary Map</u> to include the residential area north of Leonard Street between Durham and Furnace Streets and the marina development areas of the Oswego Pointe project.</p>
2	1997	02-02-90	<p><u>Section 300 – Description of Each Urban Redevelopment Project to be Undertaken</u>, amended the Plan to acquire the following properties:</p> <p><u>Project B – Block 138</u>: Tax Lots 8400, 8500, 8600, 8700 and 8800 of Block 46 for the purposes of providing a new site for relocating the Main Fire Station on the block.</p> <p><u>Project C – Bluff Area</u>: Tax Lots 190 and 700 of Tax Map T2S R1E 10AA. Retained in public ownership for the purpose of developing a public boardwalk, open space and visual access to Lakewood Bay.</p> <p><u>Project D – Block 136 and 137</u>: Tax Lot 9100 of Block 136. Property is part of land assembly needed to initiate private development on Block 136.</p> <p><u>Project F – Pinafore Property</u>: Tax Lots 3400 and 3500 of Tax Map T2S R1E 10AA. In conjunction with Project K, it develops the terminus of the Willamette Shore Trolley.</p>

PLAN AMENDMENTS

Amendment Number	Ordinance Number	Effective Date	Purpose
2	1997	02-02-90	<p><u>Section 300- Description of Each Urban Redevelopment Project to be Undertaken</u>, added Project L – Fire Station Relocation.</p> <p><u>Section 900 – Real Property Acquisition and Disposition</u>, amended the Plan to include a description of properties to be acquired in accordance with all applicable and state statutes.</p> <p>Amended <u>Redevelopment Project Map</u> to include Project L.</p> <p>Added <u>Redevelopment Acquisition Map</u> to the Redevelopment Plan.</p>
3	1998	03-22-90	<p><u>Section 300- Description of Each Urban Redevelopment Project to be Undertaken</u>, added Project M – Whaler Property.</p> <p><u>Section 900- Real Property Acquisition and Disposition</u> amended the Plan to include a description of properties to be acquired.</p> <p>Amended <u>Redevelopment Project Map</u> to include Project M.</p> <p>Amended <u>Redevelopment Acquisition Map</u> to the Plan to include the acquisition of Tax Lots 2900 and 3000 of Tax Map T2S R1E 10AA.</p>
4	2006	05-17-90	<p><u>Section 300- Description of Each Urban Redevelopment Project to be Undertaken</u>, amended the Plan to acquire the following properties in Block 138, Project B: Tax Lots 7200 through 7900; and Tax Lots 8200 and 8201.</p> <p><u>Section 900 – Real Property Acquisition and Disposition</u>, amended the Plan to include a description of properties to be acquired in Block 138.</p> <p>Amended <u>Redevelopment Acquisition Map</u> to the Plan to include the acquisition of Tax Lots 7200 through 7900; and Tax Lots 8200 and 8201 of Block 138, Tax Map T2S R1E 03DD.</p>

PLAN AMENDMENTS

Amendment Number	Ordinance Number	Effective Date	Purpose
5	2011	10-18-90	<p><u>Section 500 – Map and Legal Description</u>, amended the East End Redevelopment Area boundary and legal description to include an area east of the west bank of the Willamette River, and southerly of existing marina area. Added 1.28 acres.</p> <p>Amended <u>Redevelopment Project Map</u> to include the boundary amendment for the marina.</p> <p>Amended <u>Redevelopment Area Boundary Map</u> to include the boundary amendment for the marina.</p> <p>Amended <u>Redevelopment Acquisition Map</u> to include the boundary amendment for the marina.</p>
6	2039	10-17-91	<p><u>Section 1000- Amendments to the Plan</u>, amended by deleting all existing provisions and inserting the newly required statutory provisions relating to amendments to the Plan.</p> <p><u>Section 1100 – Tax Increment Financing</u>, amended by deleting all existing provisions and inserting the newly required statutory provisions relating to tax increment financing.</p>
7	R-92-13	08-06-92	<p><u>Section 500 – Map and Legal Description</u>, amended the East End Redevelopment Area boundary and legal description to include the existing cabanas west of Third Street. Added 1.499 acres.</p> <p>Amended <u>Redevelopment Project Map</u> – to include the boundary amendment for the cabanas.</p> <p>Amended <u>Redevelopment Area Boundary Map</u> – to include the boundary amendment for the cabanas.</p>
8	2071	12-17-92	<p><u>Section 300 – Description of each Urban Redevelopment Project to be Undertaken</u>, amended by adding the acquisition of Tax Lots 6600, 6800, 6900, 6901, 6902 and 6902E1 to <u>Project K – Willamette Shore Trolley</u>.</p>

PLAN AMENDMENTS

Amendment Number	Ordinance Number	Effective Date	Purpose
8	2071	12-17-92	Amended <u>Redevelopment Acquisition Map</u> to show the acquisition of Tax Lots 6600, 6900, 6901, 6902 and 6902E1 of Tax Map T2S R1E 03DD.
9	R-94-1	02-08-94	Amended <u>Redevelopment Acquisition Map</u> to show the acquisition of Tax Lot 1600 of Tax Map T2S R1E 03DA.
10	2169	07-02-98	<p><u>Amendment to the Plan – Measure 50 Requirements,</u> "Option Selection" and Declaration of maximum indebtedness at \$43,461,241</p> <p>[Amendment 10 was effectively overturned by voter referendum]</p>
11	R-01-05	07-03-01	<u>Section 300- Project B – Block 138</u> , amended the Plan to include a public parking facility that provides parking for commercial development on Block 138 and also provides parking for the general public.

THE LAKE OSWEGO EAST END REDEVELOPMENT PLAN UPDATE

INTRODUCTION

This urban renewal plan update, hereinafter called “The Plan,” has been prepared by the Lake Oswego Redevelopment Agency – The Urban Renewal Agency of the City of Lake Oswego, pursuant to Oregon Revised Statutes (ORS) Chapter 457, the Oregon Constitution and all applicable laws and ordinances.

HISTORY/BACKGROUND

In 1979 a “Blue Ribbon” Committee recommended that the City Council create an Urban Renewal District that would be entitled to utilize the powers granted by Federal and State laws for Urban Renewal Activities.

In the same year the City Council formed the Lake Oswego Redevelopment Agency (LORA) and created a “district”. The current district boundary is shown on pg.48. Tax increment financing was adopted as the principle method of implementing plan projects with the frozen tax base of the tax year 1987-88 used as the starting point to determine available tax increment funding.

In 1986 LORA approved its urban renewal plan (Redevelopment Plan and Report). The original plan listed the projects to be completed and addressed all other requirements of ORS Chapter 457. This plan update supercedes the original redevelopment plan.

In addition to the 1986 Plan, conceived to comply with state law and to empower the agency to pursue specified projects, various steps were taken to insure that the “vision” was clear. In 1988 the agency adopted the Lake Oswego Urban Design Plan (a guidebook for the development of the East End). In 1995 LORA and the City Council adopted design guidelines for the redevelopment district, and in 1998 the guidelines were made regulatory by inclusion in the City’s Development Code.

Since the adoption of the original plan in 1986, LORA has implemented nearly all of the projects authorized by the original plan. The original projects and their status are listed herein:

Project A - Cement Plant Property

The Cement Plant property, approximately 45 acres located between State Street and the Willamette River, south of Foothills Road and north of “Old Town”, is now known as Oswego Pointe. The property was redeveloped to include 522 multi-family housing units, 20,000 square feet of office space, a 10,500 square foot restaurant, a waterfront public pathway, a water sports center, and an amphitheater with an excursion boat dock. This project is completed.



Top: Aerial view of Oswego Pointe looking north. Bottom: Ram Restaurant at Oswego Pointe.



Project B - Block 138

This block is bounded by State Street, "A" Avenue, First Street and Union Pacific railroad tracks. Block 138 construction was completed in November of 2003. The project includes six commercial buildings and a four-level parking structure with approximately 360 parking spaces. The commercial buildings are privately owned. The project contains four two-story buildings, one single story building, and one three-story building. The ground floors are exclusively retail or restaurant uses, and the upper floors are predominantly office. The net leaseable space totals over 84,000 square feet. The project was initiated by the Agency through a process that included land acquisition, partial resale to a private developer, a binding development agreement, and public assistance to construct the parking structure. The parking structure remains in public ownership. The development agreement defines areas of private and public parking, and it requires the project developer to maintain the public parking structure. The Block 138 project required significant property acquisition and the subsequent relocation of tenants. Tax lots 7200 through 7900, 8200, and 8201 of Block 138, Tax Map T2S R1E 03DD were acquired by the Redevelopment Agency. Relocation included moving the Main Fire Station to a new structure on Block 46. Tax Lots 8400 through 8800 of Block 46 were acquired for purposes of providing a new site for the Main Fire Station. City owned Tax Lots 500, 8000, and 8100 on Block 138 were transferred to the Agency upon completion of the Main Fire Station.

[Resolution 01-05, Amendment 11 – 07/03/01]

[Ord. No. 1997, Amendment 2 - 02/02/90]

[Ord. No. 2006, Amendment 4 - 05/17/90]



Project C - Bluff Area

The property is generally located south of Evergreen, overlooking Lakewood Bay, and between Third and First Streets. As required by the Plan, visual access to Lakewood Bay has been assured through the acquisition of a large portion of the "Bluff" area and by the construction of Millennium Plaza Park. Tax Lots 190 and 700 of Tax Map T2S R1E 10AA were acquired and retained in public ownership. Alternate vehicle access to the lower bluff area has been provided from a cul-de-sac constructed at the south end of Third Street. The State Street access has been discontinued for all but emergency vehicles. Redevelopment opportunities still exist between Third Street and Millennium Plaza Park. **[Ord. No. 1997, Amendment 2 - 02/02/90]**



Millennium Plaza Park



Project D - Blocks 136 and 137

The two blocks south of "A", North of Evergreen, between First and Third Streets are a key area for redevelopment. As required by the Plan, the agency assisted with land assembly on Block 136 necessary to initiate private development. Tax Lot 9100 of Block 136 was acquired and sold to the private developer. The development was completed in 2003. Block 136 now contains a 15,000 square foot commercial structure with retail and restaurant use on the ground floor and offices on the second floor. Additionally, 39 three-level townhomes have been completed.

No redevelopment activity has yet occurred on Block 137.

[Ord. No. 1997, Amendment 2 - 02/02/90



Top: Oswego Village Townhomes Bottom: Block 136 commercial building.



Project E - Block 49

No new private development has occurred on Block 49, situated between A and B Avenues and State and First Street. However, First Street between A and B Avenues has been reconstructed with a design intended to delineate the north-south axis of the downtown's "compact shopping district." It signals the importance of the street and the public's commitment to downtown redevelopment. It also reduces up-front development costs for any future development on Block 49.

Project F - Pinafore Property

This property was acquired for visual access and for a boardwalk along Lakewood Bay. The fountain plaza portion of Millennium Plaza Park was constructed to provide visual access to Lakewood Bay. That project also excavated Lakewood Bay 60 feet further to the east to improve views. Preliminary design work has been completed for the boardwalk (the Headlee Walkway) to Third Street. The project is included in the 2003-05 LORA budget.

Project F Details (Plan Requirements):

Tax Lots 3400 and 3500 of Tax Map T2S R1E 10AA were acquired and retained in public ownership for development of public boardwalk, and visual access to Lakewood Bay. The agency also acquired a portion of the Southern Pacific Railroad right-of-way adjacent to the westerly right-of-way of State Street containing approximately 6,580 square feet and referred to as Parcel I, and a portion of Southern Pacific Railroad right-of-way adjacent to Tax Lot 500 of Tax Map T2S R1E 10AA, containing approximately 4,755 square feet, and referred to as Parcel II, together with an easement on the south side of the railroad tracks extending from State Street to 3rd Street. These parcels were retained in public ownership for development of the public boardwalk and visual access to Lakewood Bay.

[Ord. No. 1997, Amendment 2 - 02/02/90]



Millennium Plaza Park fountain and lower plaza.

Project G - Street Beautification and Improvement

A number of street beautification and improvement projects have been completed. As required by the Plan, they are designed to upgrade the visual image of the area, establish a sense of continuity (visual glue) and improve traffic flow. They include:

1. State Street

Improvements included street trees, landscaped medians, sidewalk improvements and signal improvements.



2. A Avenue

Landscaped medians were constructed where possible to soften the perceived barrier that this very wide street creates between two main commercial areas of the East End. New sidewalk extensions at the corners serve to reduce the walking distance across the street, and special paving at crosswalks assist in improving the visual and psychological connection between the two sides of the street. Additional amenities include benches, bike racks, ornamental streetlights, bollards, undergrounding of utilities, street trees, basalt seat walls, an obelisk with a fountain, and decorative planters.



3. Fifth Street

Angle parking was added along with street trees, decorative street lamps, benches, planted pots, and an art plaza.



4. Evergreen Road Extension

Evergreen Road was extended from Second Street to First Street along the northern edge of Millennium Plaza Park in order to improve circulation and access. Street lights, basalt walls, street trees, public art, and water features were added design elements.



5. **Third Street**

A cul-de-sac improved circulation and access, and added new landscaping.

6. **First Street Phase I**

This project, between A and B Avenues, involved street reconstruction, and added brick pavers, granite wheel pads, planted pots, bike racks, street trees, tree guards, basalt walls, and a street clock.

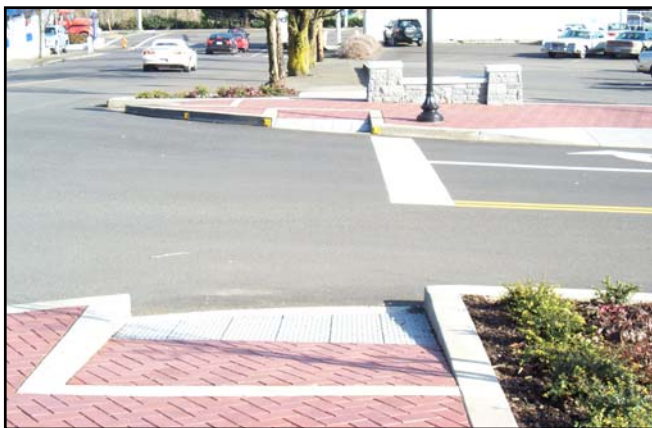


7. First Street Phase II

This phase, between A Avenue and Evergreen, is similar in scope to Phase I and was completed in October 2003.

8. Pedestrian and Visual Amenities

Additional street trees, street furniture, handicapped curb cuts, distinctive street name signs, directory signage, bicycle racks, streetlights and other pedestrian amenities have been provided throughout the redevelopment area. However, utility undergrounding has yet to occur on B Avenue.



Project H - Infrastructure Improvements

Numerous infrastructure improvements have occurred within the district in conjunction with redevelopment projects. Work in every category anticipated by the plan has been completed except for the Lakefront Center boardwalk.

Project I - Boardwalk

The boardwalk along the east side of Lakewood Bay from the lower plaza area of Millennium Plaza Park, to the intersection of North Shore and State Street, has been master planned (Lakefront Master Plan, April 2003), but is not currently budgeted for construction. A key property necessary to construct the boardwalk, the US Bank (specified in Project P), was acquired in 2002. (See concept plan, pg. 29)

Project J - Marina

This project was to include public participation in the development of a marina and other improvements on the west bank of the Willamette River, in conjunction with the Oswego Pointe project. A marina was not initially pursued due to navigation concerns and an agreement with the James River Corporation. However, a water sports center and an amphitheater with an excursion boat dock were constructed along the shore (shown below). These public facilities are well used.

Separately, the city is pursuing the construction of a public dock (transient boat facility) immediately to the north on property being purchased from the City of Portland (the chip plant site). This facility is expected to be in place in 2004.

[Ord. No. 1979, Amendment 1 - 03/20/89]



Project K - Lake Oswego-Portland Trolley Extension

The trolley line was extended to downtown Lake Oswego and properties were purchased as required by the Plan. Additionally, a trolley barn used for storage and maintenance was constructed on property purchased between the east side of State Street and the railroad tracks. Tax Lots 6600, 6900, 6901, as shown in Tax Map T2S R1E 03DD, were acquired. The property was part of land assembly needed to provide a terminus for the Portland-Lake Oswego Trolley. Tax Lots 6800, and 6902 have not yet been acquired, as they were not necessary for the project.

[Ord. No. 1979, Amendment 1 - 03/20/89]

[Ord. No. 2071, Amendment 8 - 12/17/92]



Project L - Fire Station Relocation

The Main Fire Station located on Block 138 was relocated to a new site and building on Block 46 (specified above in Project B) in order to make Block 138 available for new development.

[Ord. No. 1997, Amendment 2 - 02/02/90]



Project M - Whaler Property

The property originally listed as Tax Lots 2900 and 3000 of Tax Map T2S R1E 10AA is now consolidated in Tax Lot 2900. It was acquired by the Agency in 2002 and is proposed for public use in the April 2003 Lakefront Master Plan.

[Ord. No. 1998, Amendment 3 - 03/22/90]

Project N - North Entry Site

This property was acquired and landscaped to provide a North Entry feature for the Downtown. The project is complete.

[Res. No. 94-01, Amendment 9 - 02/08/94]



North entry feature at Terwilliger and Highway 43.

SECTION 100 - VISION STATEMENT

The redevelopment of the East End commercial area of Lake Oswego should meet the needs and desires of the entire city. Redevelopment should create pride in the area, enhance shopping services, utilize the unique physical characteristics of the area, and improve the tax base of the entire city.

Redevelopment should result in a feeling of vitality so that the area becomes an exciting place that attracts the public during both the day and the evening. The area should be made colorful by utilizing landscaping and trees. People will be drawn to the area by a combination of uses, including office, residential and retail, which take advantage of the amenities of the area. Transporting people to and from the area, creating pleasant pedestrian facilities, providing adequate parking, and creating activities that will attract the public, are necessary components to redevelopment.

To prepare and implement a redevelopment plan requires advocacy and commitment from both the public and private sectors. Citizens will need to understand what benefits will be received from spending public funds. The public acquisition of parcels of land may be required in some instances. The Plan should take advantage of natural resources unique to the East End, i.e., visual access to the lake, visual access and use of the river, and visual access to Mt. Hood.

SECTION 200 - FINANCING

It is intended that the private sector will provide the majority of the redevelopment funding by selectively investing over a period of time. The Redevelopment Agency must commit public funding, together with incentives identified in the Plan components to: 1) construct necessary infrastructure improvements; 2) attract private investment; 3) provide amenities; and 4) upgrade existing commercial areas by providing façade grants for existing businesses that wish to further the objectives of the "Urban Design Plan" by making substantial exterior improvements to a property. A variety of public financing approaches may include tax increment financing, Community Development Block Grants, Economic Development funds from state lottery proceeds, sale of property, local improvement districts, and a variety of bonds.

SECTION 300 – UPDATED PROJECT LIST

The projects outlined below are new projects identified for this Redevelopment Plan Update:

IMMINENT PROJECTS

Project A Headlee Walkway

A walkway/boardwalk shall be constructed from Third Street to the Millennium Plaza Park fountain along the northern edge of Lakewood Bay. The walkway is planned as an important quality of life element for Lake Oswego residents desiring visual access to the lake and a safe pedestrian route along its edge. It is intended to make current use of the lake edge safer, more aesthetic, and easier to manage.

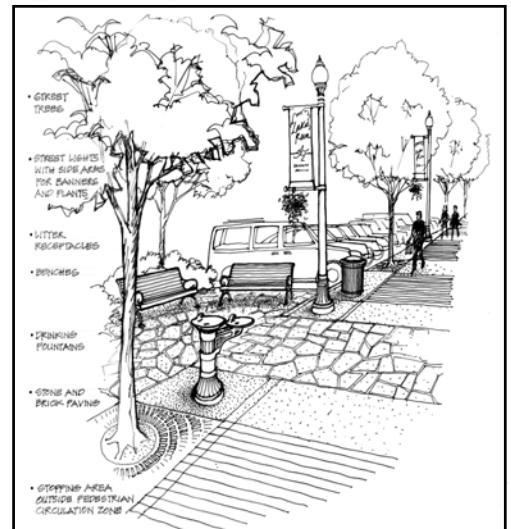
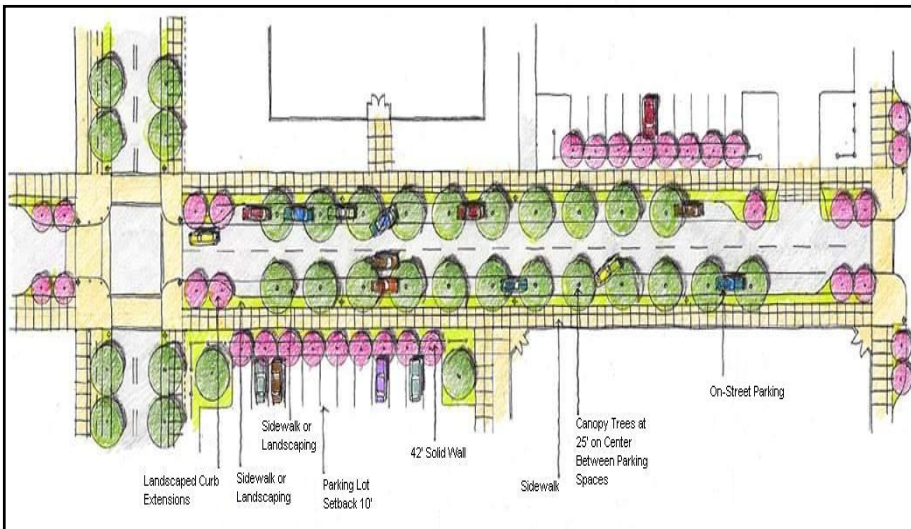
Project B Millennium Plaza Park Phases III and IV

Phase III will construct a ramp or elevator to provide ADA accessibility to the lower plaza level from the bluff area. This will increase the connectivity between the main part of Millennium Plaza Park and Block 138 to commercial areas on State Street. Phase IV will enhance the visual amenities of Lakewood Bay by adding landscaping, constructing a viewing platform to the edge of the bluff, and completing installation of a geyser in Lakewood Bay.

PRIORITY INFRASTRUCTURE

Project C Street Improvements on Second, Third and Fourth Streets

The project is to provide pedestrian amenities, parking bays and circulation improvements on the streets between A and B Avenues. These amenities and improvements may include special paving, landscaping and street trees, lighting, benches, bollards, traffic and pedestrian signals, curb extensions, planted medians and other similar features. Improvements may also include the undergrounding of utilities in the alleys on Blocks 46,47, and 48. These improvements shall be conceived to encourage and support new development by improving pedestrian and vehicle circulation, parking, improving the aesthetic character of the street, and providing for opportunities for social interaction, outdoor dining and community events. These improvements may be developed as discrete projects as funding becomes available, or when concurrent private development opportunities occur.



Project D Transit Center/Streetcar Service

A multi-modal transit center should be developed. The transit center shall take advantage of the existing trolley line and shall support future streetcar service. A park and ride and bus transfers shall be accommodated. A transit center, that includes or supports adjacent mixed-use development, provides parking opportunities for other downtown activities, and minimizes pedestrian/vehicle conflicts will be preferred.

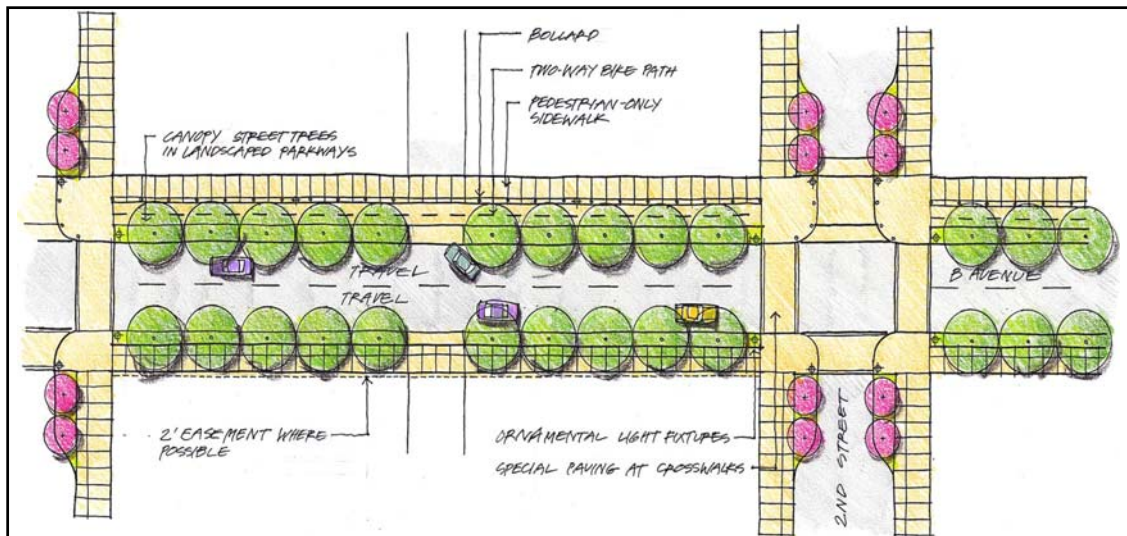


Transit center concept.

Project E B Avenue – Village Anchor Street

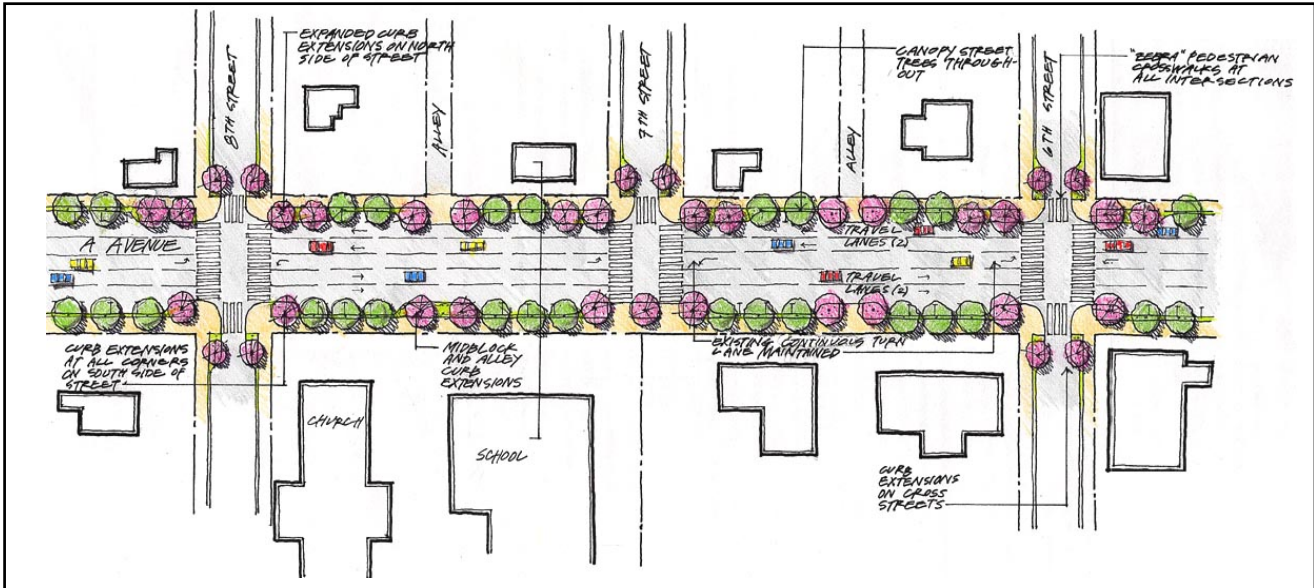
B Avenue is a "Village Anchor Street." (Off-street bicycle pathway location to be determined if necessary.) Final design for this project will require an analysis addressing:

- A. Roadway capacity.
- B. Service levels at intersections.
- C. Signalization, turn-lanes and driveway locations.
- D. Undergrounding of utilities on B Avenue and in the alley on Block 49.
- E. Multi-modal use.
- F. Costs/Phasing.



Project F A Avenue Extension

Pedestrian-friendly enhancements from 4th Street to 6th Street within the right-of-way on A Avenue would be coordinated with adjacent redevelopment of Block 45. Possible sidewalk extensions at the corners would serve to reduce the walking distance across the street, and possible special paving at crosswalks would assist in improving the visual and psychological connection between the two sides of the street.



Project G State Street Pedestrian/Bikeway Improvements

Improvements within the right-of-way on State Street between B Avenue and Ladd Street to the south urban renewal boundary would create a “Park Avenue” pedestrian and bike-friendly street. This “next step” for State Street should consider increased setbacks, restriping, or right-of-way acquisition, to allow separate bicycle lanes and enhanced separation of pedestrians from the noise and activity of street traffic.

HIGH PRIORITY PROJECTS

Project H First Street North Anchor

The block comprising the northeast and northwest corner of 1st Street and B Avenue, as should be considered a key site for redevelopment as an anchor for the 1st Street compact retail core. Redevelopment could also include the 1st Street right-of-way. Potential acquisition of tax lots 400, 500, and 1200 of Tax Map T2S R1E 03DD and resale to a developer.

Project I First Street Retail Revitalization – Blocks 48 and 49

The project will encourage continuous retail uses of the ground floor on the east and west sides of 1st Street in the block between A Avenue and B Avenue, and extending east on Block 49 to State Street at B Avenue. Sites could be redeveloped as opportunities arise, with potential acquisitions of property and resale to developers as appropriate. Tax lots 4000, 4400 through 5400, and 5500 through 6500 of Tax Map T2S R1E 03DD are possible acquisitions.

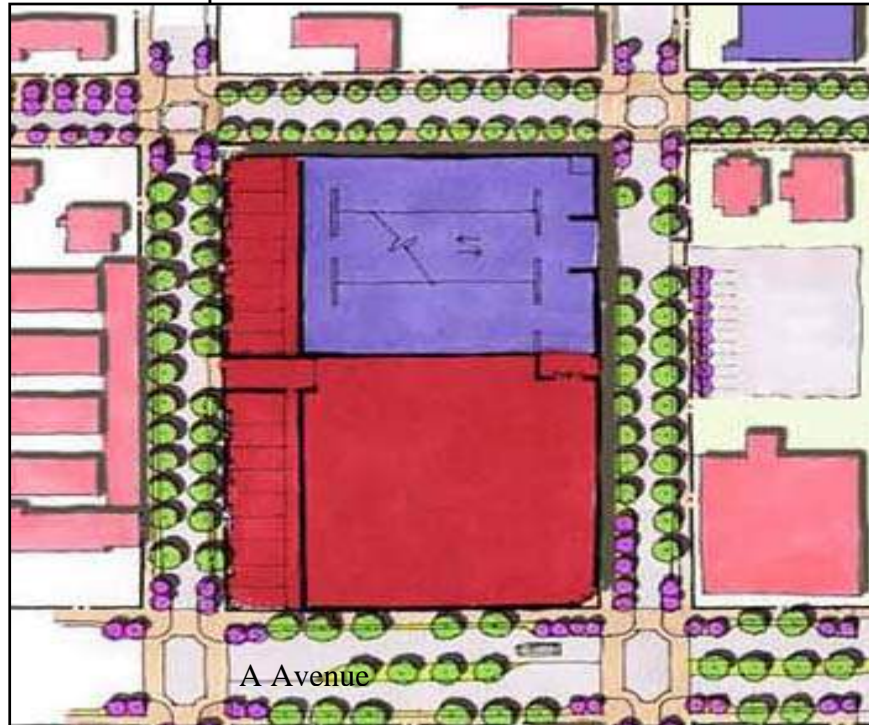


Project J Block 137 Mixed-Use Development

The parcel between A Avenue and Evergreen, and 1st and 2nd Streets (Block 137), should be redeveloped to enhance the "compact shopping district" extending one block in all directions from the intersection of 1st Street and A Avenue. The preferred project shall be mixed-use with retail fronting on 1st Street. Along with the retail frontage on 1st Street the site could be developed with a public library overlooking Millennium Plaza Park, a 30 to 70-unit hotel or housing. The mix of uses will need to provide sufficient on-site parking to satisfy the demand for all proposed uses. New or remodeled structures shall be designed to compliment structures located on Block 138, Millennium Plaza Park (south) and the townhouses on Block 136 (west).

Project K Block 45 Mixed-Use Development

Block 45, between A and B Avenues and 4th and 5th Streets should be redeveloped with a mix of uses. The project could be coordinated with Project F, 4th Street improvements. Potentially acquire tax lot 7900 of Tax Map T2S R1E 03DC.



Project L Second and B Mixed Use Development

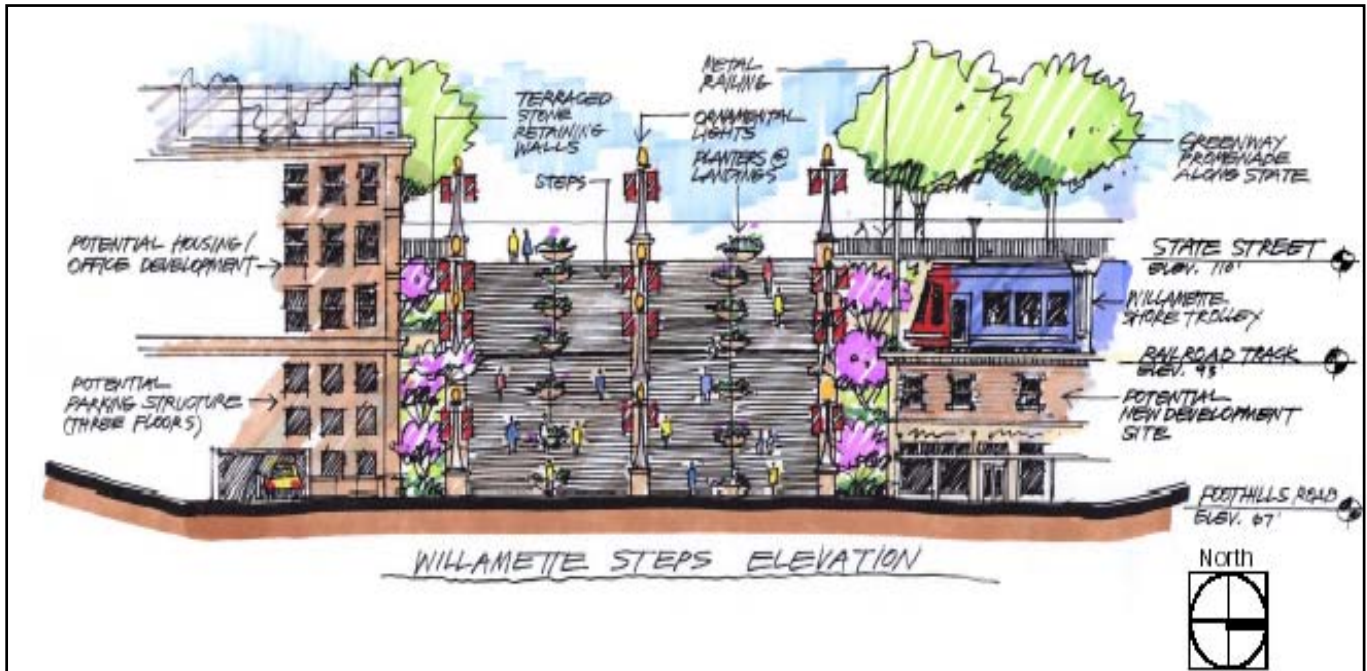
This site has been acquired by the City and will be sold to a private developer with a development agreement controlling redevelopment. Redevelopment Agency participation may be necessary to insure architectural compatibility with the developing district. Structure and site features that enhance the public's view or use of the site will have a priority for assistance.

Project M Block 46 – Third and A

This project would redevelop the lot on the southeast corner of Block 46, bordering 3rd Street and A Avenue. The project would encourage retail uses on the ground floor with office or housing above, and provide additional pedestrian-oriented activities and an improved pedestrian environment on A Avenue and 3rd Street. Potential acquisition of Tax lot 9000 of Tax Map T2S R1E 03DC and resale to a developer as appropriate.

Project N Willamette Steps

This project would enhance the pedestrian crossing of State Street at B Avenue, providing a gracious stairway entry (as well as bicycle and ADA-accessible elements) linking the Foothills District and Willamette River waterfront with the East End downtown compact retail core. Development would include a mixed-use building and possibly a multi-modal transit center. Land adjacent to State Street right-of-way is owned by the City of Lake Oswego; east of that is railroad right-of-way, which would require an easement allowing pedestrian passage.



Project O Civic Center

Future development on Block 135 should consider the changing needs for public services together with the changing mixed-use nature of downtown. Private/public partnership proposals that incorporate ground floor retail, restaurant or service uses, provide separate police and court functions, improve the City's emergency dispatch capabilities, provide adequate public parking, and allow for increased public participation in civic functions should be considered. The design and character of any project should address the space and use needs for city offices and should also demonstrate that the city is an active participant in the redevelopment and revitalization of the downtown. Additional property acquired for civic center use could be used for structure expansion, parking, and landscaping.

Project P Oswego Lakefront

The Agency has acquired the US Bank property bordered by Lakewood Bay (west), State Street (east), the Lakeshore Motel (north) and the Lake Twin Cinema (south). The phased master plan should be implemented to create additional park development, increase the public's awareness of the lake and to finalize plans to put the "Lake" back in Lake Oswego. Completing the master plan will require additional property acquisition and relocation of tenants. Acquisition of tax lots 3100, 3200, 3200A1, and 3300 of Tax Map T2S R1E 10AA is necessary to complete the master plan. Extending the boardwalk called for in the master plan could potentially affect tax lots 190, 2600, 2700, 2800, and 5300 of Tax Map T2S R1E 10AA, resulting in additional property acquisitions.

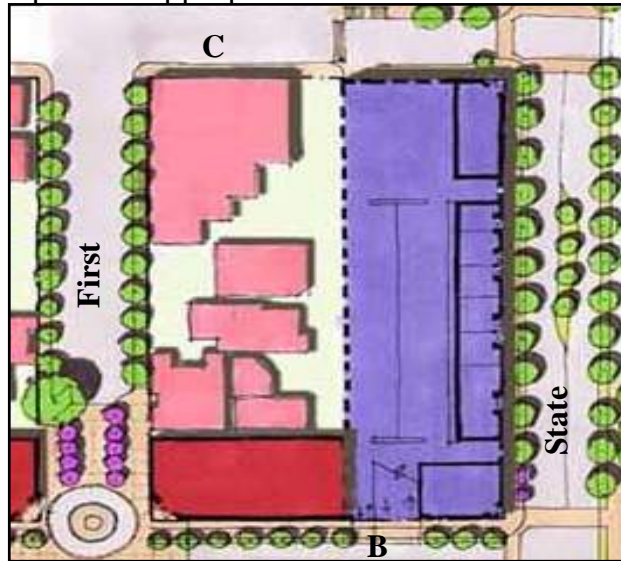


Project Q North Entry Mixed Use Development

This project would involve redevelopment of parcels on the west side of State Street between C Avenue and E Avenue, and encourage limited retail uses on the ground floor with office or housing uses the primary feature. The possibility of incorporating a transit center use into the project exists. The acquisition of tax lots 1801, 9800, 9800A2, 9900, 10000, 10100, and 10101 of Tax Map T2S R1E 03DA, and resale to developers as appropriate, is possible.

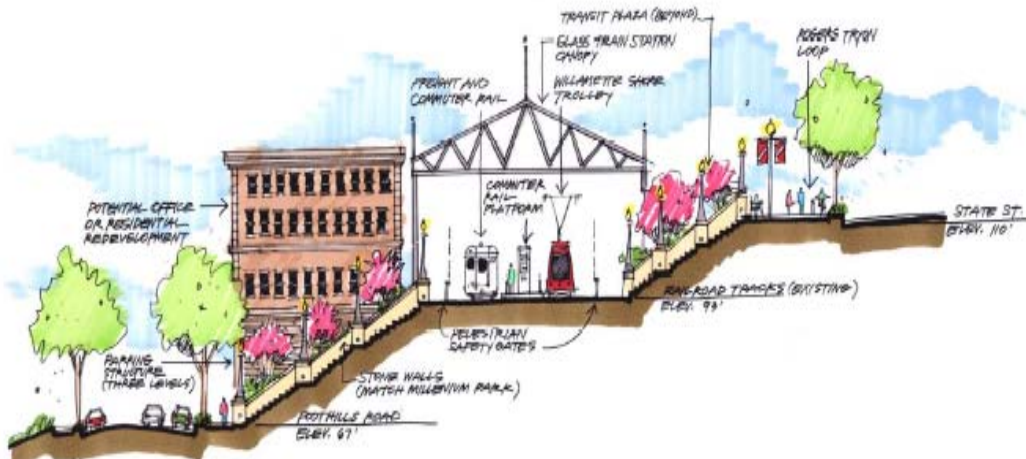
Project R State Street Mixed Use Development

This project would encourage redevelopment of parcels on the west side of State Street between B Avenue and C Avenue. Development should be encouraged to include a parking structure to be used as a parking reservoir for the compact retail core and a possible transit center. Development of the parking structure may be public or a shared public/private project. The potential exists for acquisition of tax lots 100, 200, 300, and 300A1 of Tax Map T2S R1E 03DD and resale to developers as appropriate.



Project S East of State Street Mixed Use Development

This project is a mixed-use development east of State Street, in the area between A and B Avenues, and possibly including the area between A Avenue and the Foothills Road intersection. The project should be incorporated into and coordinated with Project N - Willamette Steps, adjacent to north. The possibility of incorporating a transit center use into the project should be encouraged. Acquisition of property and resale to developers as appropriate, of tax lots 6800 and 6902 of Tax Map T2S R1E 03DD is possible. Acquisition of tax lot 7000 of Tax Map T2S R1E 03DD and tax lot 400 of Tax Map T2S R1E 11 BB may also prove necessary if a transit center use is incorporated.



Section view of potential development east of State Street.

Project T Hotel

The project will encourage development of a new, high quality boutique style hotel within the District. The hotel is expected to be within a range of 30 to 70-units. Properties which provide lake, river, or mountain views and which are located within 400' of restaurants, transit, and retail shopping or other significant amenities will have substantial preference for siting. The project may include land assembly, relocation and infrastructure improvements.



Project U Evergreen Housing Redevelopment Site

Existing housing sites east of 3rd Street and south of Evergreen Avenue should be redeveloped. Higher density multi-family housing is the preferred use. The acquisition of tax lots 100 and 300 of Tax Map T2S R1E 10AA is possible.

SECTION 400 - OUTLINE FOR ACTION IN THE REDEVELOPMENT AREA

The actions, which will be undertaken on behalf of the City of Lake Oswego by the Lake Oswego Redevelopment Agency in order to achieve the goals and objectives of this Plan Update, will be consistent with all applicable laws and regulations.

The types of actions to be undertaken by the Agency in execution of this Plan Update are those actions permissible under Oregon Revised Statutes (ORS), Chapter 457.

A. Development/Redevelopment

All land within the Redevelopment Area will be developed or redeveloped in accordance with the land use provisions and building requirements specified in this Plan on page 40.

B. Improvements

Public facilities and utilities may be improved or constructed within public rights-of-way, easements or on public property. These may include storm and sanitary sewer improvements, water system improvements, street lighting installation, landscaping, street improvements, pedestrian walkways, parking facilities, cultural and civic facilities, parks, open space development, bicycle paths, public rest rooms and other related uses.

The private utilities concerned will be encouraged to make such modifications and adjustments as may be required to adequately serve development and meet the objectives of this Plan. In accordance with City Code, overhead utility facilities and lines shall be relocated or placed underground where feasible.

The above activities will be undertaken with the cooperation and assistance of the City of Lake Oswego.

C. Land Acquisition

The land acquisition activities of the Redevelopment Agency are described on pages 42-44 of this Plan.

D. Property Management - Including Demolition and Removal of Structures and Clearance

During such time as property in the Redevelopment Area may be owned by the Agency, such property shall be under the management and control of the Agency. The Agency may rent, maintain, manage, operate, demolish and remove structures, and clear such property pending its disposition for redevelopment.

E. Rehabilitation and Conservation

All structures within the Redevelopment Area not otherwise designated in the Plan are subject to the requirements of City codes and ordinances governing the use or maintenance of structures. Rehabilitation and conservation of existing structures may be carried out by owner and/or tenant activity; the enforcement of City codes and ordinances; acquisition by the Agency for rehabilitation, resale, or lease for rehabilitation; or by any other means in accord with the provisions of this Plan.

SECTION 500- MAP AND LEGAL DESCRIPTION

The Lake Oswego East End Redevelopment Plan Area includes all land in the City of Lake Oswego, County of Clackamas, State of Oregon, situated within the boundaries designated on the attached Redevelopment Area Boundary Map, Exhibit 2, more particularly described as follows:

A tract of land in Sections 2, 3, 10 and 11, Township 2 South, Range 1 East, Willamette Meridian, Clackamas County, Oregon, whose boundary is defined as follows:

Beginning at the northwest corner of Lot 1, Block 50, Extension of Oregon Iron & Steel Co. First Addition to Oswego;

thence southerly along the easterly line of Block 50's alley and extension thereof, 430.00 feet to the centerline of C Avenue;

thence westerly along the centerline of C Avenue 1610.00 feet to the extension of the centerline of the alley of Block 35, First Addition to Town of Oswego;

thence southerly along the centerlines of alleys in Blocks 35 and 44 790.00 feet to the easterly extension of the north line of Lot 10 of said Block 44;

thence westerly along said north line and its extension 160.00 feet to the centerline of 6th Street;

thence southerly along said centerline 150.00 feet to the centerline of A Avenue;

thence westerly along said centerline 160.00 feet to the northerly extension of the centerline of the alley of Block 132, Extension of Oregon Iron & Steel Co. First Addition to Oswego;

thence southerly along said alley's centerline and its extension 155.00 feet to the intersection with the westerly extension of the south line of Lot 13, Block 132;

thence easterly along said south line and its extensions 160.00 feet to the centerline of 6th Street;

thence southerly along the 6th Street centerline 50.00 feet to the westerly extension of the south line of Lot 22, Block 133, Extension of Oregon Iron & Steel Co. First Addition to Oswego;

thence easterly along said south line and its extensions 160.00 feet to the centerline of the alley of Block 133;

thence northerly along said alley centerline 50.00 feet to the westerly extension of the south line of Lot 13, Block 133;

thence easterly along said south line and its extensions and along the south lines and extensions of Lots 13 and 20 of Block 134, 480.00 feet to the centerline of 4th Street;

thence southerly along said centerline, 335.00 feet to the centerline of Evergreen Road;

thence easterly along said centerline, 290.00 feet to the northerly extension of the west line of 3rd Street;

thence South 08° 48' 25" West along the west right of way line of Third Street and extension thereof 290.34 feet to an angle point;

thence South 19° 44' 35" East along the west right of way line of Third Street and extension thereof 207.17 feet;

thence South 74° 17' 52" West, 55.43 feet;

thence South 15° 42' 08" East, 40.00 feet;

thence South 74° 17' 52" West, 13.81 feet;

thence South 15° 42' 08" East, 30.00 feet to the south right of way line of the Southern Pacific Railroad;

thence westerly along said south right of way line, 241.00 feet to the northwest corner of the Lake Oswego Cabanas tract as described in Book 497, Page 661 Clackamas County Deed Records;

thence South 74° 17' 52" West, 16.65 feet;

thence on an arc to the right along said south right of way line, chord bears South 74° 37' 26" West, 131.60 feet to the northeast corner of that certain tract of land conveyed as Snug Harbor Easement described in Book 450, Page 310 Clackamas County Deed Records;

thence South 08° 17' 08" East, 108.64 feet;

thence North 75° 31' 45" East, 107.89 feet;

thence South 85° 54' 15" East, 35.73 feet;

thence North 08° 17' 08" West, 37.42 feet to a point in Lakewood Bay;

thence South 88° 09' 07" East, 175.67 feet to a point in Lakewood Bay;

thence North 80° 24' 52" East, 72.65 feet to a point in Lakewood Bay;

thence North 40° 28' 52" East, 151.67 feet to a point on the easterly line of the Bay Vista, Inc. tract recorded in Book 440, Page 539 Clackamas County Deed Records;

thence along said easterly line North 15° 28' 45" West, 60.59 feet to a point on the south right of way line of the Southern Pacific Railroad;

thence along said south right of way South 74° 17' 52" West, 4.57 feet;

thence North 19° 49' 02" West, 70.18 feet to a stone;

thence South 31° East, 195 feet, more or less, to a point in Lakewood Bay which is South 74° 12' West, 502.00 feet from the true point of beginning of Tract 39 in Book 578, Page 359 Clackamas County Deed Records;

thence North 74° 12' East, 652.00 feet along the boundary of said Tract 39;

thence South 08° 43' 30" West, 427.00 feet along the boundary of said Tract 39;

thence southerly, 25 feet, more or less, to the northwesterly extension of the southwesterly line of Lot 89, Lakewood Plat No. 1;

thence South 43° 53' 30" East, 220 feet, more or less, along the southwestern boundary, and its extensions, of said Lot 89 to the centerline of State Street (State Highway 43);

thence South 08° 47' West, 1170 feet, more or less, along said centerline to the westerly extension of the centerline of 48.00 foot wide Ladd Street;

thence South 82° 44' East, 129.52 feet along said Ladd Street centerline to the southerly extension of the east line of Lot 7, Block 2, Plat of Oswego;

thence North 07° 16' East along said east line and its extensions 270.00 feet to the centerline of Wilbur Street;

thence South 82° 44' East along said centerline 150.00 feet to the southerly extension of the east line of Lot 4, Block 3, Plat of Oswego;

thence North 07° 16' East along said east line and its extensions 138.00 feet to the centerline of the vacated alley of said Block 3;

thence South 82° 44' East along said centerline 50.00 feet to the southerly extension of the east line of Lot 14, of said Block 3;

thence North 07° 16' East along said east line and its extensions and along the east lines of Lots 3 and 12 in Block 6, Plat of Oswego, 358.00 feet to the south line of 40.00 foot wide View Court ;

thence westerly along the south line of View Court 25.00 feet;

thence North 07° 16' East along a line which is 25.00 feet westerly from and parallel to the east line of Lot 17, of said Block 6 for 185.18 feet to the centerline of Leonard Street;

thence South 82° 44' East, 155.00 feet to the centerline of Durham Street;

thence North 07° 16' East, 133.00 feet to the westerly extension of the centerline of the alley in Block 8, Plat of Oswego;

thence South 82° 44' East along said centerline 330.00 feet to the southerly extension of the west line of Lot 14, said Block 8;

thence North 07° 16' East along said extension and line 133.00 feet to the line in vacated Kirkham Street which is 25.00 feet northerly from and parallel to the north platted boundary of Block 8;

thence South 82° 44' East, 50.00 feet to the easterly boundary of Lot 14, Block 8;

thence southerly along said boundary 25.00 feet;

thence South 82° 44' East, 25.00 feet;

thence South 07° 16' West, 15.00 feet;

thence South 26° 40' East, 98.70 feet;

thence South 28° 32' East, 96.40 feet;

thence South 25° 09' East, 305.10 feet;

thence South 80° 02' 55" East, 190.07 feet to the eastern boundary of that tract described in Book 111, Page 145 Clackamas County Deed Records;

thence North 23° 16' East, 309.64 feet along the eastern boundary of said tract;

thence South 63° 03' 04" East, 215.03 feet;

thence North 26° 56' 56" East, 1138.53 feet;

thence North 12° 45' 13" East, 296.31 feet;

thence North 52° 41' West, 289 feet, more or less, to the most southerly corner of that tract described in deed to Flora Logging Co., in Book 219, Page 584 Clackamas County Deed Records;

thence North 52° 41' West, 114.80 feet tracing the said Flora Logging Co. line to an iron pipe;

thence North 17° 10' West, 79.61 feet as per Private Survey # 6911, Clackamas County Surveyor's Office;

thence South 43° 20' West, 109.04 feet as described in Book 620, Page 715 Clackamas County Deed Records;

thence South 56° 21' West, 95.98 feet;

thence South 66° 17' East, 178.72 feet to a railroad spike (as per said survey # 6911);

thence North 34° 49' East, 96.20 feet along the westerly line of that certain tract of land described in Book 391, Page 032 Clackamas County Deed Records to an iron pipe;

thence North 25° 05' East, 104.56 feet to an iron pipe;

thence North 11° 55' East, 102.22 feet to an iron pipe;

thence North 05° 32' East, 400.00 feet to an iron pipe;

thence North 84° 28' West, 20.00 feet to an iron pipe in the southerly boundary line of Foothills Road;

thence North 51° 00' West along said boundary 23.57 feet to an iron pipe;

thence South 05° 32' West, 209.00 feet to an iron pipe called for in the tract described in Book 462, Page 188 Clackamas County Deed Records;

thence North 72° 30' West, 300.00 feet along the boundary of said tract to an iron pipe;

thence North 84° 28' West, 50.00 feet to the westerly right of way line of a 50.00 foot wide road;

thence southerly along said westerly line 122 feet, more or less, to the northeastern corner of that tract described in Book 534, Page 439 Clackamas County Deed Records;

thence South 80° 27' West, 554.68 feet to the northwest corner of said tract, said corner being on the eastern boundary of that tract described in Book 599, Page 102 Clackamas County Deed Records;

thence North 11° 36' 30" West along said eastern boundary 200 feet, more or less, to a point of tangency with a curve to the right having a radius of 1252.13 feet;

thence northerly on said curve 206.32 feet;

thence North 02° 10' 30" West, 579 feet, more or less, to the easterly right of way of the Southern Pacific Railroad;

thence northerly along said easterly railroad right of way until a point perpendicular to State Highway 43 (Pacific Highway) Engineer's Station 303+45 is reached;

thence northwesterly to an iron pipe in the westerly right of way of Pacific Highway as conveyed to Clackamas County, said pipe being North 05° 03' West, 78.37 feet;

thence North 88° 36' 50" East, 42.62 feet from the True Point of Beginning of Exhibit "A" of Fee No. 82-18802 Clackamas County Deed Records, said pipe being at approximately Engineer's Station 303+45;

thence South 88° 36' 50" West, 42.62 feet;

thence North 44° 06' West, 100.00 feet along the north line of Parcel 1 as described in Fee No. 92-66387 Clackamas County Deed Records to the most northerly corner of said Parcel 1;

thence South 29° 25' West, 112.80 feet to the northeasterly right of way of E Avenue;

thence South 09° 15' East, 84.00 feet along said northeasterly right of way to a point of curve;

thence along a 22.00 foot radius curve to the left 17.64 feet;

thence southwesterly to a point on the southwestern right of way line of E Avenue; said point being referred to in the Exception of Fee No. 84-28522 of Clackamas County Deed Records as being South 08° 45' West, 40.00 feet;

thence South 81° 15' East, 80.17 feet;

thence North 22° 07' East, 90.11 feet from the southeast corner of Lot 8, Block 51, Extension of Oregon Iron & Steel Co.'s First Addition;

thence South 22° 07' West, 90.11 feet;

thence North 81° 15' West, 80.17 feet to the easterly line of Block 51 as per said Fee No. 84-28522;

thence North 81° 15' West, 100.00 feet;

thence South 08° 45' West, 160.00 feet to D Avenue;

thence southwesterly 60 feet, more or less, to the point of beginning.

[Ord. No. 1979, Amendment 1 - 03/20/89] [LORA Resolution 92-13, Amendment 7 - 08/06/92] [Ord. No. 2011, Amendment 5 - 10/18/90] [LORA Resolution 94-1, Amendment 9 - 02/08/94]

SECTION 600 - RELATIONSHIP TO LOCAL LAND USE OBJECTIVES

A. Relationship to Local Objectives for the Redevelopment Area

Through a process involving citizen participation, an evaluation of the physical characteristics of the area and discussion by LORA, the following are objectives that have been developed for the Redevelopment Area. These objectives are reflected in the projects included in the Plan.

The City's zoning and development codes have been updated to implement the original redevelopment plan. Ongoing changes may be necessary to provide more flexibility to meet landscaping requirements and to encourage quality development consistent with the downtown's design standards. Ongoing changes should encourage mixed-use development and housing consistent with the projects of the Plan.

Area – Wide Objectives

1. To continue the well-established process of involving a broad cross section of the community, particularly those persons or groups affected by the Plan in the implementation and future evolution of the Plan.
2. To plan for and control development within the entire Redevelopment Area, while focusing public redevelopment action within several target areas.
3. To create substantial change within the East End Business District area to stimulate further private initiative.
4. To use public assembly of land including, as necessary, condemnation to implement the Redevelopment Plan.
5. To provide for a sensitive relocation program to assist residents and businesses that may be displaced in the redevelopment process.
6. To develop the project areas in a manner which contributes to the efficiency and quality of uses and the livability and economic well being of the community.
7. To use development techniques that encourage energy efficiency.
8. To meet ADA accessibility requirements for handicapped persons at public buildings, facilities and street crossings.
9. To relocate aboveground utilities underground throughout the Redevelopment District wherever feasible.
10. To encourage the inclusion of public areas within developments to create an environment and atmosphere that will attract people to the area.
11. To make necessary public improvements to the infrastructure in the East End Redevelopment Area.
12. To consolidate parking, where possible, to reduce the number of very small parking lots. Consolidation of parking may include development of public or shared-use parking garages.
13. To provide for a mix of uses and intensification of the land utilization within the Redevelopment Area that will help assure the economic viability of new development and contribute to the restoration of the economic viability of the entire area, as well as to create a 24-hour downtown with a high level of activity and vitality.

14. To encourage intensified residential density and provide high quality housing, including “affordable” housing, in the East End Redevelopment Area.
15. To establish a better overall visual quality for the Redevelopment Area, and create a stronger pedestrian shopping environment by providing improved street landscaping and well-defined and protected pedestrian linkages.
16. To provide for the sensitive linking together of the East End Redevelopment Area with the adjacent single-family neighborhoods, and to provide safe and effective links between downtown and the Foothills District.
17. To encourage the development of additional parking for shared uses, including parking for transit users.
18. To maintain view corridors of Mt. Hood down A and B Avenues.
19. To provide for pedestrian and street amenities throughout the Plan Area.
20. To provide pedestrian linkages and sidewalks throughout the area and create pleasant pedestrian connections across Highway 43, to river and lakefronts, to parks, and within the East End itself.
21. To plan for the eventual inclusion of the Foothills District within the Redevelopment District, and to develop existing project areas in a manner that does not preclude expansion into the Foothills District.

Specific Area Objectives

1. To provide for public access to and views of the Willamette River and other natural features including Lakewood Bay and Tryon Creek, and to maximize public views of Mt. Hood.
2. To use public street improvements in the right-of-way on B Avenue between State Street and westward to between 5th and 6th Streets as an incentive to attract new anchor development.
3. To use public action on city-owned property on the east side of State Street between A and B Avenues to encourage the redevelopment of and access into the Foothills District.
4. To provide new Class “A” office space in the East End.
5. To consider arts and cultural facilities, visitor and tourist attractions, and civic buildings as possible themes or elements in downtown.
6. To preserve desired aspects of existing character, spirit and unique qualities of downtown.
7. To provide transit options to, from, and within downtown, and transit orientation to development.
8. To provide a boardwalk along the east side of Lakewood Bay from the railroad tracks to North Shore Road.
9. To provide a boardwalk along the north side of Lakewood Bay from approximately 3rd Street to the lower plaza at Millennium Plaza Park.
10. To address concerns about Highway 43 traffic volumes and circulation patterns, especially at the A Avenue intersection.

11. To reduce the perceived barrier caused by State Street between downtown and the Foothills District by improving pedestrian access and creating a secondary entrance to the Foothills District.

B. Relationship to Other Local Objectives

Local objectives regarding land use, transportation, utilities, recreational and community facilities, and other public improvements are determined by review of the City's Comprehensive Plan.

The economic development section of the Comprehensive Plan clearly directs the City shall provide for economic development opportunities that enhance the prosperity and livability of the community. The East End Redevelopment Plan was developed in the late 1980s as a joint venture between the City, private business interests, and the Chamber of Commerce in furtherance of that goal in the downtown. The updated East End Redevelopment Plan continues redevelopment efforts toward enhancing prosperity and livability. That process is occurring as detailed in this Plan Update.

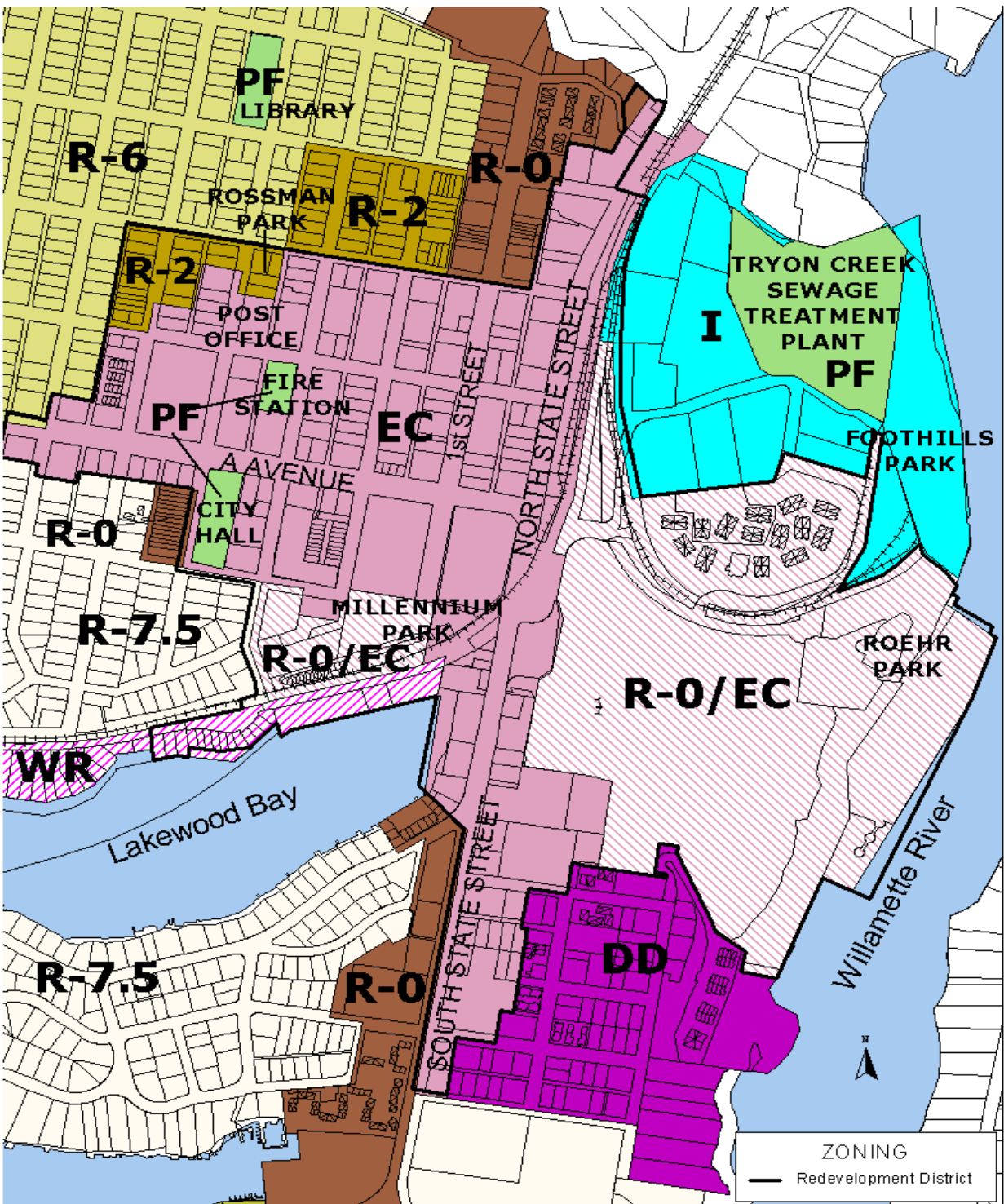
The Comprehensive Plan directs inclusion of mixed-use development to provide opportunities for commercial, professional, public, entertainment, cultural, and residential uses within the Downtown; as well as requiring landscaping, open space, buffering, screening, parking controls, height, bulk, and scale limits to mitigate adverse impacts such as noise, traffic, and visual aesthetics on adjacent land uses; the provision of adequate but not excessive parking; and to develop where possible, joint street access, parking facilities, and pedestrian connections with other businesses to reduce land area requirements, traffic congestion, and parking and safety problems.

Other Comprehensive Plan policies direct that new development provide the full range of required public facilities and services and pay commensurate system development charges; that public transit opportunities be appropriate to the scale and character of the project; that a safe and convenient pedestrian and bicycle circulation system to and within the development be provided; and that developments comply with design and aesthetic standards to ensure compatibility with surrounding land uses and Lake Oswego's overall community character. The updated East End Redevelopment Plan implements the land use directives of the Comprehensive Plan by providing for commercial, professional, residential, recreational and community uses. The Plan provides for the necessary public facilities as part of redevelopment activities.

SECTION 700 - ZONING AND LAND USE REGULATIONS

The Plan Area is subject to the City's Comprehensive Plan, Community Development, and other City Ordinances and Codes.

The majority of the area is designated East End Commercial (EC) in the Comprehensive Plan. Other properties are (R-0)/EC, and a small area is zoned R-2.



SECTION 800 - RELOCATION

The Redevelopment Agency has adopted specific procedures necessary to conduct relocation activities. The Redevelopment Agency will provide assistance to persons or businesses displaced in finding replacement facilities. All persons or businesses to 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 through 281.105 and all other applicable laws or regulations. The Redevelopment Agency will prepare and maintain information in its office relating to the relocation program and procedures, including eligibility for and amounts of relocation payments, services available and other relevant matters.

SECTION 900 - REAL PROPERTY ACQUISITION AND DISPOSITION

A. Land Acquisition

The public assembly of property is essential to the implementation of the Redevelopment Plan. Any property that is necessary to carry out the projects identified in this Plan may be acquired by the Agency. No additional property shall be acquired by the Agency without a plan amendment, pursuant to Section 1000 of this Plan. Real property will be acquired in accordance with all applicable state statutes.

It is anticipated that the acquisition of any property necessary to be acquired in order to carry out the projects identified in this Plan will commence after funds are available. Acquisition is anticipated to occur in the schedule more fully described in the accompanying updated Redevelopment Report.

Properties Acquired Under Original Plan

The following properties were acquired according to the Redevelopment Plan in accordance with all applicable state statutes:

Tax Lots 8400, 8500, 8600, 8700 and 8800, Block 46, First Addition to the Town of Oswego, Oregon for purposes of carrying out Project L – Fire Station Relocation

Tax Lot 700 of Tax Map T2S R1E 10AA, Clackamas County, Oregon for the purposes of carrying out Project C - Bluff Area

Tax Lot 9100, Block 136, Extension of Oregon Iron and Steel Co., First Addition to Oswego, Oregon for the purposes of carrying out Project D - Block 136 and 137

Tax Lots 3400 and 3500 of Tax Map T2S R1E 10AA, Clackamas County, Oregon, and a portion of the Southern Pacific Railroad right-of-way known as Parcel I, which is adjacent to the westerly right-of-way line of State Street and within the Southern Pacific Railroad right-of-way containing approximately 6,580 square feet and Parcel II which is adjacent to Tax Lot 500 of Tax Map T2S R1E 10AA, Clackamas County, Oregon, and within the Southern Pacific Railroad right-of-way containing approximately 4,755 square feet, and an easement extending from State Street on the west, 3rd Street on the east, a northerly line 20 ft. from and parallel to the center line of the Southern Pacific railway to the existing southerly line of the Southern Pacific right-of-way for the purposes of carrying out Project F - Pinafore Property

City owned property, Tax Lot 500, Block 138 of Tax Map T2S R1E 10AA and Tax Lots 8000 and 8100, Block 138 of Tax Map T2S R1E 03DD, Clackamas County, Oregon for the purposes of carrying out Project B - Block 138.

[Ord. No. 1997, Amendment 2 - 02/02/90]

Tax Lots 2900 and 3000 of Tax Map T2S R1E 10AA as part of Project M - Whaler Property.

[Ord. No. 1998, Amendment 3 - 03/22/90]

Tax Lots 7200, 7300, 7400, 7500, 7600, 7700, 7800, 7900, 8200 and 8201 of Block 138, Tax Map T2S R1E 03DD for the purposes of implementing Project B - Block 138.

[Ord. No. 2006, Amendment 4 - 05/17/90]

The following properties were acquired for Project K - Portland-Lake Oswego Trolley in order to provide a site for the terminus of the Portland-Lake Oswego Trolley. The properties acquired in accordance with all applicable state statutes were: Tax Lots 6600,

6900, 6901, all as shown on Tax Map T2S R1E 03DD. Tax lots 6800, 6902, and 6902E1 have not yet been purchased.

[Ord. No. 2071 - Amendment 8 - 12/17/92]

Tax Lots 1600 and 1700 of Tax Map T2S R1E 03DA were acquired for Project N in order to provide a North Entry feature for the City and to implement the adopted Urban Design Plan together with the East End Redevelopment Plan and Report.

[Res. No. 94-01, Amendment 9 - 02/08/94]

Potential Future Acquisitions

Tax lot 7900 of Tax Map T2S R1E 03DC for the purposes of carrying out Project K- Block 45 Mixed Use Development.

Tax lots 100, and 300 of Tax Map T2S R1E 10AA for the purposes of carrying out Project U- Evergreen Housing Redevelopment Site.

Tax lots 3100, 3200, 3200A1, and 3300 of Tax Map T2S R1E 10AA for the purposes of carrying out Project P- Oswego Lakefront.

Tax lots 400, 500, and 1200 of Tax Map T2S R1E 03DD for the purposes of carrying out Project H- First Street North Anchor.

Tax lots 4000, 4400 through 5400, and 5500 through 6500 of Tax Map T2S R1E 03DD, for the purposes of carrying out Project I- First Street Retail Revitalization Blocks 48 and 49.

Tax lots 100, 200, 300, and 300A1 of Tax Map T2S R1E 03DD for the purposes of carrying out Project R- State Street Mixed Use Development.

Tax lots 6800 and 6902 of Tax Map T2S R1E 03DD for the purposes of carrying out Project S- East of State Street Mixed Use Development.

Acquisition of tax lot 7000 of Tax Map T2 1E 03DD and tax lot 400 of Tax Map T2S R1E 11BB may also prove necessary if a transit center use is incorporated.

Tax lots 1801, 9800, 9800A2, 9900, 10000, 10100, and 10101 of Tax Map T2S R1E 03DA for the purposes of carrying out Project Q- North Entry Mixed Use Development.

B. Land Disposition

The Agency is authorized to retain, 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 Plan. Real property shall be disposed of at a value determined by the Agency to be its fair reuse value, which represents the value at which the Agency in its discretion determines such land should be made available, in order that it may be developed or otherwise used for the purposes specified in this Plan. All persons and entities obtaining property from the Agency shall use the property for the purpose designated in this Plan, and complete development of the property within a period of time the Agency fixes as reasonable, and comply with other conditions necessary to carry out the purposes of the Plan. All property disposed of or leased by the Agency shall be made subject to this Plan. Leases, deeds, contracts or agreements made by the Agency may contain restrictions, covenants running

with the land, rights of reverter, conditions subsequent, equitable servitudes, or any other provision necessary to carry out this Plan.

It is anticipated that the disposition of property that may be acquired by the Agency in implementing the Plan will take place after the development of contractual agreements with suitable performance guaranties with a developer.

SECTION 1000 - AMENDMENTS TO THE PLAN

This Plan may be reviewed and analyzed periodically and will continue to evolve during the course of project implementation and ongoing planning. The Plan may be amended or changed as needed. All amendments or changes to the Plan will be made in writing and will be approved by the Agency, the City Council, or both. The amendments or changes may be substantial amendments or minor amendments as hereinafter defined. Substantial amendments to the Plan shall be approved by the City Council by non-emergency ordinance pursuant to ORS 457.095 and 457.220 after public notice and hearing. Minor amendments to the Plan shall be approved by the Agency by resolution except as hereinafter provided.

The following amendments or changes to the Plan shall be considered substantial amendments:

1. Adding land to the urban renewal area (except such minor additions of land as may be authorized by statute as not constituting a substantial amendment.)
2. Extending the date after which no bonded indebtedness shall be issued with respect to the Plan or any project undertaken or to be undertaken under the Plan.
3. Increasing the maximum amount of bonded indebtedness excluding bonded indebtedness issued to refinance or refund existing bonded indebtedness issued or to be issued under the Plan.
4. Adding a new project, activity or program which:
 - a. Serves or performs a substantially different function from any project, activity or program specified in this Plan; and
 - b. Is estimated to cost (excluding administrative costs) in excess of \$500,000 adjusted annually from 1991 at a rate equal to the construction cost index applicable to the Redevelopment area.
5. Making other changes in the Plan that alter the major assumptions, purposes and objectives underlying this Plan.

All amendments or changes in this Plan that are not substantial amendments as specified above shall be considered minor amendments. Minor amendments shall include identification of property for acquisition pursuant to projects, activities or programs specified in this Plan for public use or for private redevelopment.

From time to time during the implementation of this Plan, the City Council may officially approve amendments or modifications to the City's Comprehensive Plan and implementing ordinances. Furthermore, the City Council may from time to time amend or approve new codes, regulations or ordinances that affect the implementation of this Plan. When such amendments, modifications, or approvals have been officially enacted by the City Council, such amendments, modifications or approvals that affect the provisions of this Plan shall be deemed a minor amendment to the Plan and shall, by reference, become a part of this Plan.

[Ord. No. 2039, Amendment 6 - 10/17/91]

SECTION 1100 - TAX INCREMENT FINANCING

The Agency proposes to finance the Plan, and the projects undertaken with respect to the Plan, through tax increment financing as authorized by Article IX, Section 1c, of the Oregon Constitution, and ORS 457.420 through 457.460. Such financing is authorized by the statute when the Plan contains the following provisions: the ad valorem taxes, if any, levied by a taxing district in which all or a portion of an urban renewal area is located, shall be divided by rates as provided in section 1c, Article IX of the Oregon Constitution and ORS 457.440.

No bonded indebtedness shall be issued after 2029 under this Plan (and under any and all projects undertaken with respect to this Plan) for which taxes divided under ORS 457.440 are to be pledged. Nothing in this section is intended to inhibit the ability of the Agency to refinance or refund existing bonded indebtedness that may be issued under the Plan.

[Ord. No. 2039, Amendment 6 - 10/17/91]

Summary of Costs*

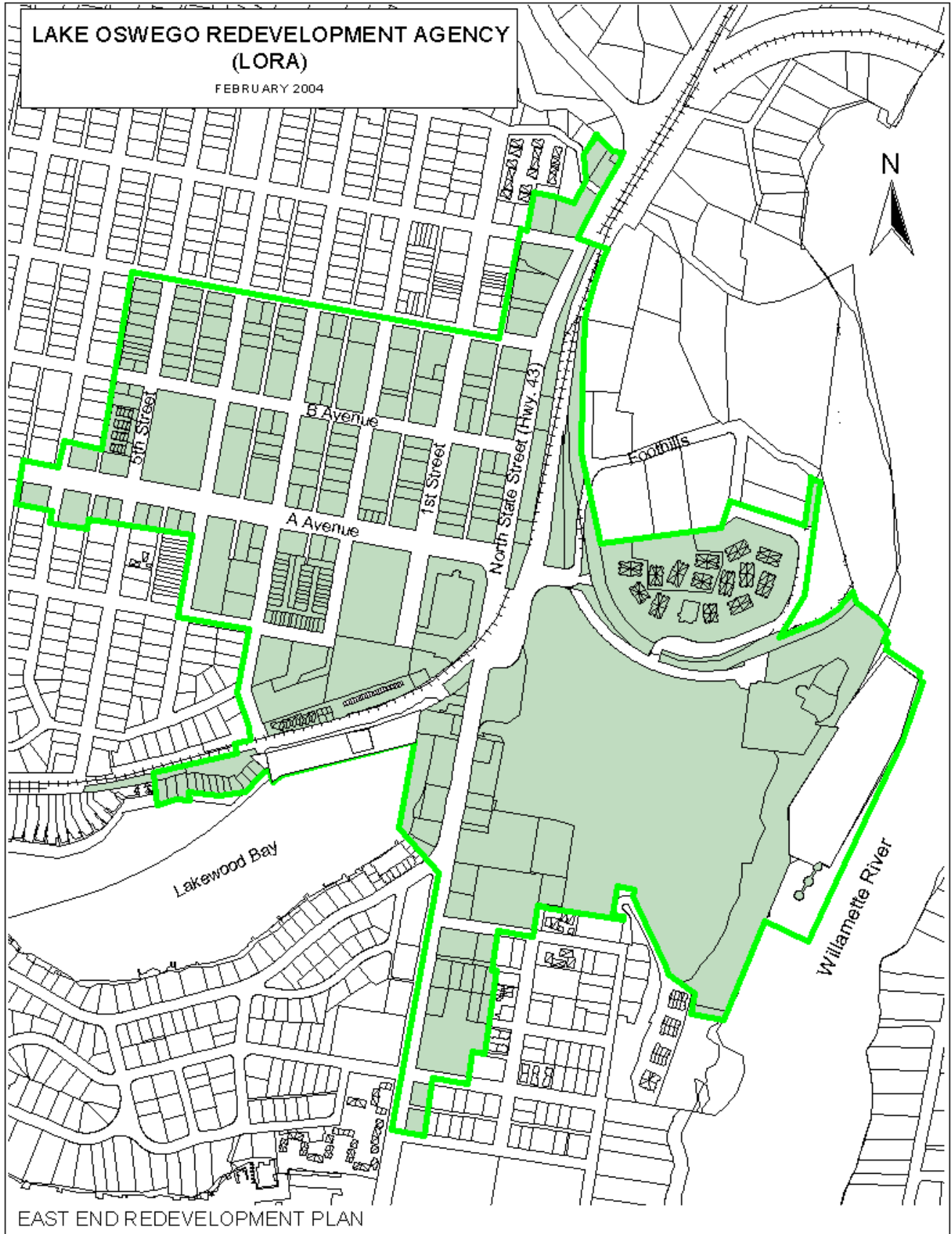
Estimated Project Costs (Inflation adjusted)	\$58,014,000
Administration Costs (Inflation adjusted)	<u>\$15,366,000</u>
TOTAL	<u>\$73,380,000</u>
Remaining incurred debt of original East End Plan	\$20,600,000
Maximum Indebtedness	\$93,980,000

*See accompanying plan report.

EXHIBITS

**LAKE OSWEGO REDEVELOPMENT AGENCY
(LORA)**

FEBRUARY 2004

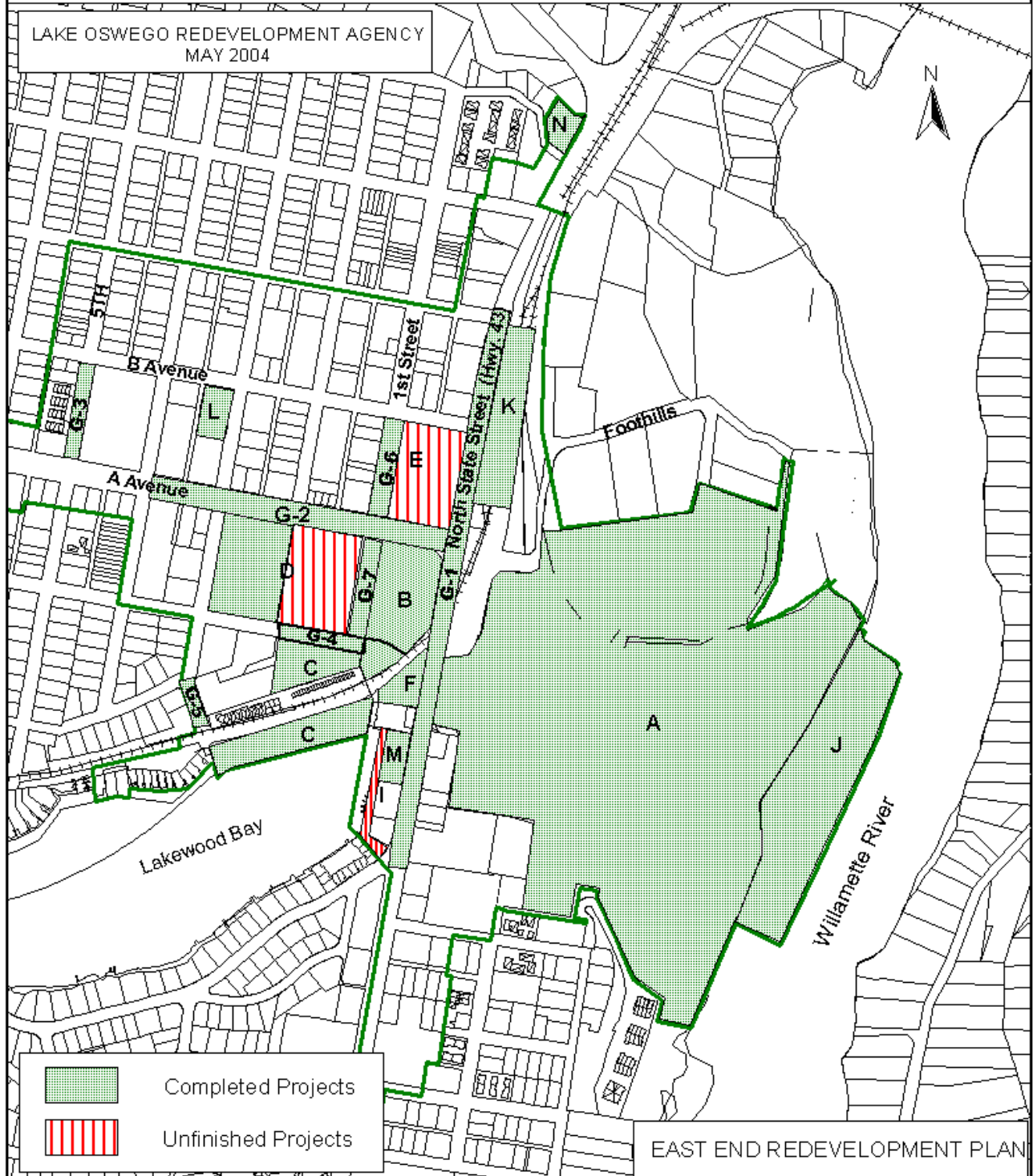


EAST END REDEVELOPMENT PLAN

ORIGINAL REDEVELOPMENT PROJECTS MAP

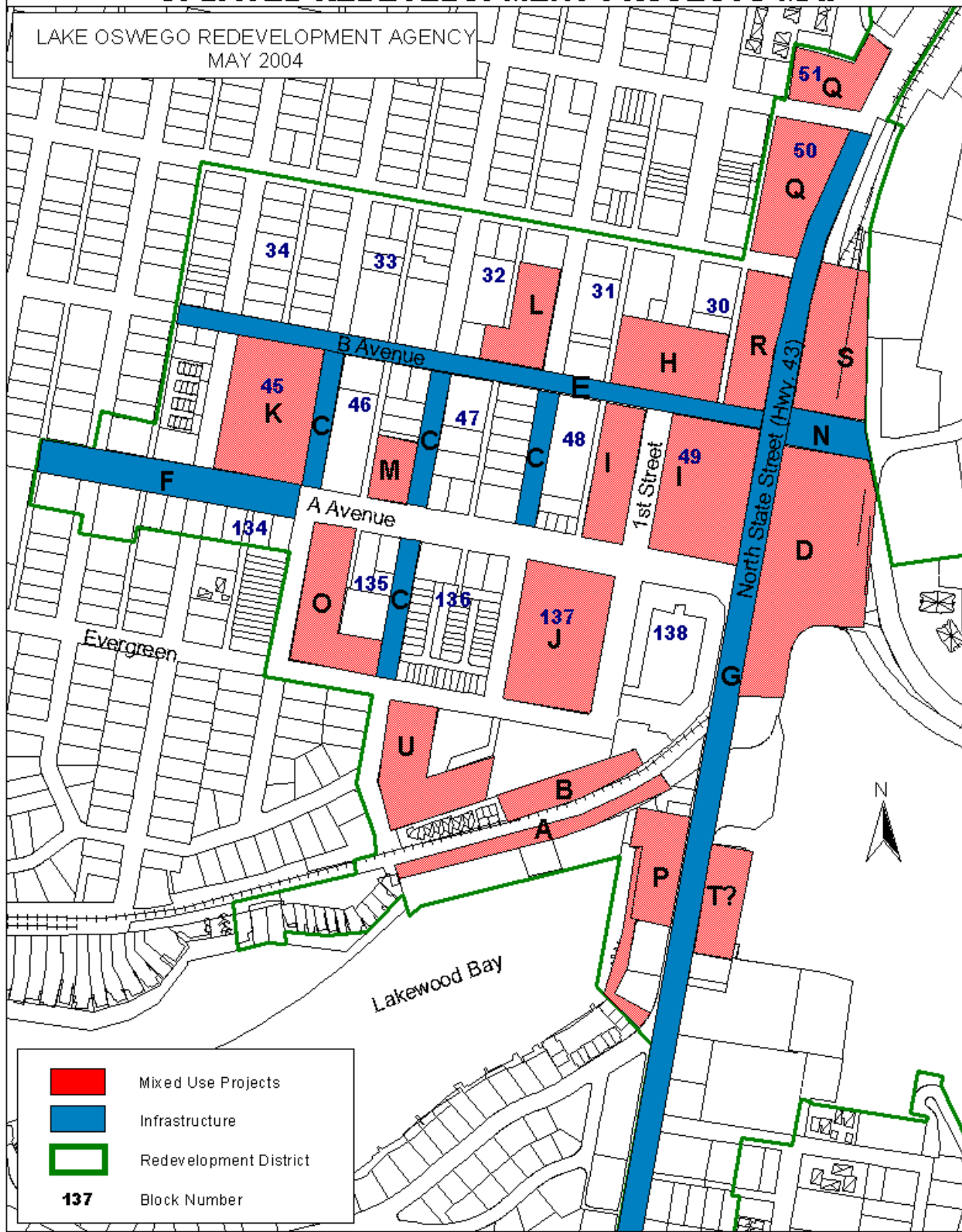
ORD. 1979 - AMENDED 03-20-89
ORD. 1997 - AMENDED 02-02-90
ORD. 1998 - AMENDED 03-22-90
ORD. 2011 - AMENDED 10-18-90
LORA R-92-13 - AMENDED 08-06-92

LAKE OSWEGO REDEVELOPMENT AGENCY
MAY 2004



UPDATED REDEVELOPMENT PROJECTS MAP

LAKE OSWEGO REDEVELOPMENT AGENCY
MAY 2004



REDEVELOPMENT ACQUISITION MAP

ORD. 1997 - AMENDED 02-02-90
 ORD. 1998 - AMENDED 03-22-90
 ORD. 2006 - AMENDED 05-17-90
 ORD. 2071 - AMENDED 12-17-92
 ORD. R-94-1 - AMENDED 02-08-94

