

Urban Renewal Agency

January 5, 2022



John Walsh, City Administrator

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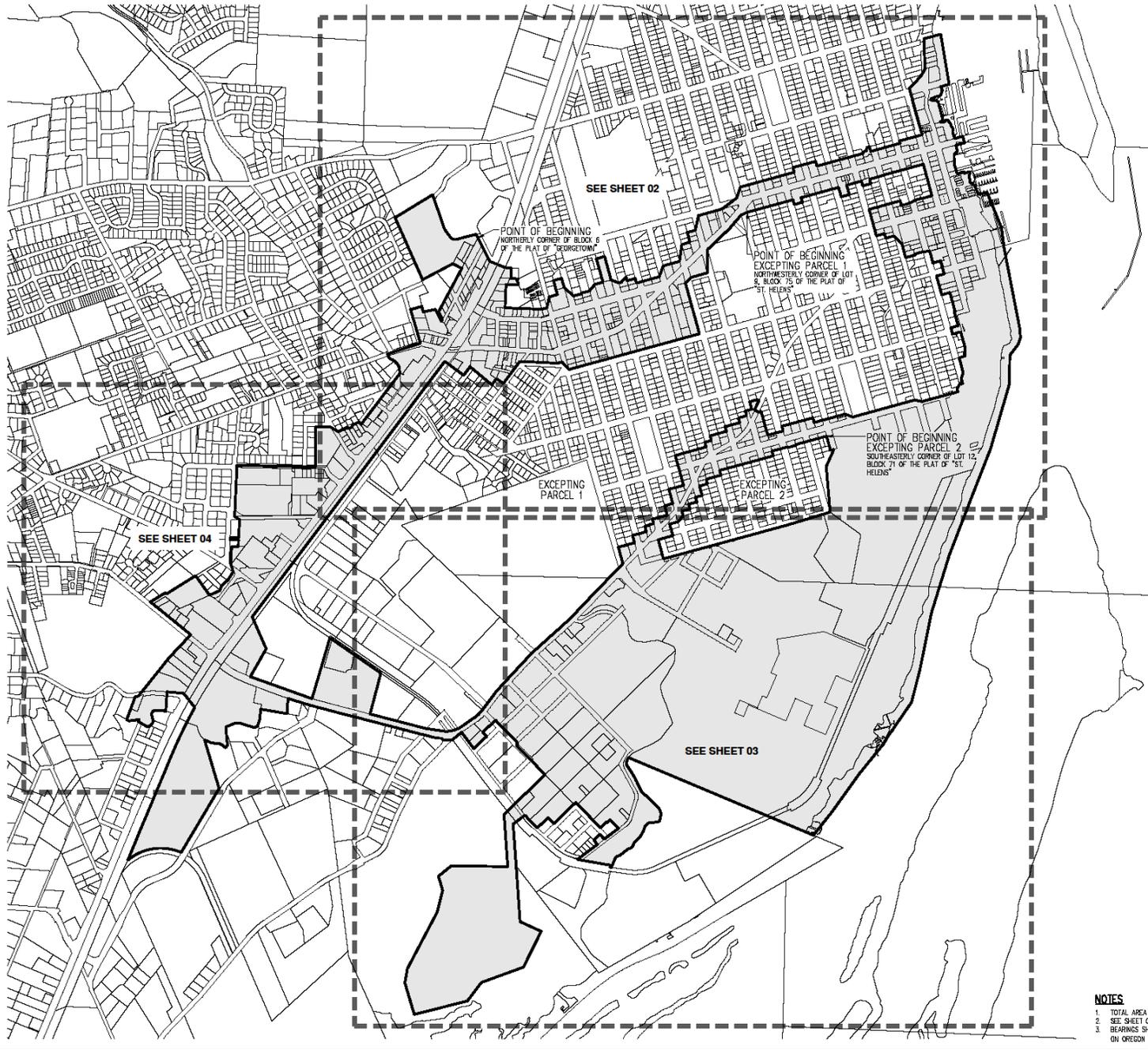
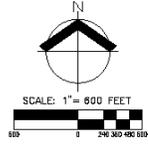
Urban Renewal Agency

January 5, 2022



- Purpose of presentation
 - Request by City Council
 - Transportation Projects Overview
 - Urban Renewal Agency Overview
 - Transportation Funding
- Hold questions until the end (Slide #)

Transportation Plans Overview



- NOTES**
- TOTAL AREA IS 752 ACROSS.
 - SEE SHEET 05 FOR BEARING AND DISTANCE LINE TABLE.
 - BEARINGS SHOWN WITH DEGREES, MINUTES, AND SECONDS ARE BASED ON OREGON STATE PLANE COORDINATES NORTH ZONE 3601, NAD83(91).

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CITY OF ST HELENS
URBAN RENEWAL BOUNDARY
ST HELENS

MAP OF URBAN RENEWAL AREA

DESIGNED BY: _____
 DRAWN BY: WCB
 CHECKED BY: MSK
 SCALE: AS NOTED
 DATE: 8/18/2020

REGISTERED PROFESSIONAL LAND SURVEYOR

Michael S. Kalina

CREATED ON: JANUARY 15, 2016
 MICHAEL S. KALINA
 BESSAHS
 RENEWS: 6/30/21

JOB NUMBER
4401

SHEET
01

1959

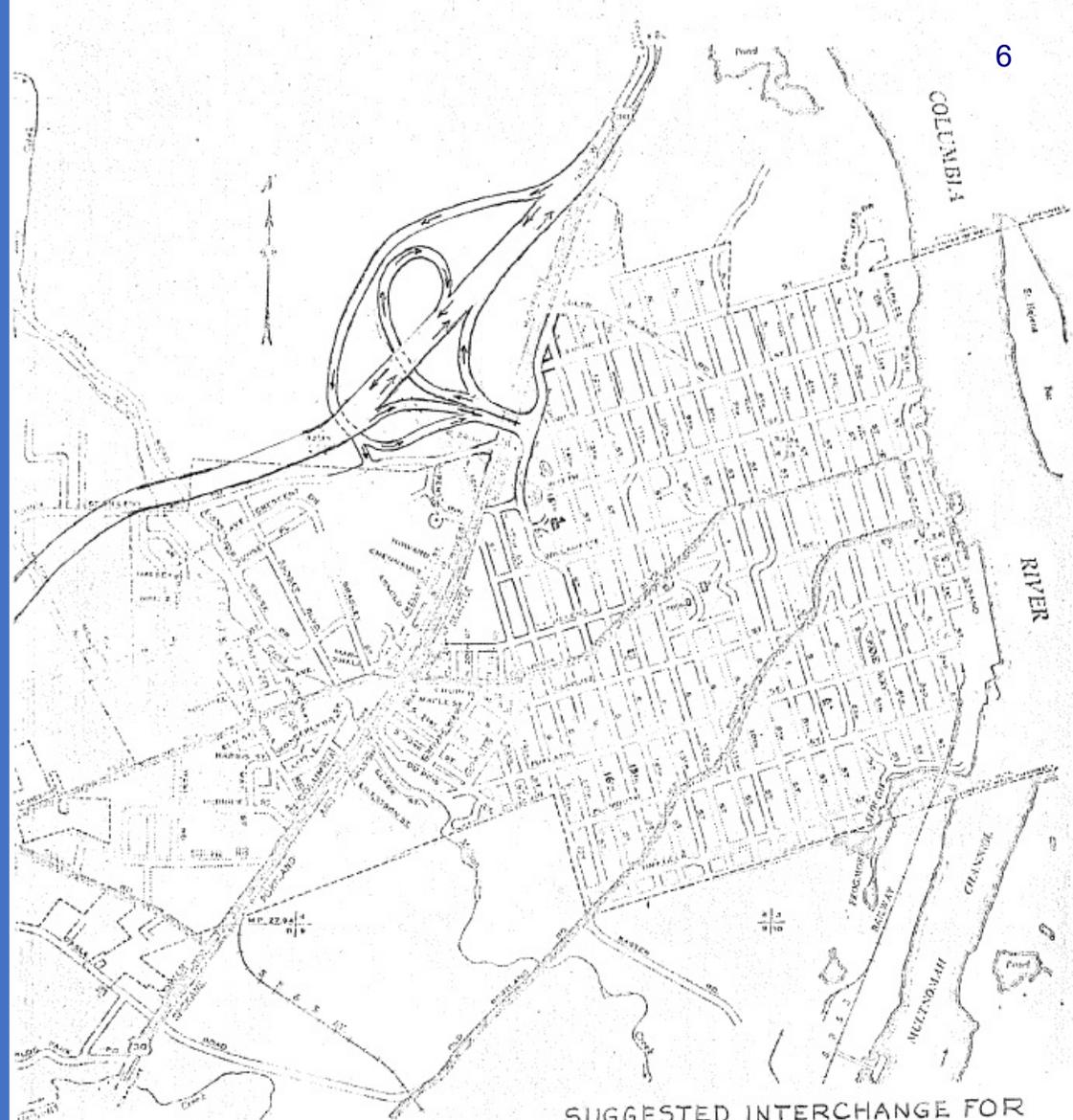
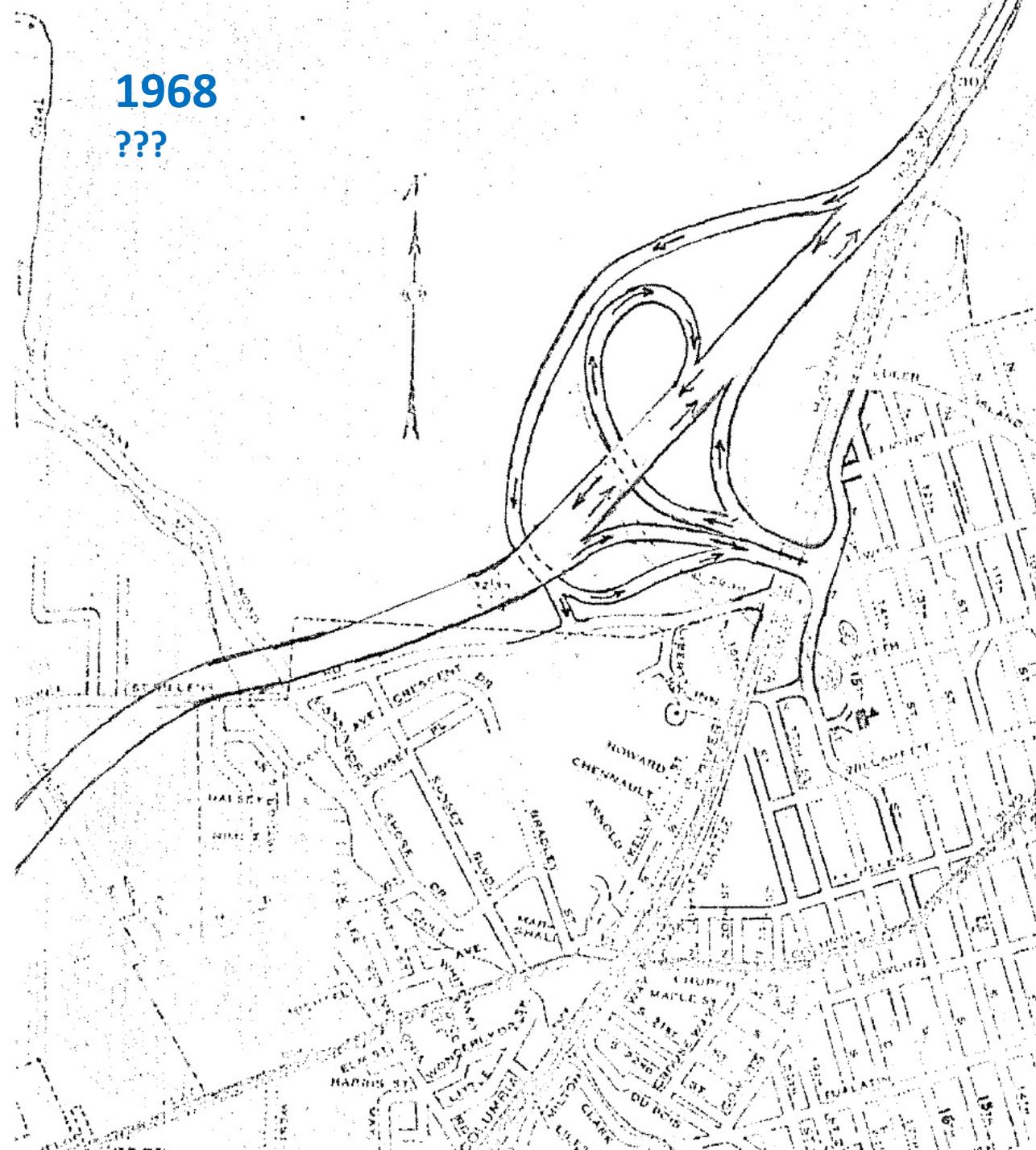
**Street Plan for St. Helens
and Vicinity (University
of Oregon)**

1960 Population: 5,022



1968

???



SUGGESTED INTERCHANGE FOR
POSSIBLE FUTURE HWY 30
RELOCATION

FROM THE DESK OF F. A. CORSIGLIA
6-12-68

ST. HELENS

1997

A Vision for St. Helens in the Year 2020

A vision statement document, including statements such as:

- **An Historic Waterfront Redevelopment Plan** has united both public and private resources of the community to create a new focus and center for the entire St. Helens area.
- **The [Riverfront District] area has been revitalized with historic building restorations and construction of new buildings** in a manner consistent with the area's historic character.
- **Planned open spaces** provide effective access for the entire community to water-related activities on the Columbia.
- **People are guided** to both the [Riverfront District] and [Houlton] areas by gateway parks, created on Highway 30 and the Columbia River, as well as **tree-lined boulevards and other urban design amenities**.

DON'T FORGET RESOLUTION NO. 1687 – “Riverfront District” to be used not “Old Town” or “Olde Towne”

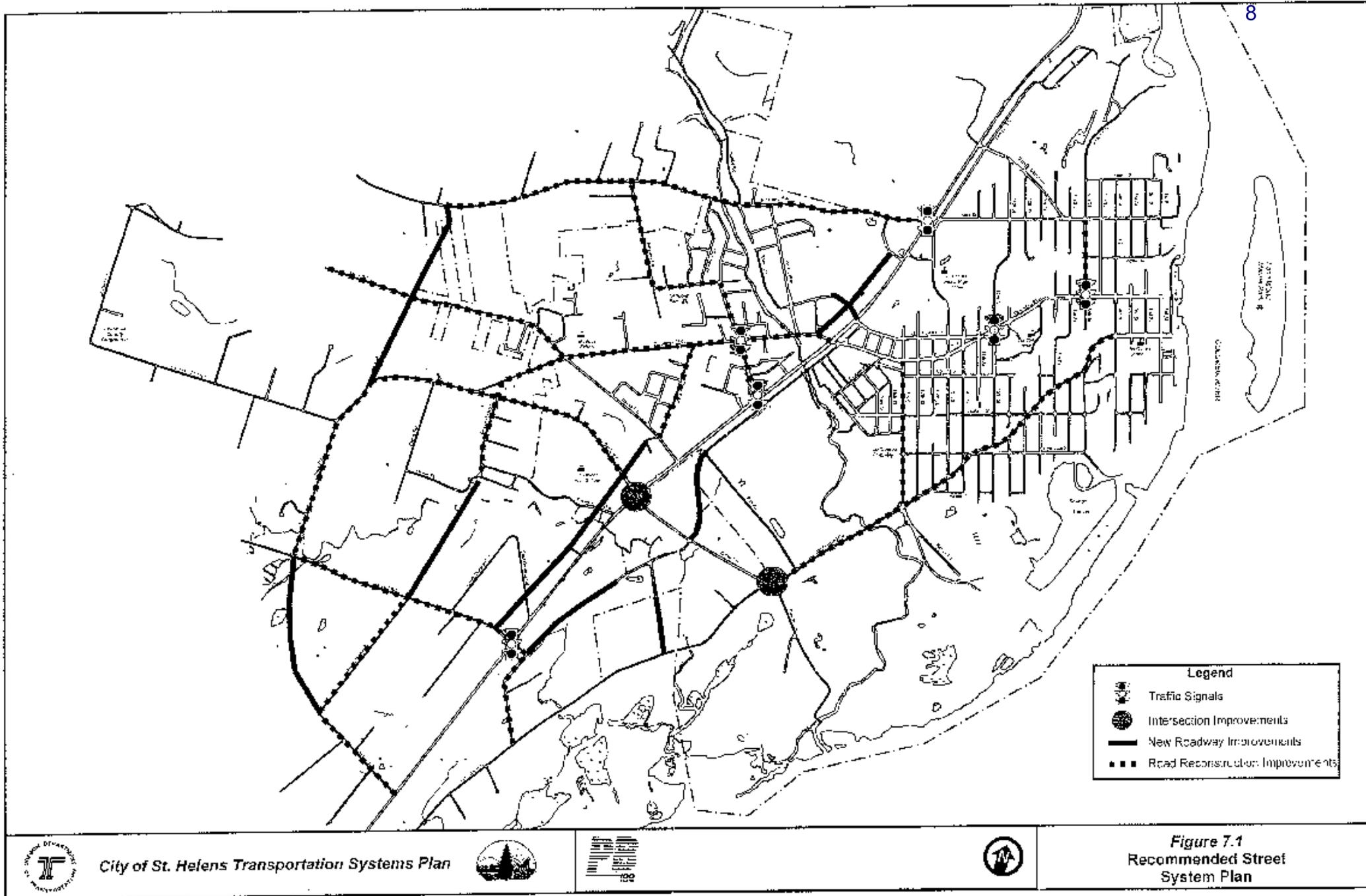
1997

**Transportation
Systems Plan**

**Overpass
concept #1:**

Construct a new
interchange over
Highway 30
connecting
Pittsburg Road
and US30

\$4,850,000



2005

St. Helens Strategic Plan

The St. Helens Strategic Plan



City Council

Randy Peterson, Mayor
Jim Huff, President
Keith Locke
Ron Youngberg
Charles Grant

Includes a high priority project to:

- “create attractive and distinctive **gateways** to the community along Highway 30”
- and projects for a development plan for the **US 30 corridor and Houlton Business District** to address “...aesthetics, traffic circulation, land use patterns, and other appropriate issues.”

Brian Little, City Administrator



Project Team

Dick Hill, Richard Hill & Associates
John Morgan, The MorganCPS Group, Inc.
David Blum, Montgomery Gulf Corporation
Lin Lu, Intern, Willamette University

Adopted by Council Resolution 1417, November 21, 2005

2007

Economic Development Plan

Includes strategies to adopt a master plan for the US 30, Houlton and [Riverfront District] commercial areas.

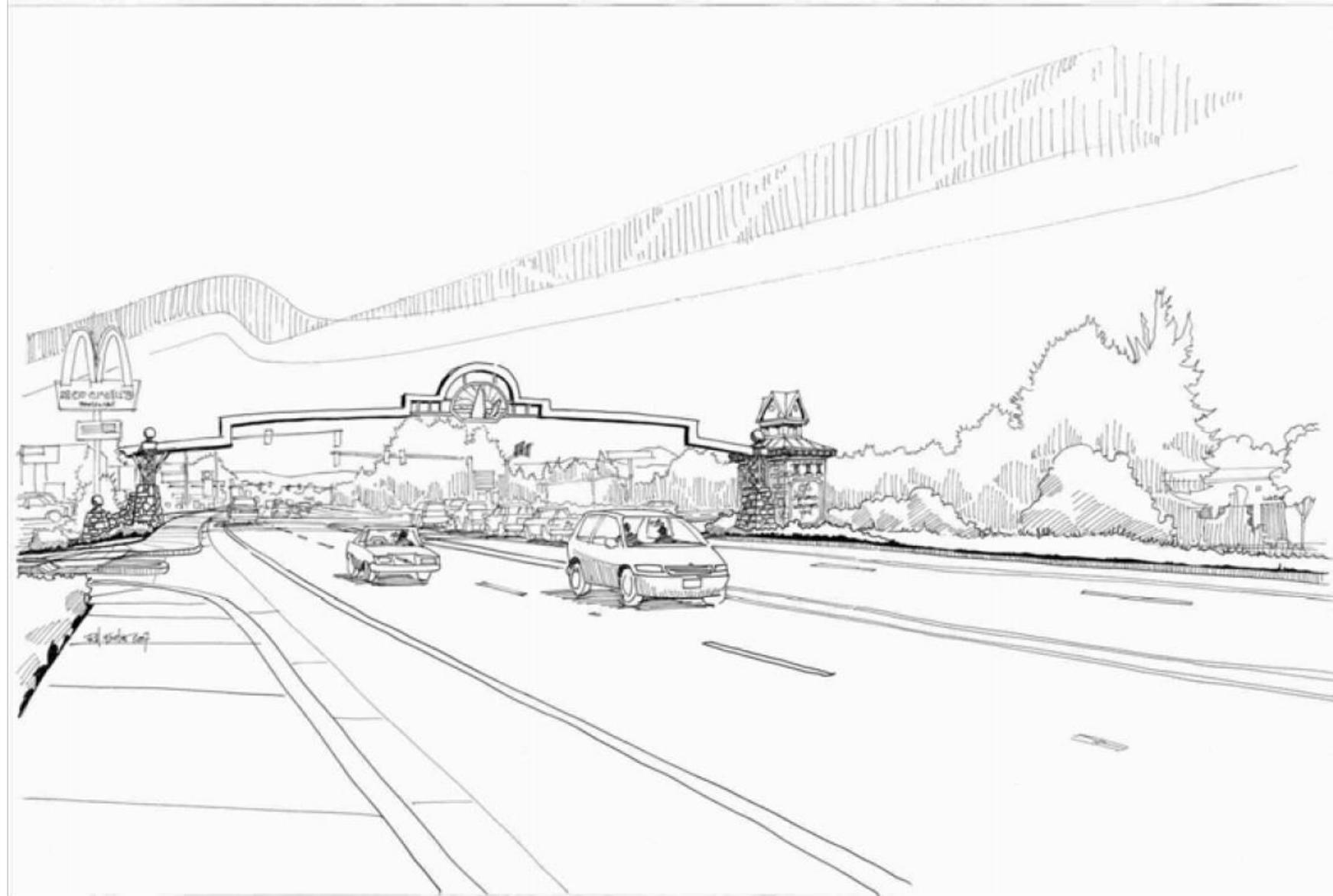


Figure 16 - Highway 30 Redevelopment Scenario

2009

Lower Columbia River Rail Corridor – Rail Safety Study for Columbia and Clatsop Counties

LOWER COLUMBIA RIVER RAIL CORRIDOR

RAIL SAFETY STUDY

Final Report

May 2009

Not a city plan but included city participation.



Overpass concept # 2:

Install ADA compliant pedestrian/bicycle overpass over railroad and US30

\$6,100,000

Prepared for
Columbia County & Clatsop County

Columbia County



Oregon



2011 Transportation Systems Plan

St. Helens Transportation System Plan Update

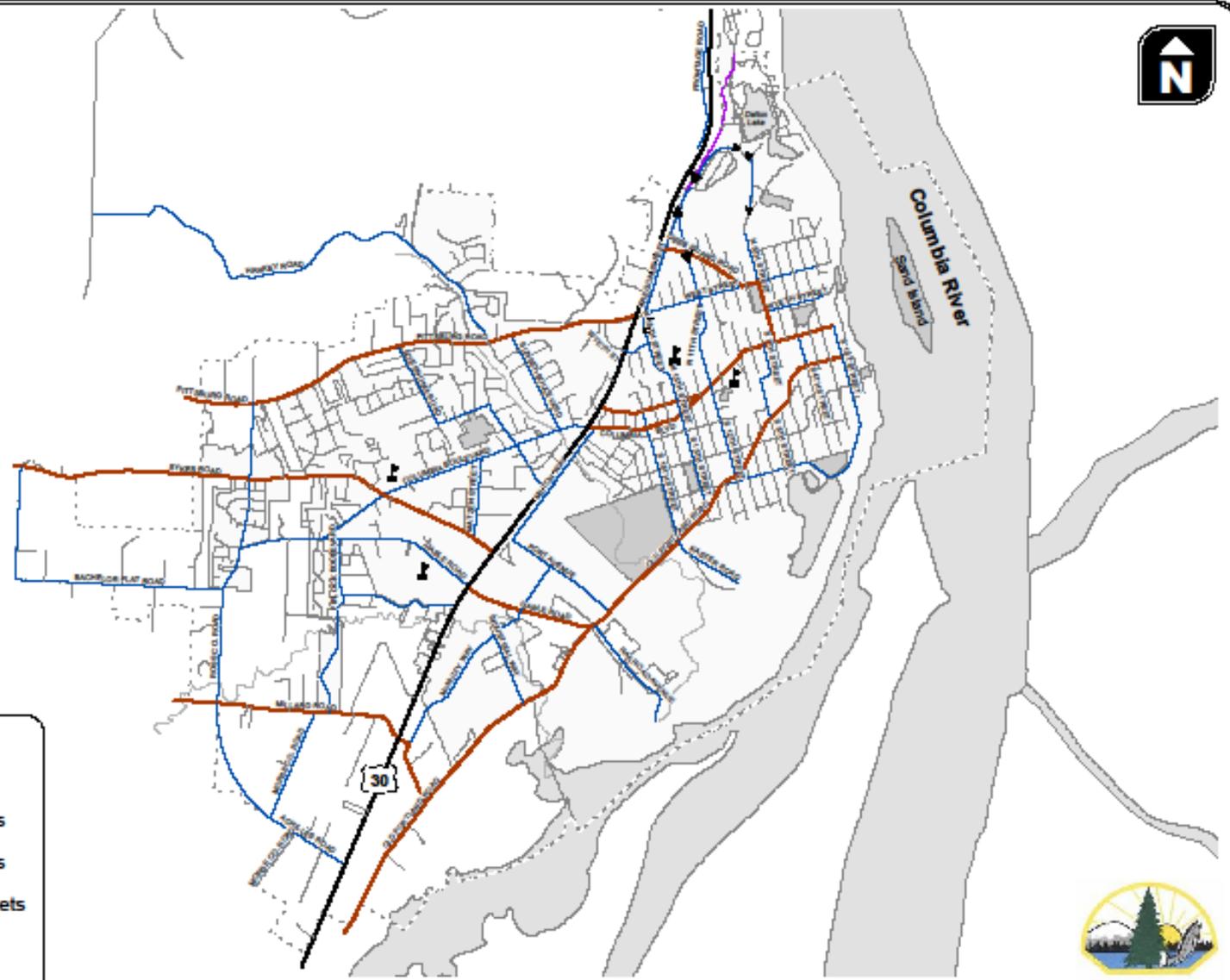
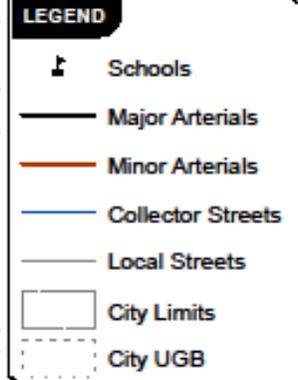
ORDINANCE 3150

City of St. Helens, Oregon



August 2011

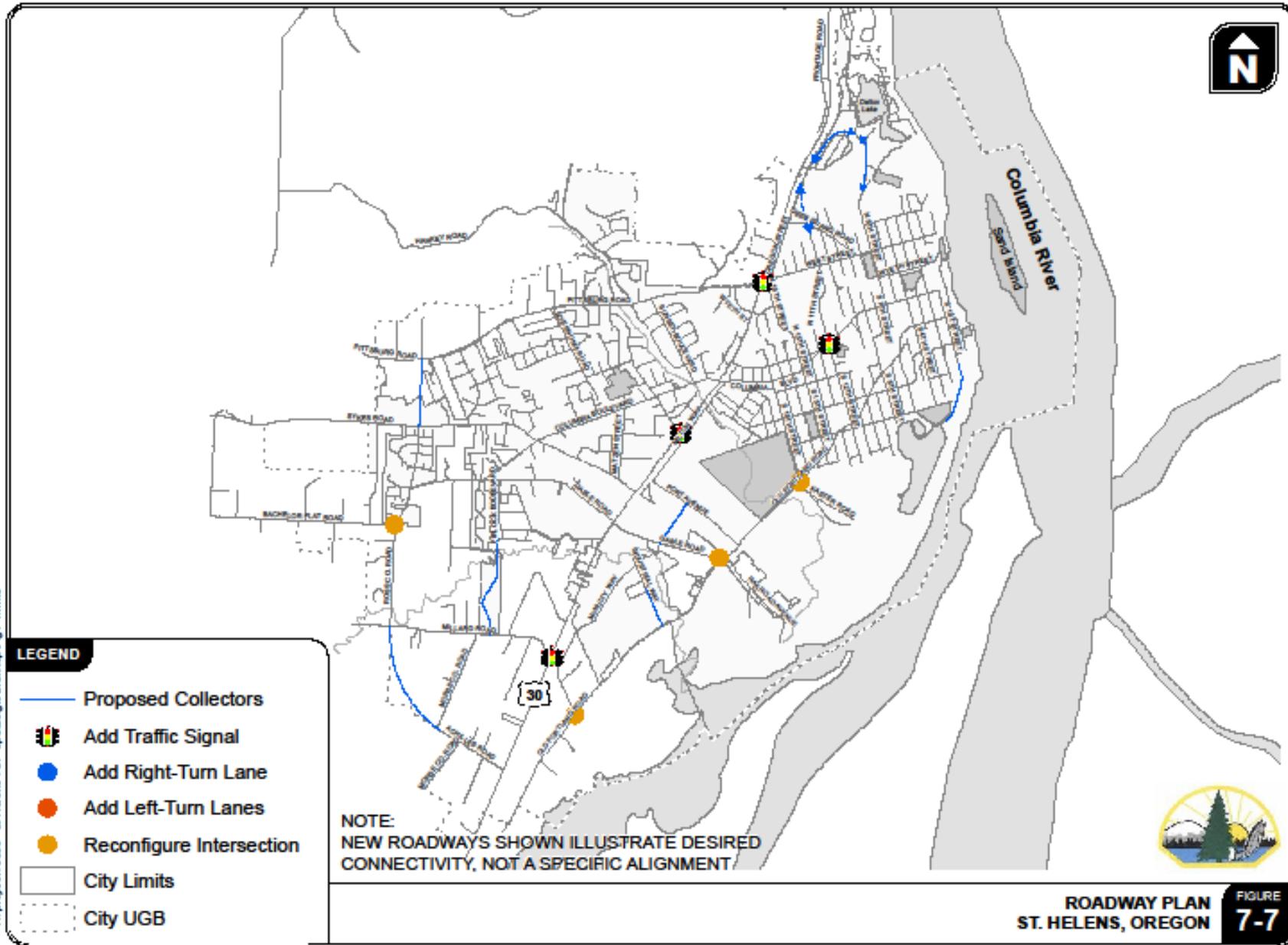
H:\projects\10689 - St. Helens TSP Update\figs\trans\fig7-1.mxd



**FUNCTIONAL CLASSIFICATION PLAN
ST. HELENS, OREGON**

FIGURE
7-1





Overpass concept # 3:¹³

Southern overpass/partial interchange

\$15,000,000

Southern overpass compared to Pittsburg Road and found to be more favorable. US30/Millard is an example area. Also considered as far south as Achilles Road but elevation differences between RR and Hwy (RR is above grade) ruled out as not feasible.

Post TSP adoption when SDC rates were being developed, this project significantly impacted the rate. Was taken out of equation, assumed to be outside of 20-year plan horizon.

N36	US 30 Corridor	Install Pedestrian Countdown Heads (5 Locations)	\$15,000
Total Near-Term Estimated Costs			\$13,888,000

¹ The study should evaluate the potential to reopen the Nobel Street connection to Bachelor Flat Road.

In addition to the projects shown in Table 7-5, the City/ODOT should complete a corridor master plan for US 30 through St. Helens. The master plan should consider streetscape options and gateway treatments that incorporate the St. Helens Arts & Cultural commission recommendations to make city more inviting and attractive by creating “Gateways.” The City should also complete a corridor master plan for Columbia Boulevard/St. Helens Street (east of US 30) that examines in more detail lane widths, sidewalks, landscaping, lighting, pedestrian and bicycle amenities, street furniture, guide/way finding signs, etc. Many of these types of treatments are addressed in “Creating Livable Streets: Street Design Guidelines for 2040” (Reference 15) and “Green Street: Innovative Solutions for Stormwater & Stream Crossing” (Reference 16).

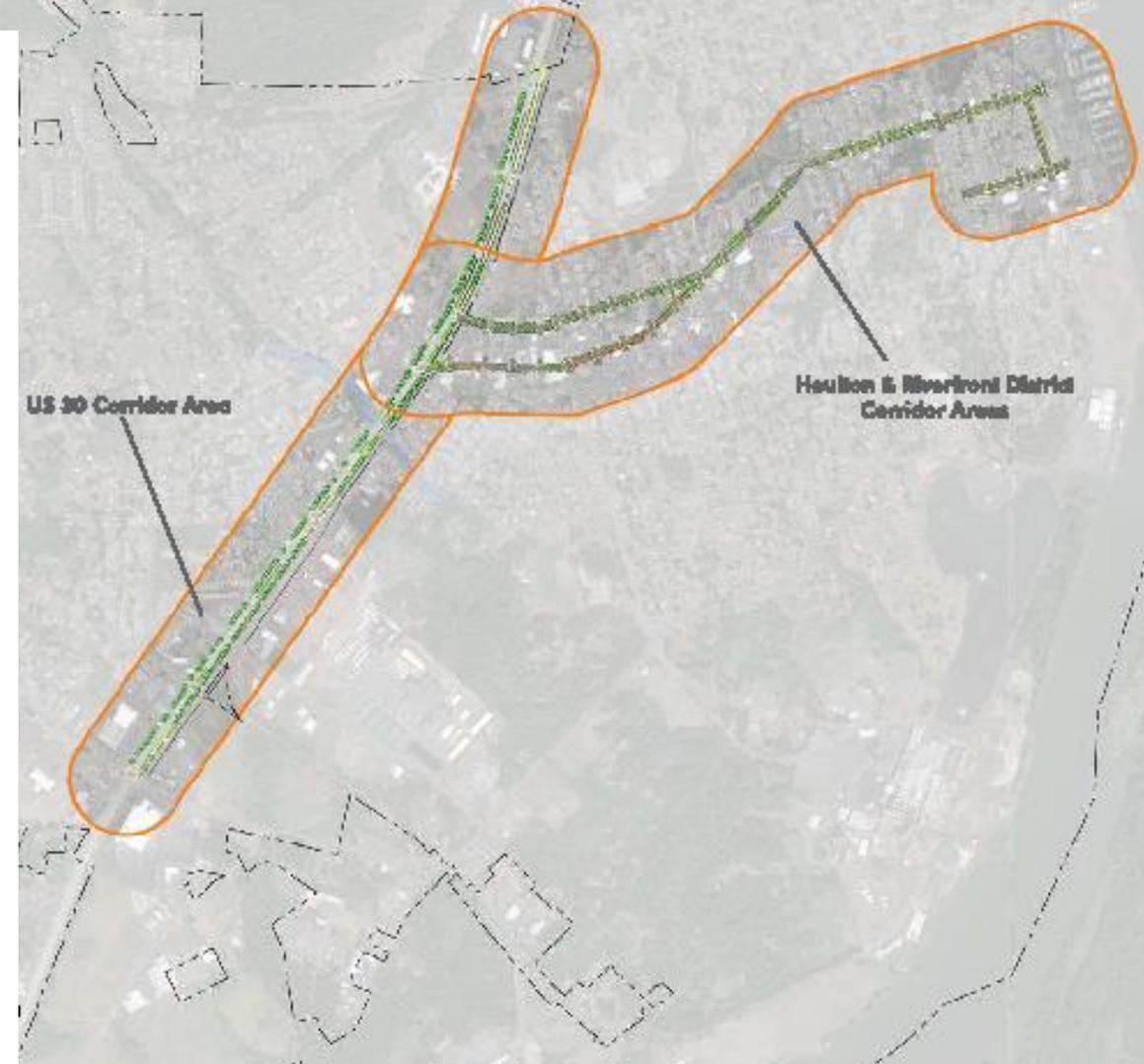
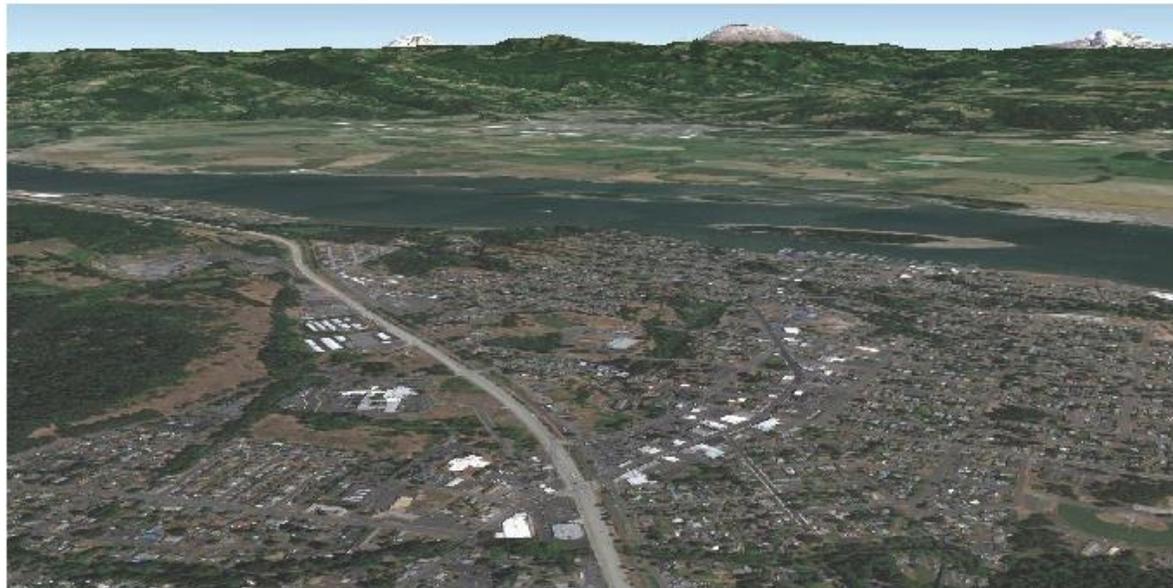
Mid-Term Improvements

Table 7-6 summarizes the mid-term transportation improvement program for the St. Helens TSP update. This program includes a mixture of connectivity improvements for pedestrians, cyclists and

2015 Corridor Master Plan

CORRIDOR MASTER PLAN

ST. HELENS - US 30 & COLUMBIA BLVD./ST. HELENS ST. CORRIDOR MASTER PLAN
JANUARY 2015
ORD. NO. 3181



D. RECOMMENDED CORRIDOR DESIGN OPTIONS: HOULTON & RIVERFRONT DISTRICT CORRIDOR SEGMENTS

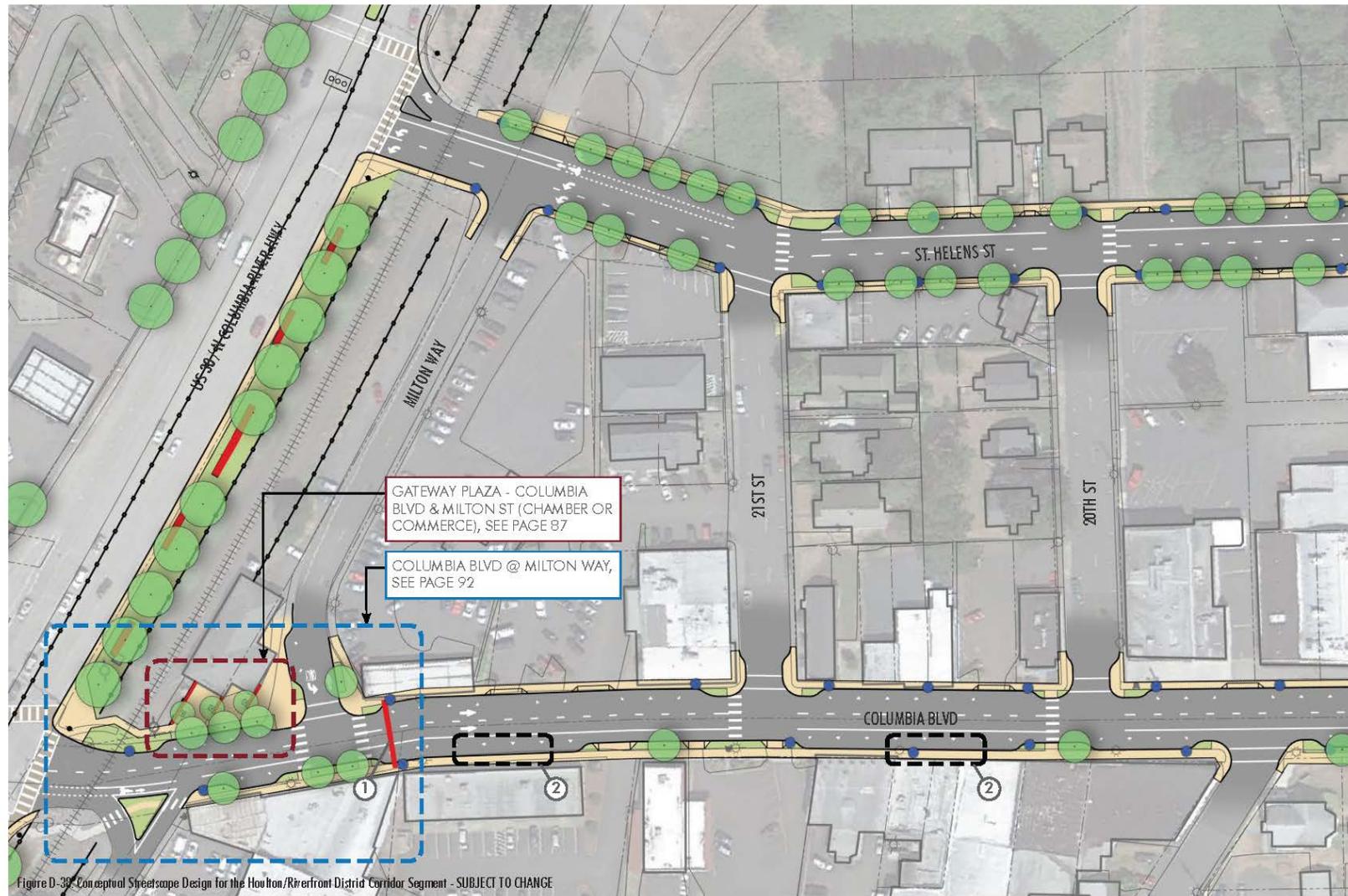


Figure D-38. Conceptual Streetscape Design for the Houlton/Riverfront District Corridor Segment - SUBJECT TO CHANGE

ST. HELENS - US 30 & COLUMBIA BLVD/ST. HELENS ST. CORRIDOR MASTER PLAN

B. SUMMARY OF RECOMMENDATION



B-6. Columbia Boulevard Design Recommendation East of 13th

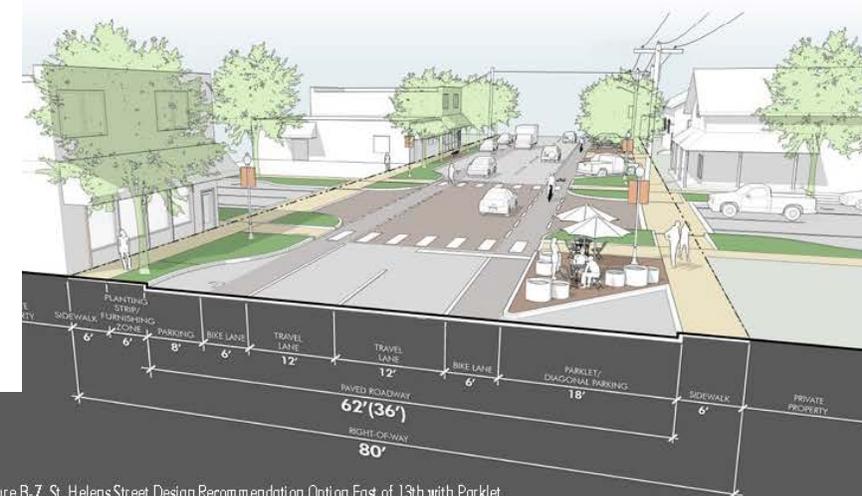


Figure B-7. St. Helens Street Design Recommendation Option East of 13th with Parklet

D. RECOMMENDED CORRIDOR DESIGN OPTIONS: US 30 CORRIDOR SEGMENT

SPECIAL OPPORTUNITY AREAS

A number of areas are identified throughout this report as “Special Opportunity Areas.” These locations provide prospects for signature improvements that will enhance the overall corridor and meet specific community goals or needs, and may include the creation of gathering places, gateway features, viewpoints, or stormwater management features. Special Opportunity Areas that are located on private property are identified below, which will require the City to purchase the land and develop these recommended improvements. These preliminary ideas would need the support of impacted property owners to move forward.

1. US 30 / DOWNTOWN GATEWAY

– A gateway feature that marks the entrance to downtown St. Helens is proposed along US 30 between St. Helens Street and Columbia Boulevard to help draw people into Houlton and towards the Riverfront District. The feature should be highly visible, and representative of the spirit and culture of St. Helens. A number of site constraints should be considered, including proximity to the railroad tracks, required sight lines, and limited landscape area. Subject to ODOT approval, this feature could be one or any combination of typical gateway features, including an arched gateway monument, a sculptural or iconic element, or a vibrant and expansive landscaped area. While the primary gateway features are envisioned at the intersection of US 30 and Columbia Boulevard, the gateway may include features that extend as far as the US 30/ St. Helens Street intersection, which would serve as a secondary gateway.



Figure D-24. Conceptual view of the US 30 / Downtown Gateway, showing sculptural elements, “mini-plaza”, street trees, intersection enhancements, and gateway arch - SUBJECT TO CHANGE



Figure D-25. Conceptual view of a gateway arch spanning over Columbia Boulevard, located just east of Milton Way, integrating metal materials also utilized in sculptural elements along US 30 - SUBJECT TO CHANGE

2016

Waterfront Framework
Plan Efforts

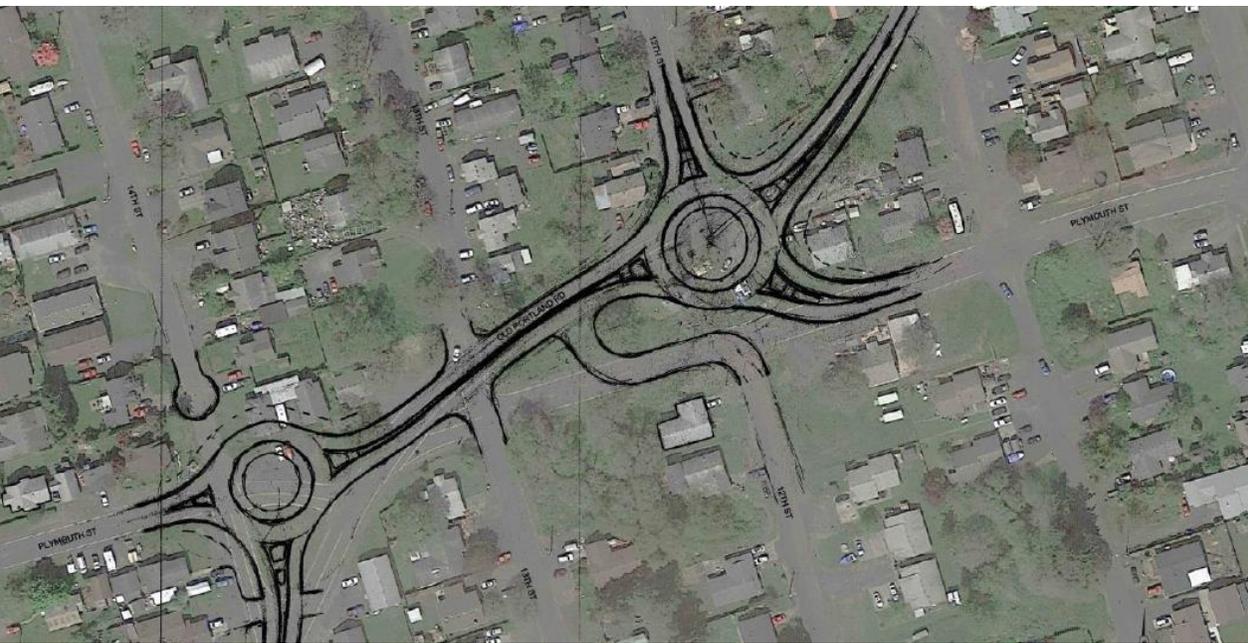


ST. HELENS WATERFRONT
FRAMEWORK PLAN

USEPA AREA-WIDE PLANNING PROJECT
Resolution 1765

December 2016

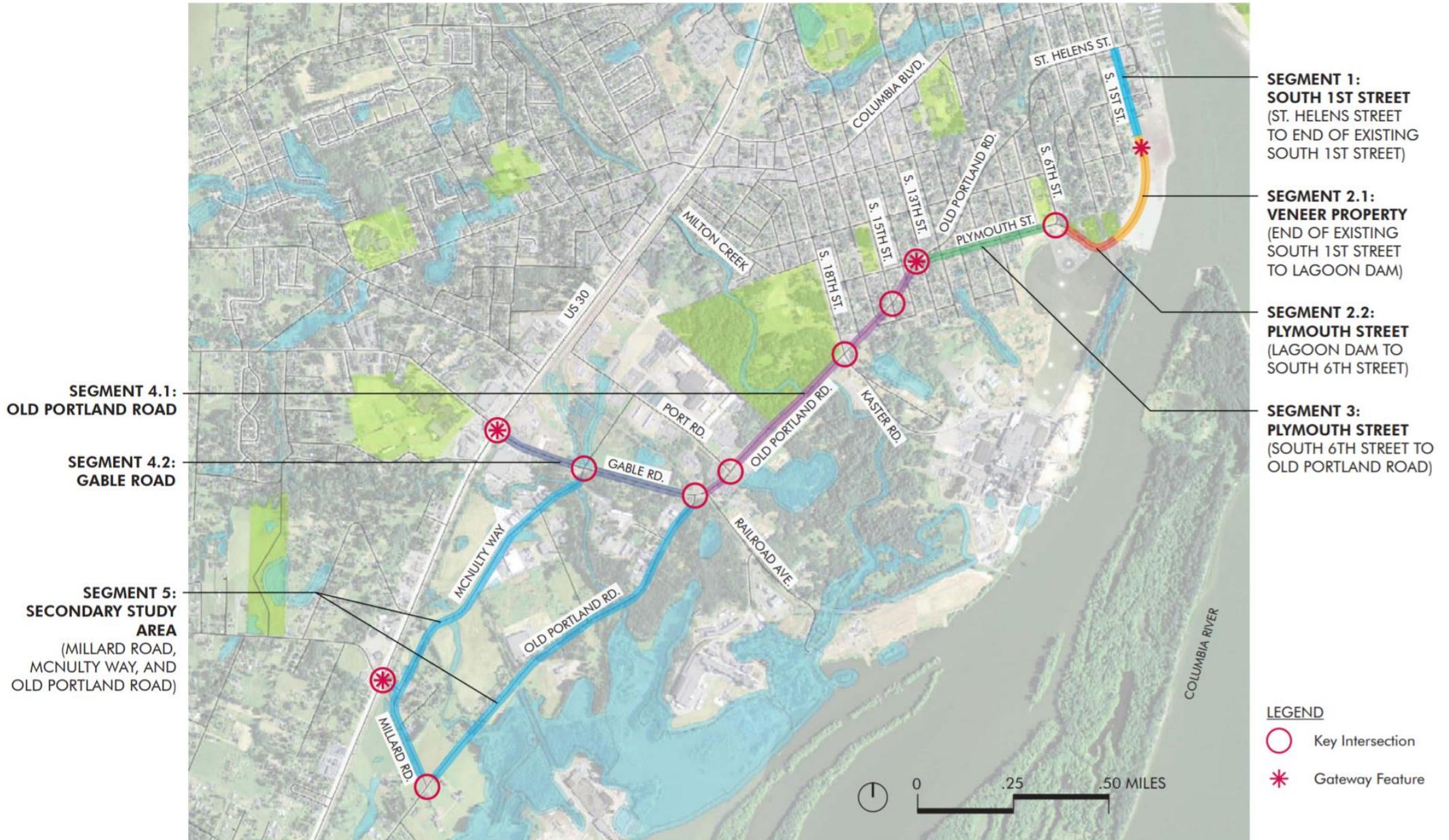




2019 Riverfront Connector



PROJECT AREA





* Sidewalks located between S. 8th & S. 10th Streets

Typical section facing east



1997

● 2020 Vision

2011

2012

2013

2014

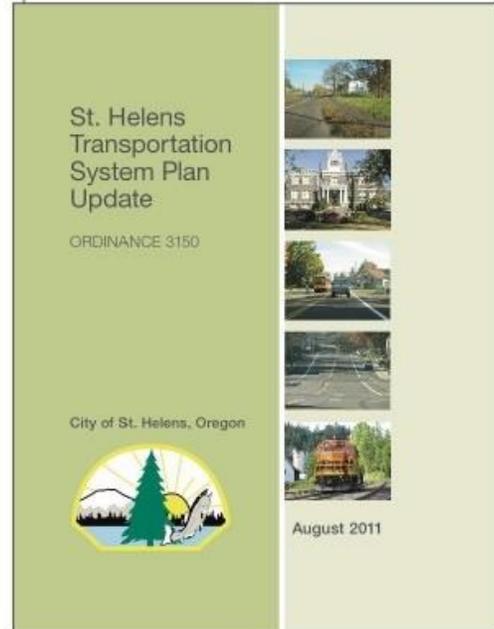
2015

2016

2017

Transportation System Plan

identifies need for better connections from US 30 to downtown.



US 30 and Columbia/ St. Helens Corridor Master Plan

completed.



City purchased 230 acres of underutilized waterfront land to improve river access and encourage redevelopment

Waterfront Framework Plan completed.



URBAN RENEWAL

2019

● Riverfront Connector

Two decades of effort!



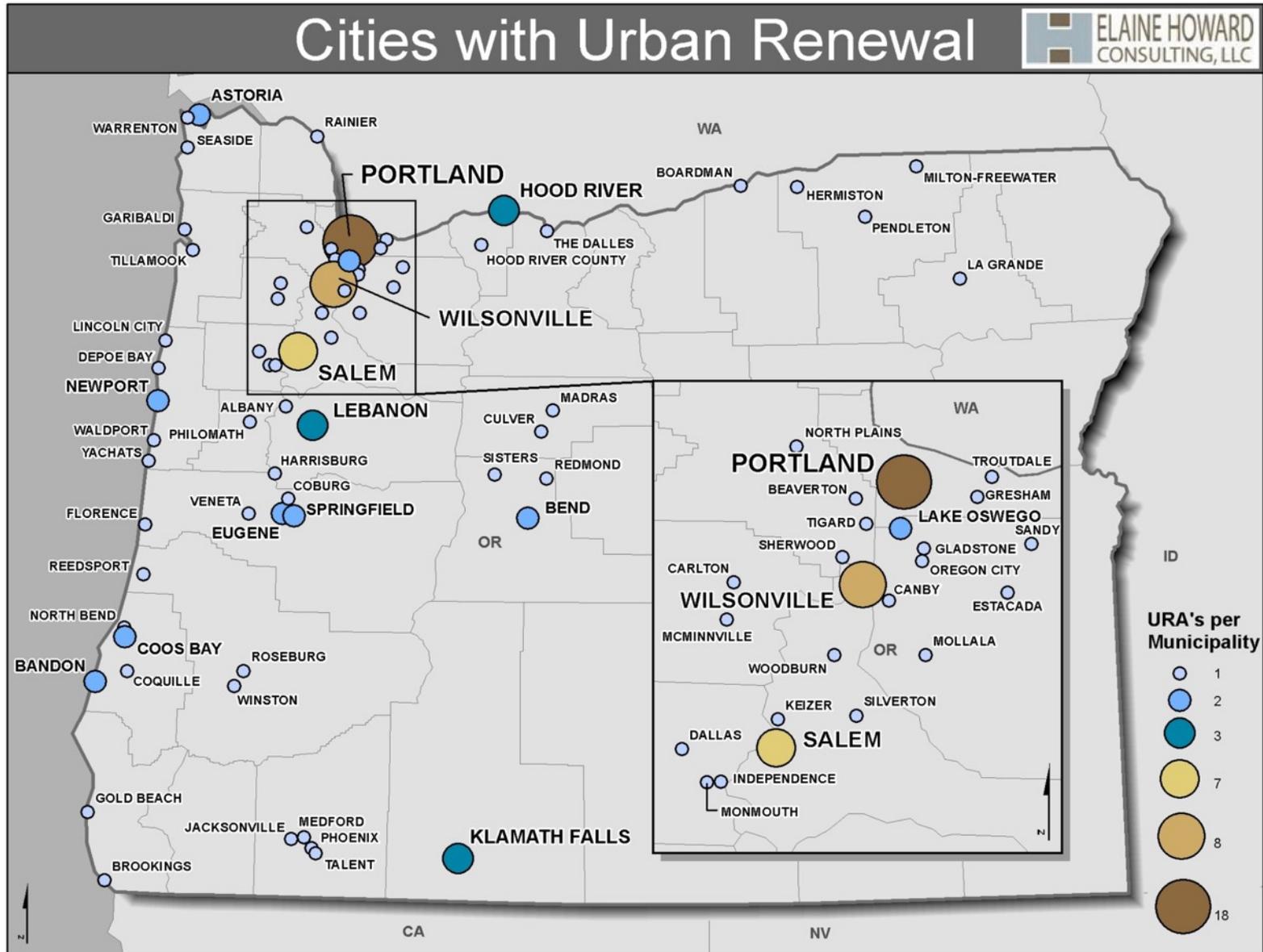
Urban Renewal Basics

What is Urban Renewal?

How does Urban Renewal work?

What is the lifespan of Urban Renewal?

What is Urban Renewal?



- Used throughout Oregon
- Addresses “blighting” influences in designated areas
- Provides financing mechanism to implement city plans
 - Uses increases in property taxes within area to fund projects within area
 - Amount of spending in an urban renewal area is controlled by “maximum indebtedness” in each Urban Renewal Plan

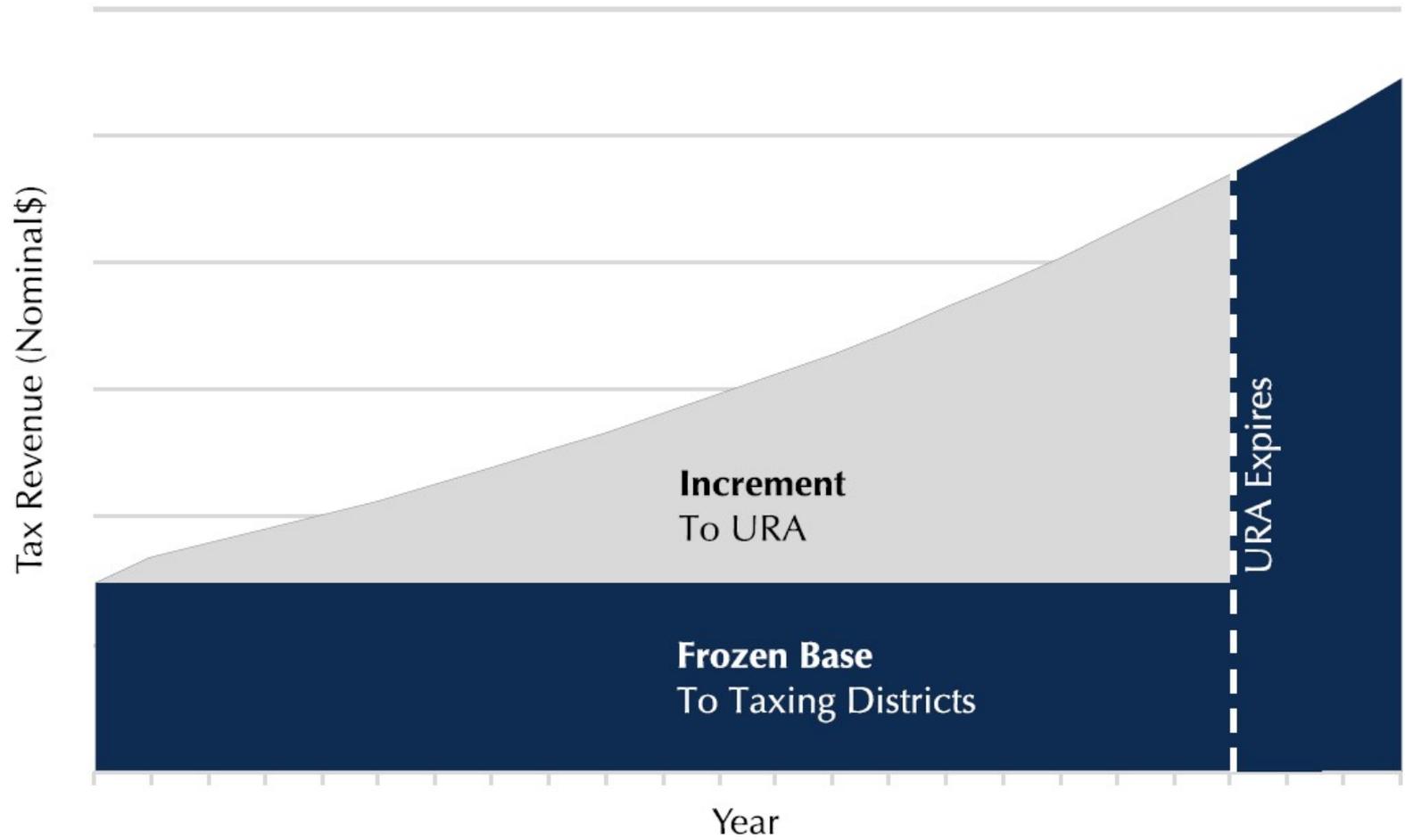
What is Blight?

- Defined by the State Statute ORS 457
- Generally covers:
 - Underdevelopment or underutilization of property
 - Poor condition of buildings
 - Inadequacy of infrastructure including streets and utilities



- Total amount of \$\$ of Projects, Programs, and Administration over life of Urban Renewal Plan
- **THE** constraining factor on urban renewal agencies
- The City's Urban Renewal Agency has a maximum indebtedness of **\$62 million.**

How does Urban Renewal Work?



- An area is designated as an urban renewal area
- The tax assessed value of properties within the area is frozen
- Taxes from that “frozen base” go to all taxing jurisdictions
- Increases in taxes over the “frozen base” go to the urban renewal agency for use in the area
- All tax bills in the city show urban renewal division of taxes

How long does Urban Renewal last?

- Typical for 25 to 30 year period to invest in projects
- May last a few years longer to pay off the debt
- Time period is not a requirement of ORS 457

What happens after Urban Renewal?

- Increased value of the area is returned to the tax rolls and all taxing jurisdictions benefit from increased taxes
- Area is improved and better serves the citizens of the community

BEST PRACTICES

FOR TAX INCREMENT FINANCING

AGENCIES IN OREGON

November 2019



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Appendices

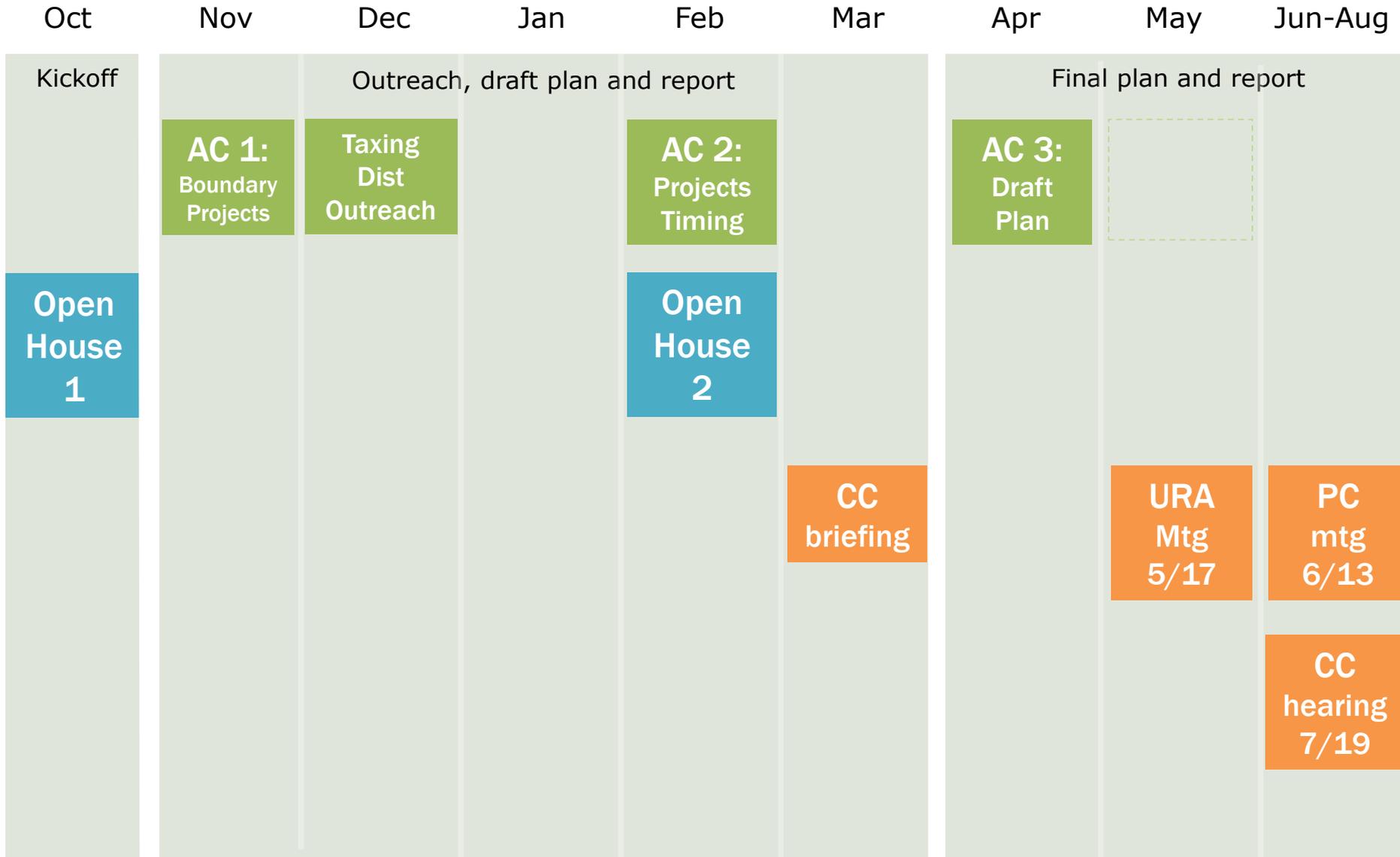
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St. Helens Urban Renewal Plan

Adoption Process
Goals
Projects

2016-2017: Urban Renewal Adoption Timeline ³⁷



Purpose: Assist with the implementation of adopted plans, policies, and codes

Goals:

- Ensure that stakeholders are involved in plan implementation by providing accurate, timely information, and encouraging public input and involvement.
- Provide adequate infrastructure and public amenities to support new development.
- Increase the safety and capacity of existing transportation corridors.
- Improve public access to the Columbia River through investments in waterfront open space and paths.
- Invest in the revitalization of Houlton and Downtown business districts.

Transportation Infrastructure

- Veneer Road Connections
- U.S. 30 improvements
- Corridor Master Plan Improvements
- Old PDX Road Improvements
- 1st Street Retrofit

Open Space/ Wayfinding

- Veneer Open Space (greenway, park, plaza)
- Trestle Trail
- Marina Contribution
- Waterfront Bankwork/
Habitat Projects
- Wayfinding

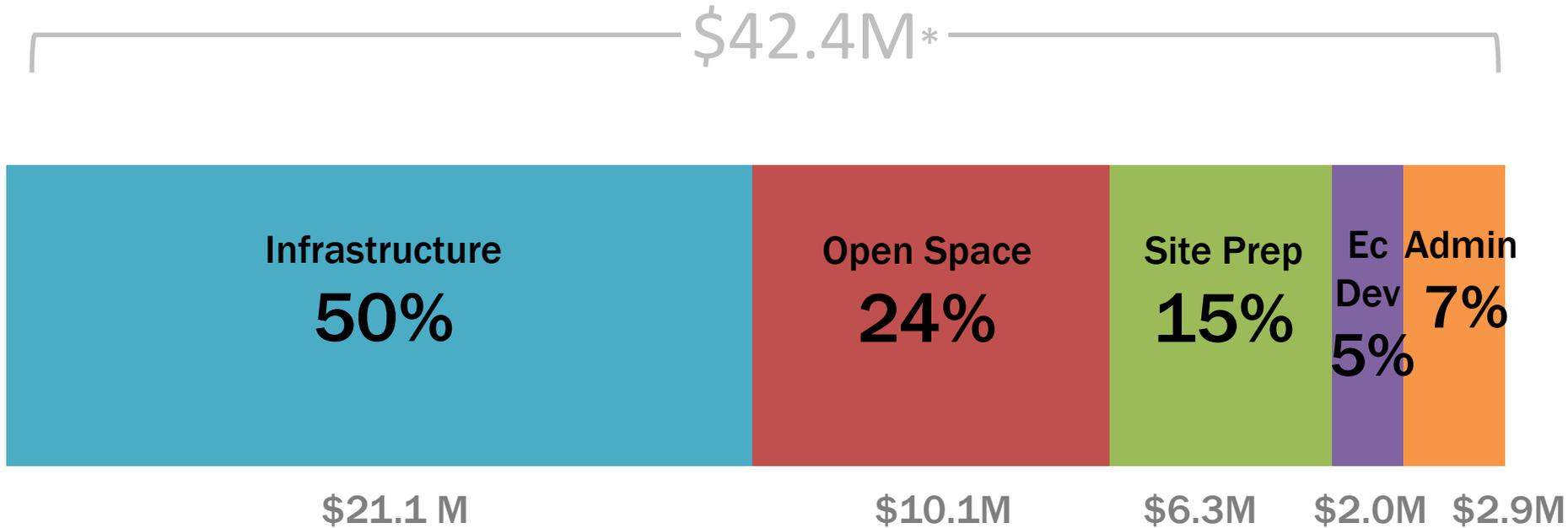
Site Prep/ Utilities

For Veneer and other sites:

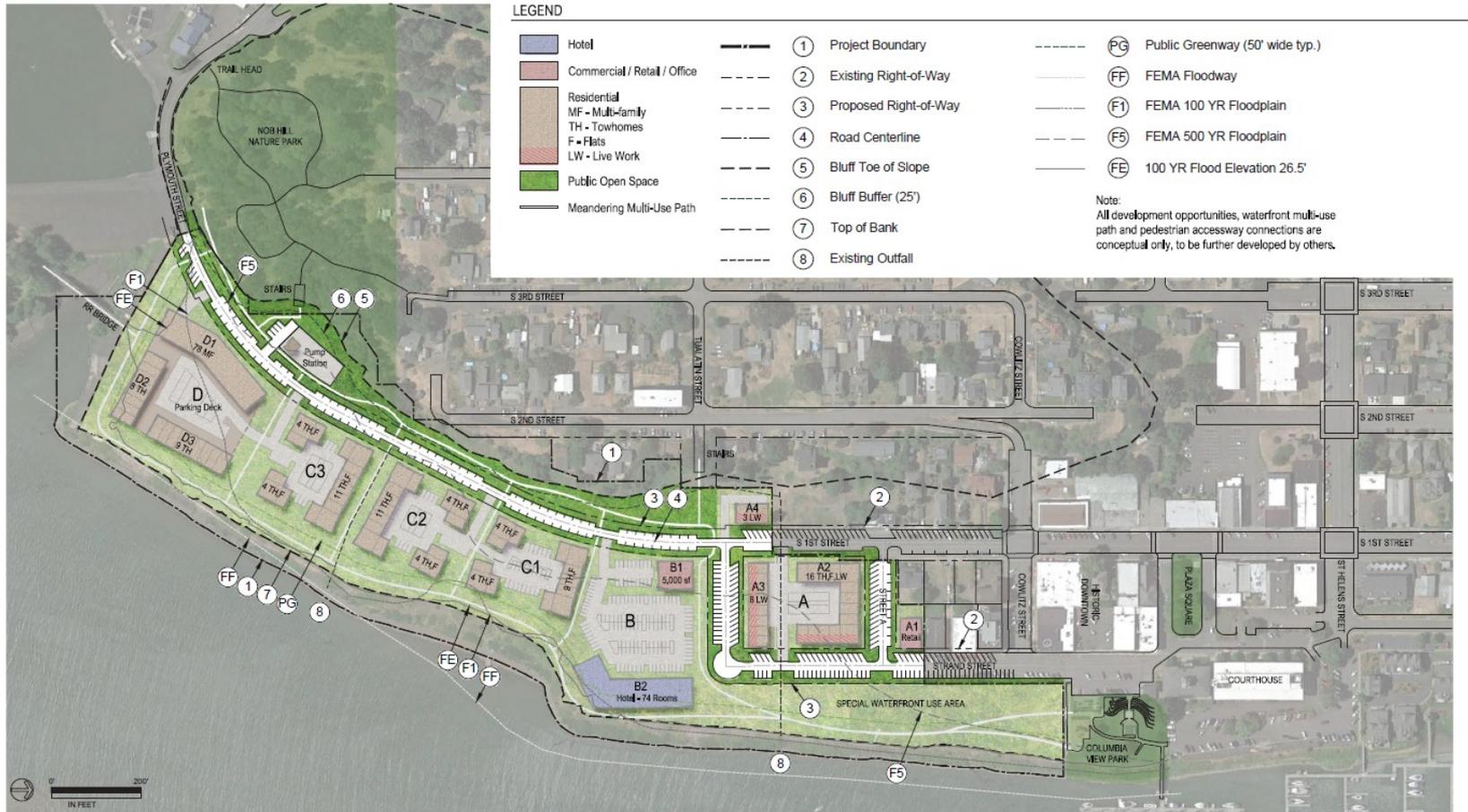
- Utilities
- Grading
- Brownfield Remediation

Economic Dev't Programs

- Storefront Imp't Program
- Economic Dev't Strategies (e.g. master plans, parking plans)



*Because UR relies on loans to fund projects, loan interest makes up the difference between the maximum indebtedness of \$62 million and the total project cost of \$42.4M.



S. 1st AND STRAND STREETS | WEST ALIGNMENT

JUNE 9, 2021 | #19823



S. 1st Street and The Strand Street Extensions & Utilities

ROCKY BEACH Looking North



Mayer/Reed



Riverwalk Project Phase I and Phase II



Parking Management Strategy and/or Parking Lot Acquisition



Master Planning

Storefront Improvements

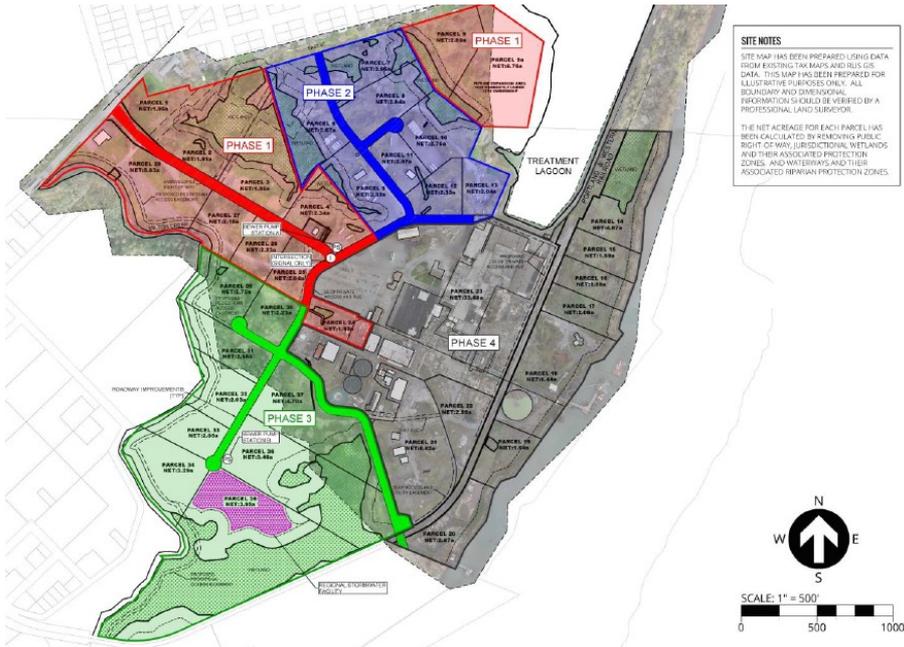


Example: Historic building in Astoria
Urban Renewal provided:

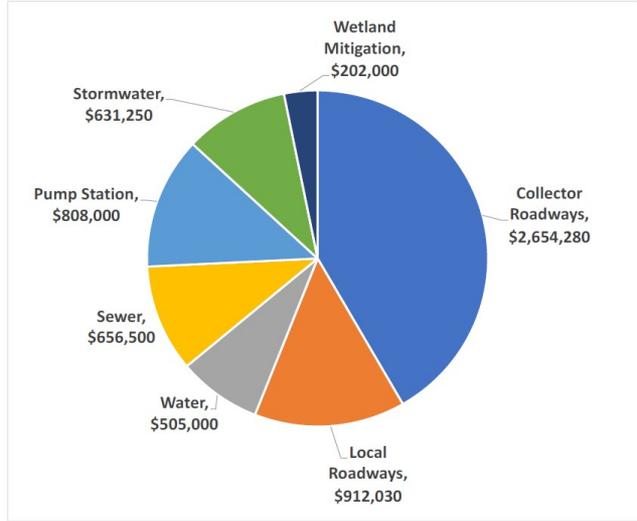
- Low interest loan for \$120,039
- Storefront Improvement Grant of \$30,000

Source:





Phase 1 Cost Summary



St. Helens Industrial Business Park Site Readiness, Utilities

- Exhibit 5 - Pages 7, 8, & 9 in the Urban Renewal Plan
- Color-coded per project category
- Name, Description, Relation to UR Goal, Estimated Area Contribution

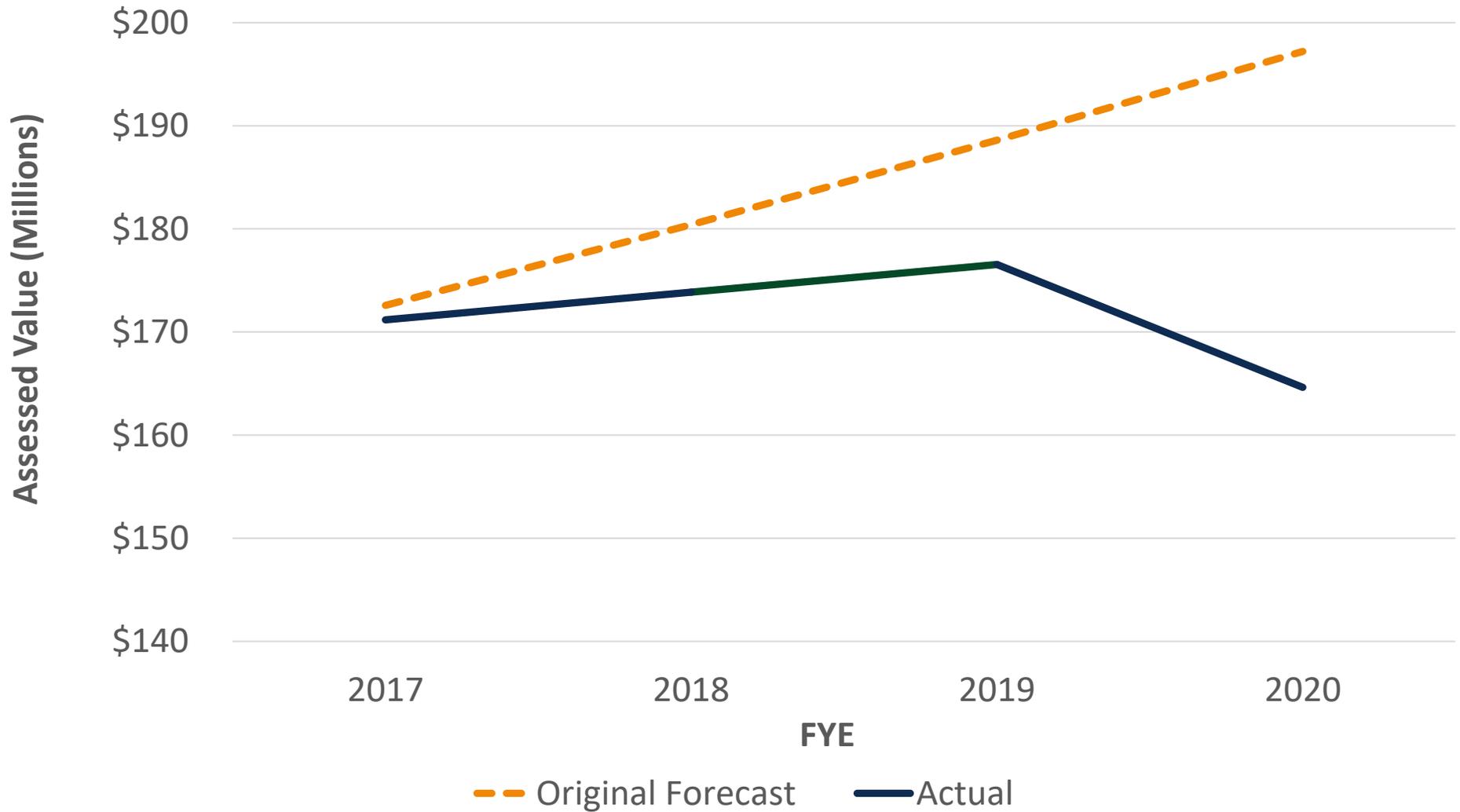
Exhibit 5. Urban Renewal Projects - Details

Map ID	Short Name	Description	Relation to Urban Renewal Goals	Estimated Area Contribution
Site Prep				
4	Contributions for Waterfront Site Preparation or Remediation	Assistance with grading, embankment and compaction, and erosion control on the entire site. Address localized hot spots or other potential brownfield issues on the site in coordination with development.	Helps to remove barriers to development on the Veneer Property. (Goal 2)	\$1,500,000
21	Site Preparation and Infrastructure Loans or Grants	Provide site-specific preparation, infrastructure, or development assistance (e.g. land assembly, SDC/permit write down, utility relocation, fire suppression grants, predevelopment assistance, etc.) to encourage new development in the Area.	Could attract industrial and mixed-use development to the entire Area. (Goal 2)	\$2,500,000
2	Waterfront Utilities and	Install sewer facilities for new development, including force mains, gravity sewer lines, and	Helps to remove barriers to	\$1,400,000

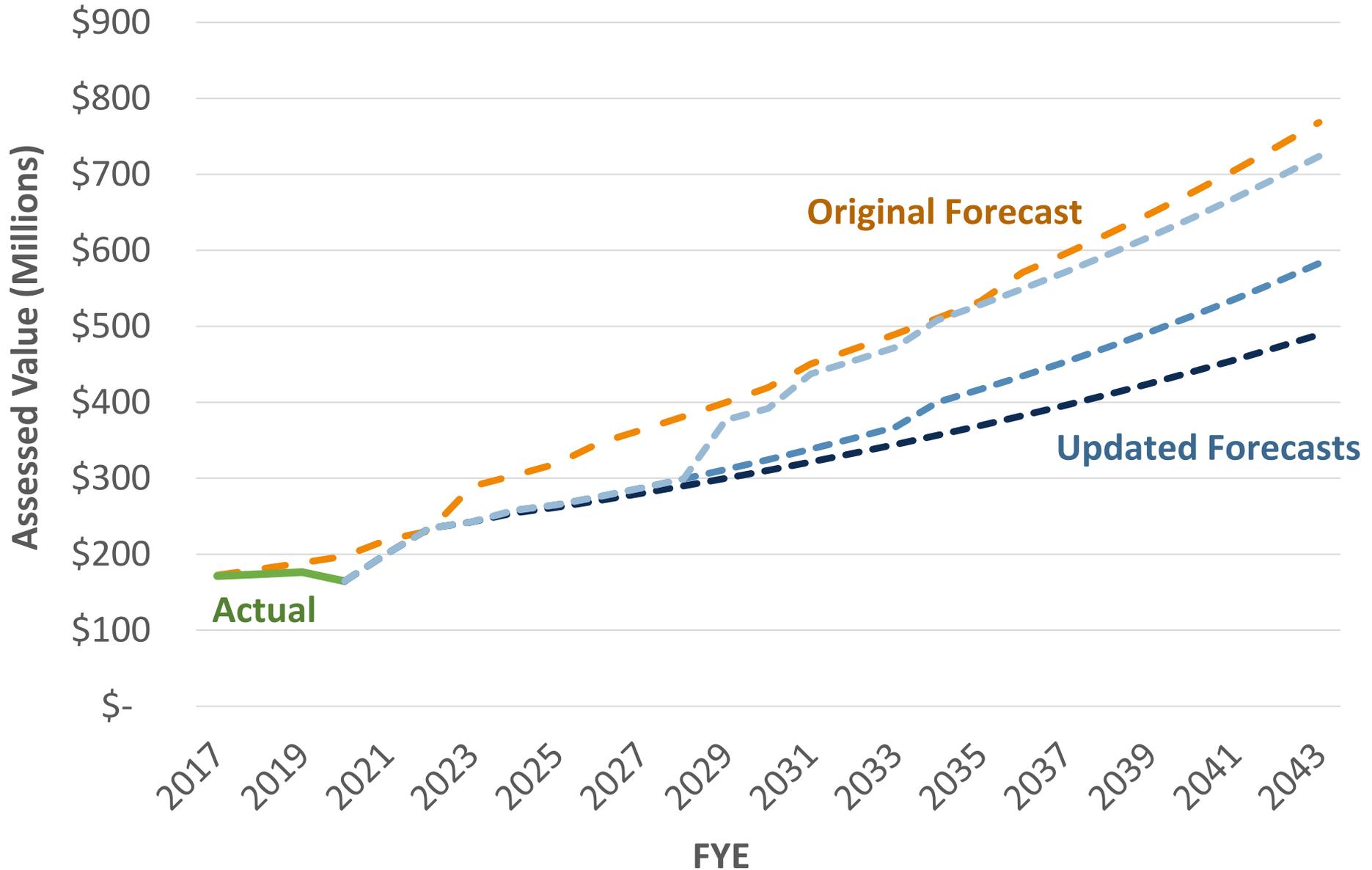
St. Helens Urban Renewal Plan

2020 TIF Revenue Update
2020 Major Amendment

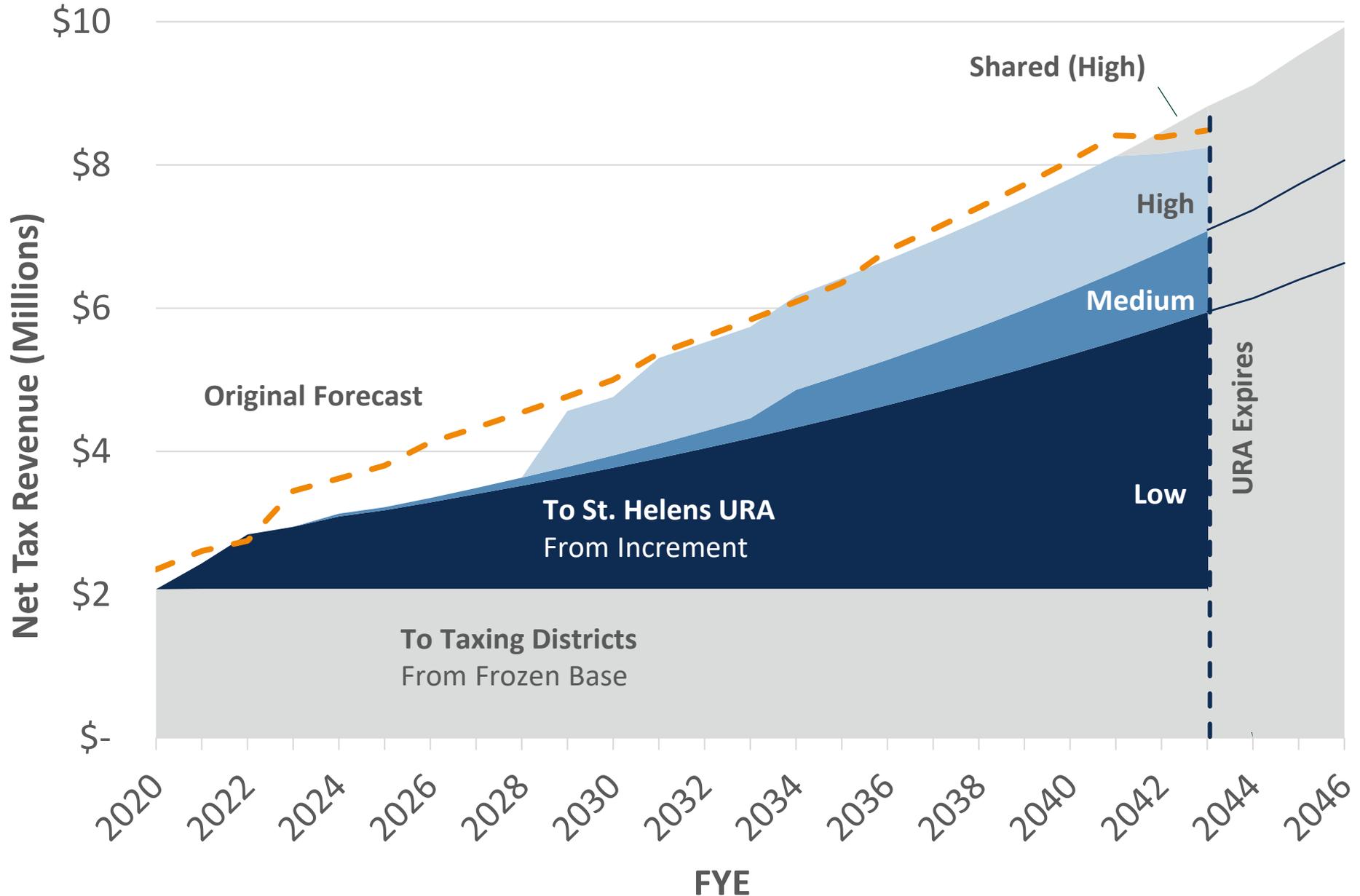
Historical Assessed Value



Updated Assessed Value Forecasts



Updated TIF Forecast



Boundary Amendment Financial Impact

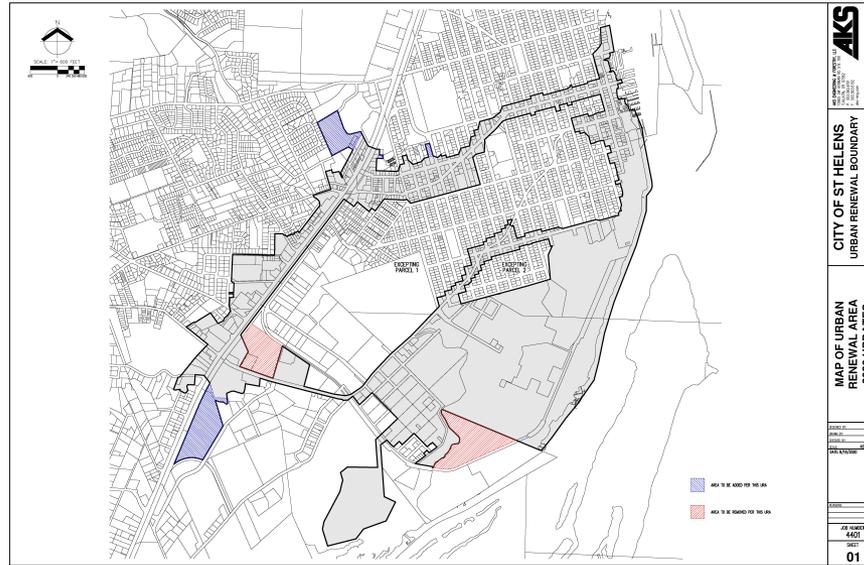


Exhibit 19 shows that by amending the URA to include this property, the St. Helens URA would collect an additional \$2.8 million in TIF revenue. Without detailed financing assumptions, we show that this would allow the URA to incur roughly \$2.8 million more indebtedness. In the high growth scenario,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

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

FYE	Exception				Tax Rate	Gross TIF	Net TIF	Net TIF (2020\$)
	Value	Total AV	Frozen Base	Increment				
2020	\$ -	911,330	\$ 911,330	\$ -	\$ 12.6065	\$ -	\$ -	\$ -
2021	\$ -	\$ 938,670	\$ 938,670	\$ -	\$ 12.6065	\$ -	\$ -	\$ -
2022	\$ -	\$ 966,830	\$ 911,330	\$ -	\$ 12.6065	\$ -	\$ -	\$ -
2023	\$ -	\$ 995,835	\$ 911,330	\$ 84,505	\$ 12.6065	\$ 1,065	\$ 1,012	\$ 926
2024	\$ 4,232,859	\$ 5,258,569	\$ 911,330	\$ 4,347,239	\$ 12.6065	\$ 54,803	\$ 52,078	\$ 46,271
2025	\$ 4,359,844	\$ 9,776,170	\$ 911,330	\$ 8,864,840	\$ 12.6065	\$ 111,755	\$ 106,948	\$ 92,254
2026	\$ -	\$ 10,069,455	\$ 911,330	\$ 9,158,125	\$ 12.6065	\$ 115,452	\$ 111,784	\$ 91,198

Transportation Funding

- Transportation infrastructure needs are greater than the transportation funding available (statewide and nationally)
- Funds from urban renewal for transportation projects are intended to attract **private investment** into the URA
- **Public-private partnerships** can leverage limited UR funds to raise more capital to complete high-cost transportation projects
- State and federal grants can also help fill the gap

City of St. Helens Mission

- **Vision:** To provide quality, effective and efficient service to our citizens.
- Develop and preserve the highest possible **quality of life** for our residents, businesses, and visitors.
- Provide a **safe and healthy environment** within a **sound economic framework**.
- Provide leadership which is **open and responsive** to the needs of the community and **works for the benefit of all**.

Urban Renewal Agency Goals

1. Ensure that stakeholders are involved in plan implementation by providing accurate, timely information, and encouraging public input and involvement.
2. Provide adequate infrastructure and public amenities to support new development.
3. Increase the safety and capacity of existing transportation corridors.
4. Improve public access to the Columbia River through investments in waterfront open space and paths.
5. Invest in the revitalization of the Houlton and Riverfront business districts.

