



Rainier Economic Development Council

REDCO

Budget 2021-2022

REDCO
2021/2022
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**Rainier Economic Development Council, Budget Committee Members and Citizens of Rainier
2020/2021 BUDGET MESSAGE**

The Rainier City Council designated the Rainier Economic Development Council (REDCO) as the City's Urban Renewal Agency and directed REDCO to plan for the development and improvement of the Rainier Waterfront. The Council adopted a plan for the urban renewal area. The goals for this plan are summarized below. Past and the present budgets rely heavily on funding projects identified in this plan.

The current tax levy imposed through the agency provides the funding for the annual debt payment to USG.

This budget is prepared following the cash basis of accounting, which is consistent with prior years and reflects the budget committee's budget format selection which provides our citizens with the most transparent and uncomplicated document. The debt service fund also includes a contingency/reserve amount equal to one annual payment which safe guards REDCO's ability to satisfy the annual debt. The proposed budget is balanced in that revenues and requirements are equal as required by Oregon Budget Law.

The Rainier Waterfront Urban Renewal Plan identifies ten goals for the urban renewal area. These goals are summarized below in an effort to provide a focus for REDCO's budget documents.

GOAL 1 - Riverfront development – The ultimate goal is to create and restore the Rainier riverfront. Key elements include community access to the river, river view, recreational boating opportunities and places to work, shop and live. This development will include commercial, industrial and residential buildings, open spaces and public facilities.

GOAL 2 - Economic Development – Realize the waterfront as an asset for the community's economic development. Help ensure that major industrial and marine related commercial and industrial development occurs in a way that generates jobs and income for the community.

GOAL 3 - Public Access to the Riverfront – The plan will promote public access to the river by providing marine recreational facilities, open spaces like green ways and trails, and protection of significant view corridors.

GOAL 4 - Recreation Boating Facilities – Develop the waterfront as a major center for recreational boating by providing a range of facilities and services that meet the needs of boaters.

GOAL 5 - Transportation – Take full advantage of public and private transportation via US highway 30, the Lewis & Clark Bridge, the railroad and the river to improve access to the waterfront.

GOAL 6 - Housing – Provide for the opportunity for Rainier residents to live on the waterfront. Promote the development of a range of types of housing, including affordable units that serve a variety of households.

GOAL 7 - Retail Services - Promote the development of retail services for residents and visitors, thereby creating retail and service jobs within the community.

GOAL 8 - Community Facilities - Promote the development of public facilities along the waterfront such as senior and community centers, parks, theaters and museums.

GOAL 9 - Environment – Enhance the natural environment along the waterfront with particular attention given to the water quality of Fox Creek and the Columbia River.

GOAL 10 - Planning and Design – Ensure that development along the waterfront happens in a manner that enhances interaction with the river, and respects the needs of developers and the community.

Debra Dudley
REDCO Budget Officer

As is required by Oregon Revised Statute Chapter 457, REDCO has two funds—the general fund and the debt service fund. The general fund is used to receive and disburse funds for administrative purposes while the debt service fund records income from the urban renewal division of tax and funds the Urban Renewal plan goals and debt.

Beginning Fund Balance: The projected fiscal year 2020-21 ending fund balance.

Interest Earnings: The estimated interest earned on funds while they are held for disbursement. The majority of funds are invested in the State of Oregon Local Investment Pool.

Budgetary control is maintained at the appropriation levels through monitoring of the expenses for each of the following categories:

Personnel Services: Includes wage and fringe benefits of employees. REDCO has no employees and, therefore, no personnel service expenses.

Materials and Services: Includes supplies, maintenance and repair, utilities, rent and contracts for professional services such as legal counsel and audits. REDCO uses the following line items:

Administrative Support-The City of Rainier provides staff and administrative services to REDCO on a daily operational basis. This amount is estimated to reimburse the City for its effort.

Office/Operating/Misc/IT Upgrade-This covers paper, technology and other office supplies for the year.

Membership Dues-REDCO belongs to the Rural Development Initiative (RDI) that hosts conferences every year on economic development for small communities.

Audit Services-REDCO is required to have its books audited by a Certified Public Accountant and file the report with the state.

Capital Outlay/Goals: These line items are described under the Goals included in the Budget Message document.

Debt Service Fund records expenditures budgeted under the UR plan:

USG-Principal-This is the line item used to pay the principal of the USG settlement.

USG-Interest-This is the line item used to pay the interest on the debt service for the USG settlement.

2021-2022 BUDGET

HISTORICAL DATA		
2018/2019	2019/2020	2020/2021
ACTUAL	ACTUAL	ADOPTED
999,464	986,180	692,129
75,000	0	
	625	
22,962	19,684	2,000
1,097,426	1,097,426	694,129

GENERAL FUND - RESOURCES		2021/2022	2021/2022	2021/2022
DESCRIPTION		PROPOSED	APPROVED	ADOPTED
Beginning Fund Balance		658,000		
Intergovernmental (from City)				
Miscellaneous				
Interest Earnings		3,600		
TOTAL General Fund Resources		661,600		

HISTORICAL DATA		
2018/2019	2019/2020	2020/2021
ACTUAL	ACTUAL	ADOPTED
7,200	7,200	7,200
530	479	100
0	0	0
	0	200
4,575	4,900	7,000
	0	0
	0	0
	0	0
12,305	12,579	14,500
69,600	13,985	117,000
0	0	40,000
0	0	125,000
0	0	25,000
0	0	200,000
	0	
0	0	20,000
0	0	20,000
0	12,500	20,000
25,000	0	12,500
0		100,000
94,600	26,485	679,500
0		129
106,905	39,064	694,129

GENERAL FUND - REQUIREMENTS		2021/2022	2021/2022	2021/2022
DESCRIPTION		PROPOSED	APPROVED	ADOPTED
Materials & Services				
Administrative Support		7,200		
Office/ Operating/Misc/It Upgrade		3,100		
Office Rent				
Membership Dues		200		
Audit Services		5,500		
Legal Services				
Transfer to Debt Service Fund				
Contingency				
Materials & Services Total		16,000		
Capital Outlay/Goals				
#1 Riverfront Development- Consulting		25,000		
#2 Economic Development-Feasibility Study		25,000		
#3 Public Access to the Riverfront-Walking Trail		50,000		
#4 Recreation Boating Facilities-Feasibility Study		25,000		
#5 Transportation- Street Participation Match				
Federal Dollar Match/Veterans Way		400,000		
#6 Housing-Feasibility Study		25,000		
#7 Retail Services-Consulting		25,000		
#8 Community Facilities-Park Improvement		50,000		
#9 Environment (Diking Recertification))		0		
#10 Planning & Design-STP Update		20,000		
Capital Outlay/Goals Total		645,000		
Contingency		600		
Total General Fund Requirements		661,600		

HISTORICAL DATA		
2018/2019	2019/2020	2020/2021
ACTUAL	ACTUAL	ADOPTED
		275,000
289,504	283,747	275,000
0		
0		
0		
289,504	283,747	550,000

DEBT SERVICE FUND - RESOURCES		2021/2022	2021/2022	2021/2022
DESCRIPTION		PROPOSED	APPROVED	ADOPTED
Beginning Fund Balance		0		
County Taxes/Current & Prior		275,000		
IGA Transfer from City				
Interest Earnings				
City of Rainier				
TOTAL Debt Service Fund Resources		275,000		

HISTORICAL DATA		
2018/2019	2019/2020	2020/2021
ACTUAL	ACTUAL	ADOPTED
0	0	
0	0	
0	0	
0	0	
0	0	
0	0	
0	0	
195,020	206,896	206,896
79,980	68,104	68,104
275,000	275,000	275,000
275,000	275,000	275,000

DEBT SERVICE FUND - REQUIREMENTS		2021/2022	2021/2022	2021/2022
DESCRIPTION		PROPOSED	APPROVED	ADOPTED
Business Grant Program				
East Rainier Entrance Improvements				
Highway 30 Enhancement Project				
Riverfront Trail/Marina Square				
Riverfront Trail/1st Street Plaza				
"A" Street Redevelopment				
Riverfront Park Phase III				
USG-Principal		213,103		
USG-Interest		61,897		
Subtotal Requirements				
Contingency/Reserve				
TOTAL Debt Service Fund Requirements		275,000		

Form LB-40 is no longer required by Local Budget Law to be a part of the budget document. However, this information must be provided if requested [ORS 294.388(5), renumbered from 294.352(5)] and use of this form to provide this information is optional. The form collects salary information for specific positions that are allocated to more than one fund or organizational unit.

FORM LB-10

**SPECIAL FUND
RESOURCES AND REQUIREMENTS**

Site & Station Special Revenue Fund
(Fund)

Sample RFPD

(Name of municipal corporation)

Budget Year 2009-10

This section must be completed

Historical Data			DESCRIPTION RESOURCES AND REQUIREMENTS	Budget Year 2009-10		
Actual		Adopted Budget This Year 2008-09		Proposed By Budget Officer	Approved By Budget Committee	Adopted By Governing Body
Second Preceding Year 2006-07	First Preceding Year 2007-08					
RESOURCES						
Beginning Fund Balance:						
1	81,951	152,278	900	3,000	3,000	3,000
2						
3						
4	9,623	3,654	1,600	1,000	1,000	1,000
5	85,308	45,000	18,000	10,000	10,000	10,000
6						
7						
8						
9	156,882	200,832	20,400	14,000	14,000	14,000
10				0	0	0
11						
12	156,882	200,832	20,400	14,000	14,000	14,000
REQUIREMENTS						
1	4604	199549	17,400	12,000	12,000	12,000
2	0	0	3,000	2,000	2,000	2,000
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16	152,278	1,283	0	0	0	0
17	156,882	200,832	20,400	14,000	14,000	14,000

Resources Equal Requirements

* Includes Unappropriated Balance budgeted last year.

FORM LB-11

This fund is authorized and established by resolution / ordinance number 2001 on (date) June 10, 2001 for the following specified purpose:
specified purposes:
Purchase of fire suppression equipment

**RESERVE FUND
RESOURCES AND REQUIREMENTS**

Year this reserve fund will be reviewed to be continued or abolished.
Date can not be more than 10 years after establishment.
Review Year: 2011

Equipment Reserve Fund
(Fund)

Sample RFPD

(Name of municipal corporation)

Budget Year 2009-10

Historical Data			DESCRIPTION RESOURCES AND REQUIREMENTS	Budget Year 2009-10		
Actual		Adopted Budget This Year 2008-09		Proposed By Budget Officer	Approved By Budget Committee	Adopted By Governing Body
Second Preceding Year 2006-07	First Preceding Year 2007-08					
RESOURCES						
Beginning Fund Balance:						
1		27,200	48,000	33,400	33,400	33,400
2						
3						
4	661	1,604	1,700	2,000	2,000	2,800
5	26,539	20,000	24,500	15,000	16,500	15,000
6						
7						
8						
9	27,200	48,804	74,200	50,400	50,400	51,200
10				0	0	0
11						
12	27,200	48,804	74,200	50,400	50,400	51,200
REQUIREMENTS						
1	0	0	26,220	26,300	26,300	26,300
2	0	0	10,500	4,000	4,000	4,800
3	0	0	4,000	0	0	0
4						
5				30,300	30,300	31,100
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16	27,200	48,804	33,480	20,100	20,100	20,100
17	27,200	48,804	74,200	50,400	50,400	51,200

* Includes Unappropriated Balance budgeted last year.

RAINIER WATERFRONT URBAN RENEWAL PLAN

SEPTEMBER 5, 1995

Includes:

First Amendment, June 1, 1998
Second Amendment, June 1, 1999
Third Amendment, June 23, 1999
Fourth Amendment, January 10, 2002
Fifth Amendment, February 18, 2003

Prepared by

Tashman Associates
Murase Associates
KPFF, Consulting Engineers
Oliver I. Norville, Special Counsel, REDCO

PARTICIPANTS

The Rainier Waterfront Urban Renewal Plan and Report were prepared under the direction of the Rainier Economic Development Council (REDCO) and the Rainier City Council.

RAINIER CITY COUNCIL

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Bette Lang
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RAINIER WATERFRONT URBAN RENEWAL PLAN
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RAINIER WATERFRONT URBAN RENEWAL PLAN

A. INTRODUCTION

The Rainier City Council has designated the Rainier Economic Development Council (“REDCO”) as the City’s Urban Renewal Agency and directed REDCO to plan for the development and improvement of the Rainier waterfront. REDCO has worked with Rainier citizens, the City Council, the Planning Commission and others to prepare an Urban Renewal Plan (the “Plan”) and Urban Renewal Report (the “Report”) for the Rainier Waterfront Urban Renewal Area (the “Area”). This Plan, developed by REDCO and adopted by the City Council and accompanied by the Report, governs the actions of REDCO related to planning and development within the Area.

The required contents of Urban Renewal Plans are stated in detail in ORS Chapter 457. The Plan and Report are intended to meet and exceed the statutory requirements and provide Rainier residents with clear and complete information about urban renewal activities.

The Plan includes:

- goals and objectives;
- the boundaries of the Area;
- an outline of the activities planned for the Area
- a description of the projects and activities that REDCO will undertake to improve and develop the waterfront;
- the relationship between the Plan and the Rainier Comprehensive Plan and implementing ordinances, such as the Zoning Ordinance and other local objectives;
- the land uses and development standards proposed in the Plan;
- methods that will be used if the Plan results in the need to relocate businesses or residences;
- a discussion of what types of property acquisition are permitted under the Plan;
- a statement that the Plan intends to use tax increment financing as a revenue source and the limits in terms of time or dollar amounts for tax increment bonds issued; and
- a discussion of what changes to the plan are to be considered substantial amendments, requiring the City Council to use the same notice, hearing and adoption process as for initial adoption of the plan and what changes are considered other amendments requiring different approval processes.

RAINIER WATERFRONT URBAN RENEWAL PLAN

The Plan is accompanied by an Urban Renewal Report. The Report contains supporting information to the Plan, including:

- a description of physical and social conditions within the Urban Renewal Area, including the basis for the key findings by the City Council that the Area is blighted;
- an analysis of how the Plan conforms to land area and assessed value limits on urban renewal areas;
- an explanation of how the Area was defined;
- the relationship between the projects to be undertaken and the conditions within the Area;
- project cost estimates and schedules;
- revenue projections;
- a financial analysis of the Plan demonstrating its feasibility;
- a fiscal impact analysis; and
- a description of property subject to relocation.

The Rainier Waterfront Urban Renewal Plan arose out of concern about Rainier's lack of connection to the Columbia Riverfront and the interest in promoting appropriate development of this economically and environmentally valuable area. The community noted that the existing downtown waterfront was in need of revitalization. The community was also aware that the substantial land area created by deposition of dredge materials after the Mt. St. Helens eruption of 1980 presented important development opportunities. The citizens of Rainier found that without public attention to these opportunities and needs, the waterfront might fail to properly develop, and that jobs and public access to the river could be lost.

Finally, the closure of the Trojan Nuclear Power Plant by PGE, which had provided high wage jobs to Rainier area residents, triggered a realization that the community must mobilize to avoid economic stagnation. The Rainier Waterfront Urban Renewal Plan expresses the community's resolve to create a vital and attractive riverfront.

B. GOALS AND OBJECTIVES

1. RIVERFRONT DEVELOPMENT

GOAL:

The ultimate goal of the Rainier Waterfront Urban Renewal Plan is to create and restore Rainier's riverfront. The riverfront will provide the Rainier community with river access, river views, recreational boating opportunities, and places to work, shop and live. It will become the focus of the Rainier community. Its development will include commercial, industrial and residential buildings, open space and public facilities. The Rainier Waterfront will be attractive, accessible and economically vital.

OBJECTIVES:

a) Redevelopment of Historic Riverfront

This may take the form of both rehabilitation of existing structures and new infill development.

b) Development of New Waterfront

Develop the new waterfront (created with ash from the eruption of Mt. St. Helens) to provide a mix of open space, public facilities, housing, retail, office, industrial and marine-related uses. Ensure that the planning and development of this area provides for visual and actual riverfront access.

2. ECONOMIC DEVELOPMENT

GOAL:

Realize the potential of the Rainier waterfront as the greatest asset for the community's economic development. Help ensure that major industrial and marine-related commercial and industrial development occurs in a way that generates jobs and income for the community and creates economic vitality.

OBJECTIVES:

a) Provide Public Improvements and Infrastructure to Support Job-Creating Development

Provide planning and funding for public improvements, including streets, utilities, telecommunications and other facilities, in support of development that will create a range of types of jobs for Rainier residents.

b) Support New Industry and Create Related Industrial Opportunities

Build from existing and previous efforts that have created a potential for major manufacturing facilities locating on the Rainier Waterfront by working with such industries to create additional related industrial employment. Work with major industrial companies to provide for local purchase of goods and services and to help nurture companies that could be suppliers or users of their products.

c) Assist in Developing the Rainier Workforce

Help ensure that community residents have the skills and education necessary to access the jobs created on the Rainier waterfront. Encourage businesses that locate within the Urban Renewal Area to support training and education programs. Work with the public school system to strengthen the connection between business and education.

d) Collaborate with Economic Development Agencies

Work in a close, collaborative way with the City of Rainier, Columbia County, the Port of St. Helens, the Rainier School District, the Oregon Economic Development Department and other State and Federal agencies to bring jobs and industry to the Rainier waterfront.

3. PUBLIC ACCESS TO THE RIVERFRONT

GOAL:

The planning and development of the Rainier Waterfront will reconnect the community to the Columbia River. The Urban Renewal Plan will promote public access to the riverfront by means of providing:

- public access,
- marine recreational facilities,
- open spaces, greenways and trails, and
- protection of significant view corridors.

OBJECTIVES:

a) Public Access

Plan for and promote the development of a variety of places where the public (including persons with disabilities) can gain access to the riverfront, including parks and open space, trails, docks and other facilities.

b) Marine Recreational Facilities

Plan for the redevelopment and new development of transient and long-term boat moorage facilities, a boat ramp and related facilities. Help the Rainier Waterfront become a destination for recreational boaters. (See also Goal 4.)

c) Open Spaces, Greenways and Trails

Develop a system of open spaces, greenways and trails that provide riverfront public access and recreational opportunities.

4. RECREATIONAL BOAT FACILITIES

GOAL:

Make the Rainier Waterfront a major regional center for recreational boating. Provide a range of facilities and services that meet the needs of boaters.

OBJECTIVES:

a) Marina

Work with the Oregon Marine Board, the Division of State Lands, the US Army Corps of Engineers, the Port of St. Helens and other appropriate agencies to evaluate the feasibility of developing a marina on the Rainier Waterfront and assist in the development of such a facility.

b) Transient Facility

Plan for and promote the redevelopment of the City Dock or its relocation to a marina facility.

c) Boat Ramp

Work with the Oregon State Parks & Recreation Department to plan for the location and design of a new boat ramp and associated facilities, as part of or independent of a marina.

5. TRANSPORTATION

GOAL:

Take full advantage of public and private transportation via State Highway 30, the Rainier/Longview Bridge, the railroad and the Columbia River to improve access to the Rainier Waterfront. Minimize the negative impacts of such transportation facilities by working with all appropriate parties to plan and implement transportation improvements.

OBJECTIVES:

a) Plan for Highway 30 Corridor Improvements

Participate with Oregon Department of Transportation in planning improvements to the State Highway 30 (Portland to Astoria) Corridor so that access to the Rainier Waterfront is improved. The Corridor Plan is intended to result in greater multi-modal (auto, bicycle, pedestrian, train, ship, ferry) access to Rainier and the Rainier Waterfront. Work to avoid adverse impacts of Highway 30 improvements on commercial businesses fronting the Highway.

Participate with the City of Rainier in the development of a Transportation System Plan for the City.

b) Rainier/Longview Bridge Improvements

Monitor and participate with the Oregon Department of Transportation in its study of increasing the capacity of or replacing the Rainier/Longview Bridge.

c) Railroad Improvements

Work with Burlington Northern Railroad to anticipate future rail freight traffic impacts and explore mitigation of any adverse impacts on the Rainier Waterfront.

6. HOUSING

GOAL:

Provide for the opportunity for Rainier residents to live on the waterfront. Promote the development of a range of types of housing, including affordable units and units that serve a variety of households.

OBJECTIVES:

a) Plan for a Range and Mix of Housing Types

Work with the City of Rainier to ensure that planning and zoning for the Waterfront allow a range and mix of housing types, including multi-family and single-family, ownership and rental. Policies and regulations should also encourage mixed use projects, including residential, retail, office and entertainment uses.

b) Develop Public Facilities and Infrastructure in Support of Housing Development

Plan, design and develop parks, open spaces and recreational facilities to provide amenities that support the development of a range of housing. Plan and develop infrastructure and public facilities to encourage housing.

c) Use a Variety of Public Resources to Promote Waterfront Housing

Take advantage of federal, state and local programs to promote the development of waterfront housing. These may include financing and other incentive programs.

7. RETAIL SERVICES

GOAL:

Promote the development of retail services for residents and visitors, including motorists, boaters and bicyclists. Allow residents to fill their shopping needs within the community. Provide greater services for travelers on the Columbia River Highway and on the river. Both types of retail will help create retail and service jobs within the community.

OBJECTIVES:

a) Provide Public Improvements to Sites for Retail Development

Plan and develop infrastructure and public facilities to encourage retail and mixed-use projects containing retail. An example of such a facility would be a public fishing pier.

b) Identify Opportunities for Retail Development

Provide professional market analysis to identify particular retail opportunities for the Rainier Waterfront.

c) Work with Chamber of Commerce and Other Agencies to Promote Retail Trade

Work in concert with other organizations and agencies (e.g. Chamber of Commerce, Oregon Economic Development Department) to promote retail trade on the Rainier Waterfront.

8. COMMUNITY FACILITIES

GOAL:

Promote the development of community facilities on the Rainier Waterfront. Such facilities may include a senior center, social service center, conference facilities, a community theater or an historical museum.

OBJECTIVES:

a) Identify Public Facility Needs

RAINIER WATERFRONT URBAN RENEWAL PLAN

Work with City of Rainier and community groups to identify public facility needs that might be accommodated within the Rainier Waterfront.

b) Explore Funding Sources for Public Facility Development

Assist in identifying possible funding sources for public facility development.

c) Provide Public Improvements

Plan and develop infrastructure and public facilities to encourage the development of public facilities.

9. ENVIRONMENT

GOAL:

Enhance the natural environment of the Rainier Waterfront, paying particular attention to the water quality of Fox Creek and the Columbia River.

OBJECTIVES:

a) Fox Creek Corridor Enhancement

Plan for the “daylighting” of the portion of Fox Creek that flows through the Rainier Waterfront and for restoration and preservation of its water quality.

b) Columbia River Water Quality

Work with the Department of Environmental Quality to ensure that development of the Rainier Waterfront does not result in degradation of the Columbia River.

10. PLANNING AND DESIGN

GOAL:

Ensure that development on the Rainier Waterfront is done in a manner that:

RAINIER WATERFRONT URBAN RENEWAL PLAN

- enhances interaction with the river; and
- respects the needs of the developer or user and the needs of the community.

OBJECTIVES

a) Design Guidelines

Develop design guidelines for use by the City of Rainier in design review. Such guidelines may address issues such as view protection, building massing, pedestrian circulation and connectivity.

b) Provide Incentives for Quality Development

Create a system of incentives for development that is exceptional in meeting the design objectives of the Plan.

C. OUTLINE OF PLAN ACTIVITIES

Section E of this Plan describes the development, redevelopment, improvements, land acquisition and rehabilitation projects that REDCO is authorized to undertake in the Area. This section provides an overall outline of such projects and activities as they pertain to the various sectors of the Area. The diagram shown in Figure 1., "Project Locations" illustrates the Area sectors and how proposed projects and activities relate to possible future development.

This Plan calls for the development and redevelopment of the Area as follows:

1. Downtown - waterfront

Activities in the downtown - waterfront will focus on rehabilitation and redevelopment of the historic downtown - waterfront of Rainier for commercial and marine-related uses. REDCO will work with the City, the Chamber of Commerce and interested property owners, business owners and residents to develop a long range plan for the downtown - waterfront. The Plan will focus on public improvements, including street, streetscape and utility improvements. Pending the outcome of the downtown - waterfront plan, the Plan may be amended (see Section K) to include other projects, such as development of public parking facilities and a public fishing dock.

2. Waterfront Mixed Use Area

Activities in the waterfront mixed use area will focus on the development of the marina, promotion of marina-related private development surrounding the marina, development of the Columbia River Greenway and development of the "A" Street extension. This area may also be an appropriate site for public facilities, and REDCO will work with public agencies wishing to develop such facilities.

3. Light Industrial Area

Activities in the light industrial area will include the extension of "A" Street development of related utilities and development of the Columbia River greenway.

4. Heavy Industrial Area

Activities in the heavy industrial area will include the extension of "A" Street, and the improvement of Rockcrest Street and Dike Road. REDCO's role will be supportive of State and County agencies that will assume primary financial responsibility for such improvements, as they relate to a major industrial user.

D. URBAN RENEWAL AREA BOUNDARIES

The Urban Renewal Area boundaries are shown in Figure 2. “Rainier Waterfront Urban Renewal Area” and a legal description of these boundaries is attached as Exhibit 1 and Exhibit 1 Amendment (Adopted January 10, 2002).

E. PROJECTS AND ACTIVITIES

This Plan authorizes REDCO to undertake a variety of projects and activities to achieve the goals and objectives stated in Section B and to implement the outline in Section C. These are described below and their locations are indicated on Figure 1, "Project Locations." The Plan Concept, attached as Exhibit 2, illustrates many of these projects as they relate to potential future development. (The Plan Concept is for illustrative purposes only and includes projects that are not specifically authorized in the Plan.)

The specifications of these projects, as described in the text and as shown in the sections and perspective drawings, are not final and will change as the projects are actually designed. Changes to the detailed specifications of these projects may occur without amendment of this Plan.

1. INFRASTRUCTURE DEVELOPMENT

The Plan includes planning, land acquisition, design and construction activities to provide adequate infrastructure for development and redevelopment within the Area. The Plan contemplates combining tax increment revenues with revenues from Federal, State, and local governments and agencies and from private developers, redevelopers and property owners to complete such improvements.

Infrastructure improvements include the projects described below.

a) Streets

Street improvements will include the extension of "A" Street from its current western terminus at 4th Street W westward through the heavy industrial sector of the Area. "A" Street will function as a collector street, for which specific right-of-way width, pavement width and other design standards are proposed. Different sections will be proposed for the street east of Rockcrest Street, which will serve a mix of uses and between Rockcrest Street and 4th Avenue W., which will serve heavy industrial uses.

Street improvements will also include improvements (widening and drainage) to Rockcrest Street and Dike Road and construction of new public streets on the north side of the Burlington Northern railroad tracks to serve industrial development.

Improved and/or relocated rail crossings are anticipated as part of these street improvements. All such crossings will be designed in cooperation with the railroad and the Oregon Public Utility Commission.

Street improvements will also include improvements to West "B" Street from West Sixth Street to the boundary of the Area, including paving, curbs, gutters, sidewalks, lighting and drainage. (*Fourth Amendment, January 10, 2002*)

Typical street sections for the A Street extension, Rockcrest and Dike Road are shown in Figure 3. "Street Improvements." The proposed street system is shown in Figure 6b "Proposed Street System."

A street classification system for the entire City of Rainier will be developed as part of the City's Transportation System Plan, to be undertaken shortly after adoption of the Plan. Other street improvements within the Area indicated in the Transportation System Plan may be undertaken under the Plan, as specified in amendments to the Plan. Where such projects meet the requirements of Section K. of the Plan, the addition or modification of such projects may be considered minor amendments.

b) Water

This Plan authorizes REDCO to participate in water system improvements within the Area as identified in the City's Water Master Plan. Needed improvements within the Area include upsizing of existing distribution pipes and looping improvements to ensure fire flows. A new water line within the right of way for the "A" Street extension will allow for looped water service to the industrial area. The location of existing and proposed water system improvements is shown on 4, "Existing and Proposed Water System".

c) Sewer

Sewer needs within the Area and within the City have not been assessed in many years, and the City of Rainier plans to undertake a sewer master plan. The City's sewage treatment plant is located within the Area, in a location that inhibits the future development of waterfront mixed uses. The sewer master plan will examine alternative locations for

the plant and it is possible that a location downstream of the current location will be found appropriate from both an operational and land use perspective.

REDCO will work with the City to examine alternative locations for the plant. The existing sewer system needs for the Area are shown on Figure 5, Existing and Proposed Sewer System," assuming that the sewage treatment plant remains in its current location.

Improvements will consist of a new sanitary sewer system within the Urban Renewal Area to replace existing combined sanitary and storm sewers (see subsection d below for proposed storm sewer improvements).

d) Storm Drainage

The City's storm drainage system currently relies on combined storm and sanitary sewers, natural drainageways, creeks and ditches. In West Rainier, drainage of the area south of Dike Road is under the control of the Lower Columbia Flood Control District.

Roads improved or newly constructed within the Area (including the "A" Street extension) will be developed with piped storm drainage systems. Private development within the Area and north of the Burlington Northern tracks will discharge storm water to the Columbia River. Storm water storage and/or treatment facilities may be required of new development. Redevelopment and new development south of the tracks will be served by new storm drains or, in West Rainier, by the drainage district.

Until storm and sanitary sewers are separated upstream of the Area combined storm and sanitary sewage will flow into new storm sewer lines within the Area which will then be routed back into the sewage treatment plant.

Existing and proposed storm drain facilities are shown on Figure 6a, "Existing and Proposed Storm Drain System."

2. DOWNTOWN - WATERFRONT IMPROVEMENTS

The downtown - waterfront area is the central business district of Rainier, but it suffers from underdevelopment, lack of identity and signage, lack of sidewalks and lack of parking to support significant increases in patronage and use. On "A" Street, the Burlington Northern Railroad shares the right of way with cars and pedestrians. On "B" Street, Rainier's main street, there are no continuous sidewalks and many properties are vacant or underdeveloped.

A long range plan for the downtown - waterfront is beginning, under the sponsorship of REDCO and the City of Rainier. This long range plan will ultimately recommend actions aimed at downtown - waterfront and will likely include business organization, streetscape improvements, and development, redevelopment and rehabilitation of downtown properties.

Though the full program of improvements is not yet developed, key actions can be anticipated at this time. REDCO may undertake the following projects and activities:.

- a) The improvement of the downtown section of "A" Street to provide for mitigation of the railroad/vehicular/pedestrian conflicts. An illustration of a typical section of this part of "A" Street along with potential mitigation measures for separation of the rail bed is shown in Figure 7, "A Street - Downtown."
- b) Improvement of sidewalks and other pedestrian ways, including new construction, widening and installation of lighting, street trees, benches and other pedestrian amenities.
- c) Public/private partnership programs for building improvements, especially facade improvements and restoration of buildings with historic features.

This Plan authorizes REDCO to provide organizational and financial support for the improvement program that will arise from long term planning effort for the downtown - waterfront.

3. DEVELOPMENT OF MARINE RECREATIONAL FACILITIES

Rainier is a riverfront community, located in a region in which boating, fishing and water-skiing are major recreational activities. Yet Rainier lacks facilities for marine recreation.

Preliminary studies completed with funding from the Oregon Marine Board recommended the development of a new boat launch and parking facilities at a location riverward of the City Park; the demolition of the existing boat ramp and moorage at 3rd Street; and development of a new transient float at that location. The Plan calls for an expanded study of the feasibility of combining boat launch facilities with both transient and permanent moorage facilities at the City Park site. Initial steps have been taken to obtain lease, ownership or use rights to the site which is owned by the Oregon Division of State Lands (DSL).

REDCO may acquire land and develop a marina facility. The facility is intended to provide boat launching, transient boat moorage, permanent boat moorage, fuel, rest rooms, parking and related marina services. An illustration of a possible configuration and location for the marina is shown in the Plan Concept, Exhibit 1 to the Plan.

4. DEVELOPMENT OF PUBLIC PARKS, GREENWAYS AND GATEWAYS

Increasing public access to the riverfront is one of the key goals of the Plan. In addition, the major entrances to Rainier, on Highway 30 from the west and from the east, both lie within the Urban Renewal Area. This Plan authorizes REDCO to undertake the following projects.

a) Riverfront Greenway

A 50' wide riverfront greenway will be developed along the Columbia riverfront, connecting the downtown - waterfront with the riverfront light industrial area. A typical section of the riverfront greenway is shown in Figure 8, "Columbia River Greenway" and a perspective illustration is shown in Figure 9, "Greenway Perspective."

b) Community Gateways

The entrances to the City of Rainier, along Highway 30 just east and west of the downtown - waterfront area are

opportunities to reinforce the identity of Rainier as a community. Important steps have already been taken to improve the western entrance, but additional improvements within the right of way of Highway 30 are needed. An illustration of possible Gateway improvement features is shown in Figure 10, "Community Gateway."

5. ENVIRONMENTAL ENHANCEMENT OF THE CREEK CORRIDORS AND WETLANDS

Several creek corridors and wetlands exist within or near the Area. Both Fox Creek and Nice Creek flow from the south and through the Area to their confluence with the Columbia River. Rynerson Slough drains the West Rainier portion of the Area. The National Wetlands Inventory Map and formal and informal delineation studies by the Oregon Division of State Lands reveal several jurisdictional wetlands (wetlands for which fill and removal permits are required) in the Area.

a) Fox Creek Corridor

The Fox Creek corridor has been the focus of the Friends of Fox Creek and others, seeking to "daylight" the portion of the creek that is now piped to the Columbia. The US Army Corps of Engineers has prepared a study and is prepared to contribute funding once a local match is secured. The Plan calls for participation in the enhancement of the Fox Creek corridor, including its daylighting and preservation and/or enhancement of the creek corridor.

b) Dibblee Wetlands

A major concentration of jurisdictional wetlands is located in the Area on property currently owned by the Division of State Lands in West Rainier. Though much of this area has received deposits of dredged material and is no longer a wetland, several ponds remain which could be enhanced and expanded.

The Plan calls for participation in the enhancement and protection of these wetland areas.

6. LAND ACQUISITION AND DISPOSITION

REDCO may acquire land in order to obtain right of way and/or easements for those public facilities identified in the Plan, including streets, utilities, off-street bicycle paths, the marina and the Columbia River greenway.

In addition, REDCO may find that land acquisition and disposition by sale or lease may be required to achieve the economic development objectives of the Plan. Land to be acquired for such purposes will be identified in the Plan by means of a Council-approved amendment.

REDCO may acquire and dispose of by lease or sale the following parcels:

Property owned by the Port of St. Helens and the Oregon Division of State Lands generally located adjacent to the Lewis and Clark Bridge and bounded on the south by the Portland & Western Rail Road Tracks and on the north by the Columbia River, as described in the legal description attached hereto as Exhibit 3 and incorporated herein by reference. The anticipated completion date of the acquisition and disposition of the property is July 1, 1999. *(Second Amendment: June 1, 1999; Third Amendment: June 23, 1999)*

Property owned by McFarland Cascade Holdings Inc., identified as tax lot 7216-042-01200, generally located North of A St where First Street intersects A St. It is bounded by the Eagles lodge on the West, A St. on the South, Bryant Block/Rainier Hotel on the East, and by the Columbia River on the North, as described in the legal description attached hereto as Exhibit 4 and incorporated herein by reference. The anticipated completion date of the acquisition and disposition of the property is April 30, 2003. *(Fifth Amendment February 18, 2003)*

7. REHABILITATION AND RESTORATION

As is noted in the Report, many buildings within the Area appear to fail to meet code requirements or lack proper care and are in need of rehabilitation. In addition, some buildings within the Area have historic architectural features that are worthy of restoration. REDCO may assist, by means of grants and/or loans to property owners, in the rehabilitation and restoration of such buildings. REDCO shall, by Resolution, establish a rehabilitation loan/grant program prior to disbursing any funds.

8. ADMINISTRATION OF THE PLAN

RAINIER WATERFRONT URBAN RENEWAL PLAN

REDCO may takes such actions as are necessary to administer the Plan, including hiring of staff, obtaining legal services, planning and project management services and other professional services. REDCO may make expenditures for materials required in administration of the Plan. REDCO may use the proceeds of tax increment bonds or other funding sources for the payment of administrative expenses.

F. RELATIONSHIP TO LOCAL PLANS AND OBJECTIVES

The overall land use and development objectives, including economic development objectives, of the City of Rainier are stated in the City's Comprehensive Plan. The Comprehensive Plan is implemented by ordinances, including the Zoning Ordinance and the Land Division Ordinance. The Comprehensive Plan is supported by findings contained in a variety of studies and reports.

The Urban Renewal Plan is a separate document and is not considered to be an element of or an implementing ordinance of the Comprehensive Plan. The City Council of the City of Rainier has found, in adopting the Plan, that it conforms to the City's Comprehensive Plan.

The Plan responds directly to several of the policies stated in the Comprehensive Plan. In addition, the Plan by virtue of the goals and objectives in Section B, the outline of project activities in Section C and the proposed projects described in Section E addresses community objectives regarding improved development, multi-modal transportation, recreational and community facilities and other public improvements.

1. GOAL 5: OPEN SPACES, SCENIC AND HISTORIC AREAS, AND NATURAL RESOURCES

a) Objective 6:

The City will work with commercial and industrial developers to ensure public access to the Columbia River whenever practical. This may be accomplished, in part, through Design Review Board approval of development adjacent to the river. If the City develops a more specific Waterfront Development (Urban Renewal) Plan, that plan shall provide standards and guidance for appropriate public access to the Columbia River.

2. GOAL 6: AIR, WATER AND LAND RESOURCES QUALITY

a) Objective 2:

The City will encourage the location of industries in the Rainier area which will not add to the problems of the air shed. Industry will also be encouraged to locate in Rainier if it can offset air pollution problems.

b) Objective 3:

The City will work with the Department of Fish and Wildlife, the Department of Water Resources and the Department of Environmental Quality to ensure that Nice, Owl, Fox and Beaver Creeks maintain their high water quality standards.

3. GOAL 8: RECREATIONAL NEEDS

a) Objective 6:

The City shall encourage a mixture of marine recreation and commercial use adjacent to the Columbia River. The Waterfront Development (Urban Renewal) Plan will provide more detailed guidance for appropriate locations for recreational uses and public access.

4. GOAL 9: ECONOMY OF THE STATE

a) Objective 1:

The City shall work with the Overall Economic Development Program of Columbia County, the Port of St. Helens, the Oregon Economic Development Department, the Columbia River Peoples Utility District and any other appropriate state or federal agency to encourage the development of industrial land within the Rainier UGB. The City shall encourage industries which will help diversify the local economy and which will meet the policies of the City to preserve its air and water resource quality.

b) Objective 2:

Marine industrial development will be encouraged to take advantage of the access to the main channel of the Columbia River.

c) Objective 3:

The City shall prepare and adopt a Waterfront Development (Urban Renewal) Plan to facilitate infrastructure improvements and development of waterfront commercial and industrial lands in Rainier.

d) Objective 6:

The City will work with merchants and property owners to enhance and redevelop the downtown commercial area. Design review procedures will be followed to ensure the compatibility of new commercial development with existing uses. Downtown redevelopment will be a major focus of the Rainier Waterfront Development (Urban Renewal) Plan.

5. GOAL 12: TRANSPORTATION

(The Area contains a substantial segment of US Highway 30, from approximately 10th Street East to the Rainier/Longview Bridge. In addition, the Area contains the Rainier waterfront, with the potential for waterborne transportation, and the Burlington Northern Railroad tracks from east of 10th Street East to the western Urban Growth Boundary.)

a) Objective 1:

The City will coordinate with the Oregon Department of Transportation (ODOT) on the Highway 30 Corridor Study. In particular, the City will advocate consideration of the following local issues as part of the larger corridor study:

- The need for improved pedestrian access along and across U.S. 30 in Rainier;
- Improved local traffic flow between the residential and commercial areas of Rainier; and
- Congestion and safety problems near the south end of the Longview Bridge.

b) Objective 10:

The City will encourage the improvement and use of a multi-modal transportation system including highway, rail, water, public transportation, and pedestrian and bicycle facilities. Rainier's varied transportation facilities can be leveraged to attract new development to the community.

G. PROPOSED LAND USES

The Plan relies upon the City of Rainier's Comprehensive Plan and Zoning Ordinance to govern land use and development standards (such as height, densities and setbacks) within the Area. Comprehensive Plan land use designations and Zoning district designations are discussed in the Report. The Plan Concept (Exhibit 2) illustrates uses that are in conformance with applicable Comprehensive Plan and Zoning Ordinance use provisions.

H. RELOCATION METHODS

The Plan does not presently provide for the acquisition of property which would require the temporary or permanent relocation of persons living in or businesses situated in the Area. If in the course of acquiring property for projects identified in the Plan, or if the Plan is amended to authorize the acquisition of property for redevelopment and in the course of such acquisition businesses or houses are required to relocate, provisions will be made by REDCO for relocation in accordance with the requirements of ORS 281.045 to 281.105.

Prior to any displacement of residents or businesses, a Relocation Plan will be adopted. The Relocation Plan will conform to the Oregon Uniform Relocation Act and to other applicable statutory requirements.

I. PROPERTY ACQUISITION AND DISPOSITION

The Plan authorizes the acquisition and disposition of property for the purpose of development of projects specified in the Plan. The Plan does not authorize the acquisition of property for disposition and redevelopment unless such property is identified within this section of the Plan. No such properties are proposed for acquisition. If subsequent to initial adoption of the Plan, it is found to be in the public interest to acquire specific properties for redevelopment, the Plan shall be amended to specifically identify such properties. Amendments to identify property for acquisition for redevelopment shall be Council-approved amendments.

Property owned by McFarland Cascade Holdings Inc., identified as tax lot 7216-042-01200, generally located North of A St where First Street intersects A St. It is bounded by the Eagles lodge on the West, A St. on the South, Bryant Block/Rainier Hotel on the East, and by the Columbia River on the North, as described in the legal description attached hereto as Exhibit 4 and incorporated herein by reference. The anticipated completion date of the acquisition and disposition of the property is April 30, 2003. (*Fifth Amendment February 18, 2003*)

J. TAX INCREMENT FINANCING

1. General Description of the Proposed Financing Methods

The Plan will be financed using a combination of revenue sources. These include:

- tax increment revenues, described in more detail in paragraph 2.;
- advances, loans, grants and any other form of financial assistance from the Federal, State or local governments or other public body;
- loans, grants, dedications or other contributions from private developers and property owners; and
- any other source, public or private.

Revenues obtained by REDCO will be used to pay or repay costs, expenses, advancements and indebtedness incurred in planning or undertaking project activities or otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan.

2. Tax Increment Financing

The Plan may be financed, in whole or in part, by tax increment revenues allocated to REDCO as provided in ORS 457.420 through ORS 457.450. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Area is located, shall be divided as provided in section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to REDCO based upon the distribution schedule established under ORS 311.390.

The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects, including but not limited to increases in costs due to reasonably anticipated inflation, in the Plan and the schedule for their completion as completion dates were anticipated as of December 5, 1996 is \$21,691,823. This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness. No bonded indebtedness shall be issued with respect to the Plan or

any project undertaken or to be undertaken under the Plan after June 30, 2015. (*First Amendment: June 1, 1998*)

3. Prior Indebtedness

Any indebtedness permitted by law and incurred by REDCO or the City of Rainier in connection with the preparation of this Plan or prior planning efforts related to this Plan may be repaid from tax increment revenues from the Area when and if such funds are available.

K. AMENDMENTS TO THE PLAN

This Plan may be reviewed and evaluated periodically, and may be amended as needed, in conformance with statutory requirements. All amendments to this Plan shall be made pursuant to the following procedures.

1. Substantial Amendments

Substantial amendments shall require the notice, hearing and approval procedures required of the original plan by statute. Substantial amendments are defined as those established by statute, including, but not limited to:

- a) adding land to the urban renewal area, except for an addition of land that totals not more than one percent of the existing area of the urban renewal area;
- b) 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; or
- c) increasing the maximum amount of bonded indebtedness excluding bonded indebtedness issued to refinance or refund existing bonded indebtedness issued to be issued under the Plan.

2. Other Amendments

a) Council-Approved Amendments

Council-Approved amendments to the Plan shall require approval by REDCO by Resolution and approval by the City Council by Non-Emergency Ordinance, but shall not require the special notice procedures stated in ORS 457.120. Such amendments are defined as:

Adding a project, activity or program that differs substantially from a project, program or activity in the Plan and is estimated to cost in excess of the equivalent of \$500,000 in third quarter 1995 dollars over the duration of the Plan. The \$500,000 threshold shall be adjusted annually at a rate equal to the Construction Cost Index (CCI), also referred to as the

ENR Index for Construction published quarterly by the Engineering News Record.

Identification of land for acquisition for disposition and redevelopment.

b) Minor Amendments

Minor amendments shall require approval by REDCO by Resolution. Minor amendments include all amendments so defined within the text of the Plan and those amendments which are not substantial amendments or Council-approved amendments.

Settlement with United States Gypsum Corp.

Amortization Schedule

Payment Beginning Due Date	Principal	Payment			End Principal
		Principal	Interest	Total	
4/2/2012	4,750,000	1,000,000		1,000,000	3,750,000
12/31/2012	3,750,000	190,856	84,144	275,000	3,559,144
12/31/2013	3,559,144	168,226	106,774	275,000	3,390,918
12/31/2014	3,390,918	173,272	101,728	275,000	3,217,646
12/31/2015	3,217,646	178,471	96,529	275,000	3,039,175
12/31/2016	3,039,175	183,825	91,175	275,000	2,855,350
12/31/2017	2,855,350	189,339	85,661	275,000	2,666,011
12/31/2018	2,666,011	195,020	79,980	275,000	2,470,991
12/31/2019	2,470,991	200,870	74,130	275,000	2,270,121
12/31/2020	2,270,121	206,896	68,104	275,000	2,063,225
12/31/2021	2,063,225	213,103	61,897	275,000	1,850,121
12/31/2022	1,850,121	219,496	55,504	275,000	1,630,625
12/31/2023	1,630,625	226,081	48,919	275,000	1,404,544
12/31/2024	1,404,544	232,864	42,136	275,000	1,171,680
12/31/2025	1,171,680	239,850	35,150	275,000	931,830
12/31/2026	931,830	247,045	27,955	275,000	684,785
12/31/2027	684,785	254,456	20,544	275,000	430,329
12/31/2028	430,329	262,090	12,910	275,000	168,239
12/31/2029	168,239	168,239	5,047	173,286	0
		<u>4,750,000</u>	<u>1,098,286</u>	<u>5,848,286</u>	

Settlement Amount	4,750,000
Initial Payment	<u>1,000,000</u>
Initial Note Amount	<u>3,750,000</u>

Interest Rate 3.0%