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Urban Renewal Technical Advisory Committee Meeting **Minutes**

Scappoose City Hall, 33568 E Columbia Ave., Scappoose, OR 97056

February 21, 2019 12:00 – 1:30 pm

Attendees:

Brian Rosenthal, Scott Burge, Susie Wilson, George Hafeman, Len Waggoner, Brady Preheim, Jeanet Santiago, Christine Collins, Marty Baldwin, Pete McHugh, Scott Jensen, Jeff Weiss, Paul Peterson, Mike Greisen, Jeff Pricher, Harry Budworth, Mike Fletcher, Lorelei Juntunen ECONW, Becky Hewitt ECONW, Nick Popenuk, ZGF Representative, Huell White, Michael Sykes, Alex Rains, Laurie Oliver.

Absent:

Ken Shonkwiler, Phil Griffin

1. CALL TO ORDER

The meeting was called to order at 12:00 by EDC Chair Len Waggoner.

2. Welcome

Alex Rains delivered a brief welcome to the group.

3. Introductions

Jeanet Santiago, newest member of the Economic Development Committee, provided a quick re-cap of her professional background as a small business entrepreneur, advocate for small business, business counselor, hunter of resources for small business and her efforts to bring those connections and network to the community. She noted that she works in the Vancouver and Portland area.

Jeff Weiss, newest liaison appointed to the Economic Development Committee, noted his current position as the Library Director and his background in event planning and experience in running community and neighborhood associations.

During introductions, Scott Burge mentioned the Wings and Wheels Event, August 18th, 2019. He noted that they planned to add a 5K fun run and were planning to search for donations and sponsors soon.

4. Draft Financing Project

Nick provided the presentation on the draft financials for the Urban Renewal Plan. He began by referring back to the three scenarios created during the Feasibility Study and noted that for the Urban Renewal Plan, there must only be one financial forecast, which will aim to be the right



combination of conservative and aggressive. Nick went through the slides on Historical Assessed Value Growth, noting the City's historical, stronger growth over that of the County and the Feasibility scenarios as presented during the Feasibility Study. He then moved on to the slide that presented the draft financial plan for the Urban Renewal District, which is a combination of the financial scenarios from the Feasibility Study. The assumptions and rationale for this financial were as follows: for the first few years, 3% growth only, then a decade of strong growth and investment of a lot of funds, which corresponds with the medium growth scenario. After that decade, things would settle and reduce to 5%, the low growth scenario. Nick then stated that we know the forecasting for the next 30 years won't ever be perfectly right, but the exact numbers are not binding, what is binding is the maximum indebtedness, so if your number is really low and you have more money to work with, you couldn't spend it. But, being too aggressive, will show lots of projects that won't all be funded. So, I've worked with City Staff and ECONW to come up with a moderate approach, that still reflects a large amount of growth potential. In terms of financial capacity over 30 years, the area would generate \$34 million, bonds and loans require interest payments so the maximum indebtedness is \$29 million and with inflation, there is \$16 million dollars to spend, total. For the first several years, funds are very limited, but it grows more significant later.

General Discussion/Q&A:

Q: Does this mean we can't borrow until year 5?

- *If going to a traditional lender, would be about year 5. Other options might allow for financing sooner.*

Q: Can projections change?

- *Set maximum indebtedness, show plan is financially feasible*
- *Maximum indebtedness is set in stone - can amend in future, but only up to a limit*
- *Forecast does set the upper limit*

Q: How do you create the existing tax base? Tax base block by block?

- *Take existing assessed value, apply a growth rate*

Q: City the guarantor of loan then pays off later?

- *The Urban Renewal plan doesn't need to be specific on methods of financing*
- *But if it's known certain projects are needed right away, it's prudent to think about how those will be financed*
- *Many Urban Renewal Agencies require the City to put full faith and credit behind the Urban Renewal Agency*

Q: Ability to remove an area and add a new area to replace it?

- *Can always remove property and add new property*
- *Can't morph repeatedly over time*
- *Only 20% cumulative allowed for all additions, even if subtracting other land*

Q: Why include existing buildings that won't get torn down rather than vacant land?

- *Can't spend money on projects outside the plan - if making improvements to an area want to be able to do it*



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- 3% growth on existing can be helpful in early years to generate something
- Sometimes land is pulled out later when fully developed

Q: Allowed to remove properties later even if the district has existing loans?

- Probably have covenants that went along with the loan - need enough assessed value in the area to achieve a debt service coverage ratio.

Q: What happens to the 3% growth?

- To urban renewal, not to frozen base

Q: Enterprise Zone - will keep having new things that come online later in Enterprise Zone

- Income to Urban Renewal Agency will look "more spiky" later
- Setting expectations about total revenue
- Individual borrowing will be more specific about when value will hit tax rolls

5. Preliminary Infrastructure Project List

Becky presented the preliminary infrastructure project list, she noted that the projects were identified in, and taken directly from, the City's TSP, Wastewater and Water CIP's. The projects are focused on treatment plant improvements, and the plan proposed to apportion 20% of the treatment plant costs to the district. The projects are from the financially constrained list and are to be funded in full by the City. The total cost for these projects was brought up to 2019 dollars and assigned a proportional share to Urban Renewal, the projects include trails, studies, sidewalks, bike lanes and wastewater treatment plant improvements. Becky noted that they did not include a community center as its not considered as a "best practice" for urban renewal funding. The total amount of funding proposed to be put towards Infrastructure is \$8.1 million, with an amount remaining of \$8.7 million for other types of projects in the town center.

General Discussion/Q&A:

Q: Why spend money now on other projects - why not hold it for other water/sewer projects later?

- Could identify future capital water projects and allocate money to that

Q: Allocation to individual projects?

- Water & wastewater capital improvements, limited to proportionate share to the city as a whole
- Wouldn't be limited to the amount listed
- Can choose not to fund another project down the road

Q: Who comes up with the other 75% of the millions of dollars for the sewer/water

- City would need to figure that out

6. Urban Renewal Boundary

Becky noted the slight change to proposed Boundary to reflect the new location of PCC on the west side of the airport and the addition of acreage on the east side of the airport to make up for the acres removed for their site. She asked the TAC if instead of adding acreage from the east side of the airport, that staff should consider adding it from elsewhere?



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General Discussion/Q&A:

Q: Does POD pay taxes?

- *Tenants don't pay taxes inside the gate at the airport*

Q: Port doing a land swap from east side to west side - will build a spec building

- *Not close on it*
- *Port is one big parcel*

7. Urban Design Framework

Kim made the presentation on behalf of ZGF, he mentioned that Paddy was unable to make it as he was ill. He began by noting that the Urban Design Framework is a long term vision of how the City might develop considering the existing zoning, codes and master plans, inventory of City assets and the proposed Urban Renewal Boundary. Kim noted his research on the City's existing TSP, comp plan and downtown overlay and Enterprise Zone and how these relate to one another. He highlighted items within the blue triangle as especially significant that included improvements to West Lane, Columbia Ave, on both east and west sides, and 1st street. He also mentioned the proposed improvements to the bike system and NW 1st Street between EJ Smith and Columbia to include wide sidewalks, street trees, street parking and driveways. He noted that cross walks and some curb extensions are possible as well as stormwater planters. Kim pointed out the south end of first street and its alignment with the middle school and noted that the connectivity between the downtown and the school was a real positive feature. He also mentioned the proposed improvement of certain crossings over HWY 30 and the expectation that bicycles would share the street with cars where they couldn't fit bike lanes. Finally, he noted ZGF's recommendation that parking along first be added and used as overflow and public parking for City hall, and other uses.

General Discussion, Comments & Q&A:

Q: Where are the cars going in the new development? Looks like Portland, not Scappoose, Bump outs - remove parking, hazard for bikes

- *Bikes will be sharing the road anyway*

C: Curb extensions are a problem on older, narrow streets

C: Historically developers pay for their own improvements

- *Not everything will be funded through urban renewal*

C: No access from north side - Vernonia road and US 30. Nothing has happened in 20 years.

- *Long-term vision*

Q: Traffic calming is intentional congestion - why would that be a good idea?

- *Often about slowing cars down to the speed limit, not below the speed limit*
- *C: Speeding not that much of a problem. Most people at or below the speed limit*

C: Lots of traffic on Old Portland road at rush hour

Q: Can you imagine if First Street looked like that?



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- Development community would make their street improvements. East side won't change

C: Speed humps more effective at calming speeds than bump outs

Q: Is there a plan to beautify the buildings on Highway 30?

- Yes, that's part of the small business grant/loan program proposed to be included in the Urban Renewal Plan

C: Picture looks nice, but no parking is a big problem

C: Don't want to become like a Beaverton or a Tigard, but Orenco station is an attractive concept - combines businesses and apartment living. Community within a community. To make Scappoose a livable community.

C: With 2nd street, next to Bi-Mart - want it to be like Orenco station

C: Shallow lots on 1st street - not doable unless going car free. Focus on connectivity between two sides of the HWY. Removes the Frakes building and widen the west side of Columbia Ave.

C: Aspirational goal - get a 2-way intersection at Columbia - Limited in future crossings, Project suitable for government.

C: Like the idea of trying to do something more upscale. Don't mind looking like Beaverton or Tigard. Like wider sidewalks. A little more upscale section to the community. Something that's attractive to people. Driving through Scappoose won't make you think it's a great place to live. Don't think downtown area is where future big stores will go. Will either be south of town or north of town.

C: 2nd street by Bi-Mart, Les Schwab has tremendous potential, visible from highway

C: Beautiful concept - First Street should be center of gravity - street fairs, etc. Like idea of mixed- use buildings. Bring in small business.

C: Boutiques won't survive for a while.

C: Franchise people will be able to pay for this. Mom and pop shops won't be able to pay for new development.

C: beautiful concept, just address parking, mixed use buildings and small business

C: Traffic is a common complaint

8. **Project List Ideas and Refinement Discussion**

Becky led a quick brain storming discussion on projects for the downtown core area, the TAC proposed the following:

- 4-way connectivity on Columbia
- Sidewalk beautification and increased connectivity, particularly in areas where development wouldn't build them
- West Lane & Columbia - sidewalk infill - solid connection
- Storefront improvement grants and loans (one comment on a preference for low interest loans) - Main Street
- Need to get business / property owners involved
- Walkway or something over highway 30 (has come up in discussions with RR)
- CZ trail extend from Hwy 30 to West Lane, through missing piece on CZ Road.



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- *Quiet zone for rail*
- *Gateway feature on Hwy 30*
- *Draw attention to 1st Street – signage?*
- *Something to calm traffic on Hwy 30*

9. Next Steps

- ATM – March 2nd
- Council – March 18th
- Last TAC on April 18th

10. Meeting Adjourned at 1:30 pm.