

**A BILL MAKING CERTAIN DETERMINATIONS
AND FINDINGS RELATING TO AND
APPROVING THE CHEADLE LAKE URBAN
RENEWAL AMENDMENT**

) **ORDINANCE BILL NO. 2017-1**
)
)
) **ORDINANCE NO. 2889**

WHEREAS, the City Council of the City of Lebanon approved the Cheadle Lake Urban Renewal Plan (the "Plan") by adoption of Ordinance No. 2270 on August 30, 2000. Linn County adopted the Plan by Resolution 2000-550 on October 4, 2000; and

WHEREAS, the Urban Renewal Agency of the City of Lebanon ("Agency"), as the duly authorized and acting urban renewal agency of the City of Lebanon, Oregon, is proposing to undertake certain urban renewal activities in a designated area within the City pursuant to ORS Chapter 457; and

WHEREAS, under the terms of Section VII (Amendments to the Urban Renewal Plan) of the Plan and under state law an amendment adding property in excess of 1% of the existing urban renewal area is a Substantial Amendment and requires the notice, hearing, and approval procedures required by ORS 457.095, and special notice as provided in ORS 457.120; and

WHEREAS, the Agency, pursuant to the requirements of ORS Chapter 457, has caused the preparation of the Cheadle Lake Urban Renewal Plan Amendment attached hereto as Exhibit A (the "Amendment"). The Amendment authorizes certain urban renewal activities within the Cheadle Lake Urban Renewal Area (the "Area"); and

WHEREAS, the Agency has caused the preparation of a certain Urban Renewal Report dated August 15, 2016 attached hereto as Exhibit B (the "Report") to accompany the Amendment as required under ORS 457.085(3); and

WHEREAS, the Agency forwarded the Amendment and Report to the City's Planning Commission (the "Commission") for review and recommendation. The Commission considered the Amendment and Report on November 14, 2016 and adopted an order that the Amendment conformed with the Lebanon Comprehensive Plan; and

After Recording Return to:
City Clerk's Office
City of Lebanon
925 S. Main Street
Lebanon, OR 97355

LINN COUNTY, OREGON 2017-09521
ORD-ORD
Cnt=1 Stn=38 S. WILSON 05/30/2017 11:39:52 AM
\$320.00 \$11.00 \$20.00 \$19.00 \$10.00 \$380.00



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I, Steve Druckenmiller, County Clerk for Linn County, Oregon, certify that the instrument identified herein was recorded in the Clerk records.

Steve Druckenmiller - County Clerk



WHEREAS, the Amendment and the Report were forwarded on October 13, 2016 to the governing body of each taxing district affected by the Amendment, and the Agency has thereafter consulted and conferred with each taxing district and

WHEREAS, the City Council has not received written recommendations from the governing bodies of the affected taxing districts; and

WHEREAS, on October 13, 2016 the City met with representatives of Linn County to review the Amendment, including proposed maximum indebtedness for the Amendment; and

WHEREAS, Linn County will also have to approve the Amendment; and

WHEREAS, in October, the City caused notice of the hearing to be held before the Council on the Amendment, including the required statements of ORS 457.120(3), to be mailed to property owners within City's incorporated limits through utility bills and to the property owners of the unincorporated properties by direct mailing; and

WHEREAS, on December 14, 2016 the City Council held a public hearing to review and consider the Amendment, the Report, the recommendation of the Lebanon Planning Commission, and the public testimony received on or before that date and to receive additional public testimony; and

WHEREAS, after consideration of the record presented through this date, the City Council does by this Ordinance desire to approve the Amendment.

NOW, THEREFORE, THE COUNCIL OF THE CITY OF LEBANON HEREBY ORDAINS THAT:

Section 1. The Amendment complies with all requirements of ORS Chapter 457 and the specific criteria of 457.095(1) through (7), in that, based on the information provided in the Report, the Lebanon Planning Commission Recommendation and the public testimony before the City Council:

a. The process for the adoption of the Amendment, has been conducted in accordance with the provisions of Chapter 457 of the Oregon Revised Statutes;

b. The area designated in the Amendment as the Cheadle Lake Urban Renewal Area (the "Area") is blighted, as defined by ORS 457.010(1) and is eligible for inclusion within the Amendment because of conditions described in the Report in the Section "Existing Physical, Social, and Economic Conditions and Impacts on Municipal Services", including the existence of inadequate streets and other rights of way, open spaces and utilities and underdevelopment of property within the Area (ORS 457.010(1)(e) and (g);

c. The rehabilitation and redevelopment described in the Amendment to be undertaken by the Agency is necessary to protect the public health, safety or welfare of the City because absent the completion of urban renewal projects, the Area will fail to

contribute its fair share of property tax revenues to support City services and will fail to develop and/or redevelop according the goals of the City's Comprehensive Plan;

d. The Amendment conforms to the Lebanon Comprehensive Plan and provides an outline for accomplishing the projects described in the Plan, as more fully described in the Amendment and in the Lebanon Planning Commission Recommendation;

e. No residential displacement will occur as a result of the acquisition and disposition of land and redevelopment activities proposed in the Amendment and therefore the Amendment does not include provisions to house displaced persons;

f. The acquisition of real property provided in the Amendment is necessary for the development of infrastructure improvements, in the Area and for the development of public spaces; because the Agency does not own all the real property interests (e.g., rights-of-way, easements, fee ownership, etc.) that will be required to undertake and complete these projects as described in Chapter III of the Amendment and Section V of the Report; and

g. Adoption and carrying out the Amendment is economically sound and feasible in that eligible projects and activities will be funded by urban renewal tax revenues derived from a division of taxes pursuant to section 1c, Article IX of the Oregon Constitution and ORS 457.440 and other available funding as more fully described in the Section "Financial Analysis of the Plan" of the Report;

h. The City shall assume and complete any activities prescribed it by the Plan including the Amendment; and

i. The Agency consulted and conferred with affected overlapping taxing districts prior to the Amendment being forwarded to the City Council.

Section 2. The Cheadle Lake First Amendment is hereby approved based upon review and consideration by the City Council of the Amendment and Report, the Lebanon Planning Commission Recommendations, which is hereby accepted, and the public testimony in the record.

Section 3. The City Administrator shall forward forthwith to the Agency a copy of this Ordinance.

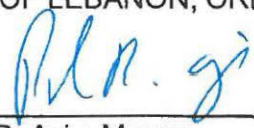
Section 4. The Agency shall thereafter cause a copy of the Amendment to be recorded in the Records of Linn County, Oregon.

Section 5. The City Administrator, in accordance with ORS 457.115, shall publish notice of the adoption of the Ordinance approving the Amendment including the provisions of ORS 457.135, in the Lebanon Express no later than four days following adoption of this Ordinance.

Section 6. This ordinance is effective at the latter of 30 days after adoption by the Lebanon City Council or approval of the Amendment by the Linn County Commission.

Passed by the Lebanon City Council and executed by the Mayor on this on this 11th day of January, 2017 by a vote of 6 yeas and 0 nays.

CITY OF LEBANON, OREGON



Paul R. Aziz, Mayor

Bob Elliott, Council President

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☐

ATTESTED BY:



Linda Kaser, City Clerk

Attachments: Exhibit A – Cheadle Lake Urban Renewal Plan Amendment
Exhibit B – Report on the Cheadle Lake Urban Renewal Plan Amendment

EXHIBIT A

Exhibit A Cheadle Lake Urban Renewal Plan First Amendment

The following changes are made in the Cheadle Lake Urban Renewal Plan. Added language is shown in italics. Deleted language is shown by ~~cross-out~~.

I. INTRODUCTION

A. Statement of Purpose

The Plan was amended in the First Amendment to add area to the boundary, add projects, and delete the duration of the Plan. This was a substantial amendment to the Plan.

C. Goals and Objectives of the Urban Renewal Plan

2. Goals for the Urban Renewal Area
5. *Construct new water treatment plant in the Area.*
6. *Add parks to the Area.*

E. Effective Period of the Plan

This section deleted in its entirety.

II. GENERAL DESCRIPTION OF LAND USE PLAN

FIGURE 1 REPLACED IN ITS ENTIRETY.

A. Boundary

~~The Renewal Area encompasses a total of 230.1 acres (including existing public street rights of way) or 213.1 acres (parcel areas only not including existing public street rights of way) and includes 232 tax lots. A total of 161.1 acres (including existing public street rights of way) or 156.5 acres (parcel areas only not including existing public street rights of way) of the Renewal Area is within Lebanon city limits (based on the May 2000 annexation).~~

The Renewal Area encompasses a total of 297.6 acres (including existing public street rights of way) and includes 232 tax lots. Portions of the urban renewal area are in unincorporated Linn County.

B. Land Use Plan, Zoning, and Development Standards

The Land Use Plan for the Renewal Area is based on the City of Lebanon Comprehensive Plan Map and Zoning Map, and on the Linn County and Zoning Map (see Figure 2). The proposed land uses within the Cheadle Lake Urban Renewal Area are consistent with the City's and County's Plan/Zoning Maps. ~~The following table compares the acreage currently planned for each land use within the Renewal Area:~~

Table 2-4
Planned Land
Uses

Figures 1 and 2 replaced in their entirety.

1. City of Lebanon Zoning Code

The City of Lebanon Development Code (Zoning Code) provides general descriptions of zoning designations within the Renewal Area. ~~as follows: The restrictions on the land uses, maximum densities and building requirements can be found in the Development Code. General descriptions are included herein.~~

Mixed Use Zone (MU)

This zone is intended to provide areas with the potential for several types of combinations of different land uses (residential, commercial, and industrial). It is also intended to achieve an environment in which different land uses can co-exist by providing building groupings for privacy, usable and attractive open spaces, safe circulation and the general well-being of the inhabitants.

The Mixed-Use Zone is intended to:

1. *Promoted efficient use of land and urban services.*
2. *Create a mixture of land uses that encourages employment and housing options in close proximity to one another.*
3. *Encourage pedestrian-oriented development in all mixed-use areas.*
4. *Provide connections to and appropriate transitions between residential areas and commercial areas.*
5. *Promote independence of movement, especially for the young and elderly who can conveniently walk, cycle, or ride transit.*

~~There are no uses permitted outright in the district. The following are conditional uses permitted subject to review procedures established in the Land Development Code:~~

~~(a) Single family and two family dwellings.~~

~~(b) Accessory buildings and uses which are in keeping with the residential character of the zone in accordance with Article 4.030.~~

~~(c) Triplex.~~

~~(d) Church.~~

~~(e) Governmental structure of land use including but not limited to a public park, playground, recreation building, fire station, library or museum.~~

~~(f) Public or private school or college, including business or trade school.~~

~~(g) Multiple family dwellings (four plex or larger).~~

~~(h) Boarding, lodging or rooming house.~~

- ~~(i) Hospital or nursing home.~~
- ~~(j) Medical or dental clinic~~
- ~~(k) Retail trade establishment such as food store, drug store, hardware store, furniture store, clothing store or department stores and similar retail stores catering to foot traffic.~~
- ~~(l) Business, governmental or professional office and financial institutions.~~
- ~~(m) Service commercial and commercial amusement establishment such as hotel, motel, motor hotel, tourist court, restaurant, tavern, club, lodge, fraternal organization, theater and drive in restaurants.~~
- ~~(n) Personal and business service such as barber shop, tailoring shop and printing shop.~~
- ~~(o) Public parking areas. Parking lots, provided that a 5 foot (1.5 m.) landscape strip is placed along front property lines.~~
- ~~(p) Agricultural uses subject to the conditions and limitations provided herein.~~
 - ~~(1) No retail or wholesale business sales office shall be maintained on the premises.~~
 - ~~(2) Orchards, tree farms, tree crops, flower gardening, berry and bush crops, truck gardening, nurseries for raising and sales confined to plant materials and other similar enterprises carried on in the general field of horticulture.~~
- ~~(q) Mobile home park.~~
- ~~(r) Mobile home sales.~~
- ~~(s) Automobile, boat, trailer or truck rental sales, automobile and truck repair facilities, automobile truck or vehicles service station.~~
- ~~(t) Laundry or dry cleaning establishment including auto laundry, self service laundry, laundry or dry cleaning distribution station.~~
- ~~(u) Funeral home.~~
- ~~(v) Monument sales.~~
- ~~(w) Dairy products processing plant and retail sales.~~
- ~~(x) Farming or logging materials, implements or machinery sales and service.~~
- ~~(y) Retail building materials, lumber supply and hardware sales and storage.~~

~~(z) Second-hand goods~~

~~store. (aa) Auction~~

~~house.~~

~~(ab) Animal hospital with enclosed boarding areas for~~

~~convalescent use. (ac) Feed and seed warehouses and retail~~

~~outlets.~~

~~(ad) Freight depots and truck terminals.~~

~~(ae) General warehouses.~~

~~(at) Research laboratories.~~

~~(ag) Storage building for household goods.~~

Highway Commercial Zone (CH HC)

This zone is intended to provide areas suitable for a wide range of auto-oriented commercial and business uses. In order to limit highway accesses and to avoid continuance of "strip commercial" development, this zone calls for businesses to develop in clusters adjacent to major thoroughfares.

Commercial districts are centers of business and civic life. This Chapter describes the three commercial districts that are designed to accommodate the range of commercial land uses in the community. The Central Business Commercial Zone (Z-CCM) is focused on "downtown" area, or the commercial and civic the core of the community (generally that area south of Rose Street, north of Oak Street, primarily east of or adjacent to 4th Street, and primarily west of or adjacent to Park Street). The Highway Commercial Zone (Z-HCM) regulations apply to those commercial areas outside of the central business area, generally located along or in close proximity to arterial streets. These commercial zones are intended to:

- 1. To preserve and enhance areas within the commercial core of the community for the concentrated retail sales and businesses that will serve the pedestrian shopper.*
- 2. Promote efficient use of land and urban services.*
- 3. Create a mixture of land uses that encourages employment and housing options in close proximity to one another.*
- 4. Provide formal and informal community gathering places and opportunities for social activities.*
- 5. Provide connections and appropriate transitions between residential areas and*

commercial areas.

6. *Encourage and nurture pedestrian oriented shopping and activity in the Downtown (Central Business Commercial Zone), and accommodate automobile dependent uses, as well as pedestrian oriented uses, with appropriate standards in the Highway Commercial Zone.*
7. *Provide for visitor accommodations and tourist amenities.*
8. *Encourage full utilization of Downtown infrastructure (including parking) and other amenities.*

~~There are no uses permitted outright in the district. The following uses are permitted in accordance with administrative review procedures:~~

- ~~(a) — Auction house.~~
- ~~(b) — Automobile, boat, trailer, or truck rental and sales.~~
- ~~(c) — Automobile repair garage.~~
- ~~(d) — Automobile, truck or vehicle service station.~~
- ~~(e) — Business or trade school.~~
- ~~(f) — Dairy products processing plant with retail sales.~~
- ~~(g) — Farming or logging materials, implements or machinery sales and service.~~
- ~~(h) — Laundry or dry cleaning distribution station.~~
- ~~(i) — Mobile home sales.~~
- ~~(j) — Monument sales.~~
- ~~(k) — Retail building materials, lumber supply and hardware sales.~~
- ~~(l) — Second hand goods store.~~
- ~~(m) — Professional offices.~~
- ~~(n) — Drive in restaurant.~~
- ~~(o) — Grocery and retail sales of convenience items.~~

- ~~(p) — Hotels, motels, motor hotels and tourist courts.~~
- ~~(q) — Animal hospital with enclosed boarding areas for convalescent use.~~
- ~~(r) — Funeral homes.~~
- ~~(s) — Permanent site built "mini" storage warehouses.~~
- ~~(t) — All uses listed in the CB zone under "uses permitted" in accordance with site review procedures.~~

~~A number of "uses permitted in accordance with site review procedures" and conditional uses are also permitted subject to review procedures established in the Land Development Code.~~

General Industrial Zone (MG IND)

Most of the industrial land in the Lebanon area is utilized by heavy industries. The existing industrial sites are all devoted to lumber and wood products manufacturing, and are located on the City's eastern boundary adjacent to rail and highway access and needed water resources.

The Purpose of the Industrial Zone is to provide lands suitable for manufacturing and related activities, warehousing and similar activities. The intent of this designation is to achieve an environment that provides for land-use compatibility while providing a high-quality environment for businesses and employees.

The Industrial Zone is intended to guide the orderly development of industrial areas based on the following objectives:

- 1. Provide for the creation of jobs.*
- 2. Provide for the efficient use of land and public services.*
- 3. Provide appropriately zoned land with a range of parcel sizes for industry.*
- 4. Provide transportation options for employees and customers.*
- 5. Locate business services close to major employment centers.*
- 6. Ensure compatibility between industrial uses in nearby commercial and residential areas.*
- 7. Provide appropriate design standards to accommodate a range of industrial users.*
- 8. Provide attractive locations for business to locate.*
- 9. Accommodate mixed-use development where appropriate in the Industrial Zone.*

~~There are no uses permitted outright in the district. The following uses are permitted in accordance with administrative review procedures:~~

- ~~(a) Uses involving limited manufacturing, compounding, processing, packaging, treatment or storage which complies with the limitations provided herein.~~
- ~~(b) General warehouses.~~

- ~~(c) Research laboratories.~~
- ~~(d) Storage buildings, including "mini" storage.~~
- ~~(e) Wholesale business salesrooms distributor outlet.~~
- ~~(f) Painting, plumbing, heating, electrical, metal or wood working shops, storage or repairs.~~
- ~~(g) Offices.~~
- ~~(h) Radio and television transmitter.~~
- ~~(i) Service stations and truck repair facilities.~~
- ~~(j) Dwelling and caretaker or watchman employed on the premises and trailers for temporary offices (6 months).~~
- ~~(k) Feed and seed warehouses and retail outlets.~~
- ~~(l) Implement and equipment sales, service and storage.~~
- ~~(m) Lumber and building materials sales and storage.~~
- ~~(n) Restaurants, not to include "drive in" or "fast foods restaurants".~~
- ~~(o) Freight depots and truck terminals.~~
- ~~(p) Kennels and animal hospitals with unenclosed run.~~

A number of "uses permitted in accordance with site review procedures" and conditional uses are also permitted subject to review procedures established in the Land Development Code.

Limited Industrial Zone (ML)

Existing light industrial areas are devoted to light manufacturing, warehousing or related activities with limited external effect on adjacent land uses.

There are no uses permitted outright in the district. The following uses are permitted in accordance with administrative review procedures:

- ~~(a) Use involving limited manufacturing, compounding, processing, packaging, treatment or storage which complies with the limitations provided herein.~~
- ~~(b) General warehouses.~~

- ~~(c) Research laboratories.~~
- ~~(d) Storage buildings, including "mini" storage.~~
- ~~(e) Wholesale business salesrooms distributor outlet.~~
- ~~(f) Painting, plumbing, heating, electrical, metal or wood working shops, storage or repairs.~~
- ~~(g) Offices~~
- ~~(h) Radio and television transmitter.~~
- ~~(i) Service stations and truck repair facilities.~~
- ~~(j) Dwelling for caretaker or watchman employed on the premises and trailers for temporary offices (6 months).~~

A number of "uses permitted in accordance with site review procedures" and conditional uses are also permitted subject to review procedures established in the Land Development Code.

Residential Mixed Density Zone

The Residential Mixed Density Zone is intended to accommodate a wider variety of housing types and more intensive land use than the Residential Low Density Zone.

2. Linn County Land Development Code

Urban Growth Area – Urban Growth Management Zone (UGA –UGM – 10)

The Urban Growth Area-Urban Growth Management (UGA-UGM) zoning districts are designated zoning districts within an urban growth area (UGA). The intention of the zoning district is to protect the UGA land for future urban density development. UGA-UGM zoning allows limited low-density and moderate-scale uses until more intensive urban-scale land use activity occurs in conjunction with city annexation or delayed annexation. The UGA-UGM zoning district is composed of four zoning districts (UGM-2½, UGM-5, UGM-10, and UGM-20) which are distinguished only by their property size standards. The density of one UGA-UGM zoning district is not interchangeable with the density of another UGA-UGM zoning district without prior review and approval by the affected city and Linn County.

~~The following uses are permitted outright in the district:~~

~~(1) Limited farm use.~~

~~(2) The managing and harvesting of forest resources but excluding primary timber processing.~~

~~(3) An existing site-built dwelling lawfully established on an authorized unit of land may be altered, expanded, or replaced with~~

~~(a) another site-built, or~~

~~(b) a manufactured home subject to LCC 934.790.~~

~~(4) An existing manufactured dwelling lawfully established on an authorized unit of land may be altered, expanded, or replaced with a manufactured home subject to LCC 934.790.~~

~~(5) Sales stand not to exceed 300 square feet in sales area for agricultural products cultivated or raised on the premises.~~

~~(6) Accessory structures and uses, except for manufactured dwellings used as storage buildings.~~

~~(7) Family day care provider.~~

~~A number of conditional uses are also permitted subject to review procedures established in the Land Development Code.~~

Urban Growth Area - Heavy Industrial Zone (UGA-HI)

The purpose of the Urban Growth Area-Heavy Industrial (UGA-HI) zoning district is to provide areas appropriate for heavy industrial development which does not require full urban services. The designation allows manufacturing and related businesses which have the potential for conflicts with surrounding land uses.

~~The following uses are permitted outright in the district:~~

~~(1) Limited farm use.~~

~~(2) The managing and harvesting of forest resources but excluding primary timber processing.~~

~~(3) An existing site-built dwelling lawfully established on an authorized unit of land may~~

~~be altered, expanded, or replaced with~~

~~(a) another site built, or~~

~~(b) a manufactured home subject to LCC 934.790.~~

~~(4) An existing manufactured dwelling lawfully established on an authorized unit of land may be altered, expanded, or replaced with a manufactured home subject to LCC 934.790.~~

~~(5) Sales stand not to exceed 300 square feet in sales area for agricultural products cultivated or raised on the premises.~~

~~(6) Accessory structures and uses.~~

~~A number of conditional uses are also permitted subject to review procedures established in the Land Development Code.~~

Urban Growth Area - Rural Commercial Zone (UGB-RCM)

The Urban Growth Area-Rural Commercial (UGA-RCM) zoning district is designed to protect areas adjacent to urban centers from the type and intensity of land division or development that would impede future urbanization of the area. Until annexation, the uses, minimum property size and development of land within an UGA-RCM zoning district shall be consistent with the Comprehensive Plan designation of the affected city.

~~The following uses are permitted outright in the district:~~

~~(1) Retail uses listed below located within a building or buildings with a total size not to exceed 3,750 square feet.~~

~~(a) Antique~~

~~store. (b)~~

~~General~~

~~store.~~

~~(c) Barber or beauty shop.~~

~~(d) Restaurant.~~

~~(e) Bar, tavern.~~

~~(f) Arts and crafts sales and production.~~

- ~~(g) Grocery store.~~
- ~~(h) Garden center, nursery (greenhouses not included in building size standard).~~
- ~~(2) Automotive and truck services listed below located within a building or buildings with a total size not to exceed 3,750 square feet.~~
- ~~(a) Service station.~~
- ~~(b) Repair, including the sale of parts as a secondary use.~~
- ~~(3) Professional and business offices located in a building or buildings with a total size not to exceed 2,500 square feet.~~
- ~~(4) One caretaker residence for a use allowed in this section, subject to LCC 932.800 to 932.815.~~
- ~~(5) Alteration, expansion or replacement of a dwelling lawfully established on an authorized unit of land prior to the establishment of the RCM zoning district.~~
- ~~(6) Limited farm use.~~
- ~~(7) Cultivation, management, protection and harvest of forest crops, but excluding timber processing operations or maintenance and repair facilities for timber vehicles or equipment.~~
- ~~(8) Residential home in an existing dwelling.~~
- ~~(9) Expansion of a church, public or private school or community center owned or operated by a governmental agency or private, nonprofit, community organization which has been lawfully established on a authorized unit of land, provided such expansion does not exceed 50% of the gross floor area of the structure of 5,000 square feet, whichever is greater.~~
- ~~(10) Commercial activities in conjunction with farm use.~~
- ~~(11) Transportation improvements.~~

~~A number of conditional uses are also permitted subject to review procedures established in the Land Development Code.~~

III. OUTLINE OF PROJECTS AND REDEVELOPMENT ACTIVITIES

B. Types of Projects

To encourage rehabilitation and redevelopment of commercial and industrial land and aid in the retention of existing business and industry, the Renewal Agency may improve or construct public facilities and utilities including but not limited to *a new water treatment plant, parks, streets including the utilities within the street right of way, sidewalks, restrooms, parking areas and pedestrian amenities*. Improvements may occur within public rights-of-way, easements, or on public property. The Renewal Agency will work with public and private utilities to make the necessary modifications and adjustments to implement the objectives of the plan.

C. Renewal Projects

The following projects have been identified to achieve the objectives of the Urban Renewal Plan. ~~The projects relate to the Urban Renewal Plan for the identified area (see Figure 3).~~ The Urban Renewal Plan depicts the street/pedestrian improvements, intersection improvements, entrance improvements, parking facilities and other elements of the program that will be phased in over the course of the ~~20-year~~ planning period. There is an overall need to improve the infrastructure in all of these areas to facilitate the proposed and potential new development and to encourage rehabilitation and redevelopment of the residential area.

Projects identified in the 2016 Amendment include:

1. *Porter Park – This project is identified in the City's Parks Master Plan. The development of this park will involve a phased approach in the construction of a community garden and associated park improvements.*
2. *Russell Drive - Primrose to Porter – This project is identified in the City's Transportation System Plan. A Residential Collector street will be constructed including a 12-inch storm drain line*
3. *Airport Road – Highway 20 to Russel Drive – Airport Road will be extended matching its existing configuration as a Commercial/Industrial Collector. The street extension will include a 12" water line, 30" storm drainage line and a 12" sanitary sewer main.*
4. *Waterline Installation on Weirich Drive – A 12-inch water line will be installed from the intersection of Highway 20/Weirich east to the City limits.*
5. *New Water Treatment Plant – A new 4.5 million gallons per day water treatment plant will be constructed along with a new raw water intake and pump station located on the South Santiam River. The water treatment plant serves and benefits the Area by providing a facility that will replace an aging facility and allow for upgraded utility service to the Area.*

6. *Porter St. – Russel Dr. to Center St. – This project is identified in the City's Transportation System Plan. A Residential Collector street will be constructed including a 12" water line, 27"/24" storm drain line and a 12" sanitary sewer line.*
7. *Local Residential Street Improvements – These local Residential Streets will be re-constructed consistent with the Russell Drive Mixed Use Plan as referenced by the Transportation System Plan.*
8. *Local Residential Waterline Installation – These streets will be re-constructed consistent with the Russell Drive Mixed Use Plan as referenced by the Transportation System Plan. As part of these projects 8-inch waterlines will be installed within the street right of way.*
9. *Local Residential Sanitary Sewer Installation – These local residential streets will be re-constructed consistent with the Russell Drive Mixed Use Plan as referenced by the Transportation System Plan. As part of these projects 8-inch sanitary sewer mains will be installed within the street right of way.*
10. *Local Residential Storm Drain Installation – These local residential streets will be re-constructed consistent with the Russell Drive Mixed Use Plan as referenced by the Transportation System Plan. As part of these projects 12-inch storm drainage lines will be installed within the street right of way.*

The following projects are identified in the Amendment, but funding is not presently allocated to these projects. If project costs are reduced in any of the other projects, or additional funding is allocated from other sources, these projects may be pursued:

11. *Porter St. – Center St. to Burdell Blvd. – This project is identified in the City's Transportation System Plan. A Commercial/Industrial Collector street will be constructed including a 12" water line, 18" storm drain line and a 12" sanitary sewer line.*
12. *Property Purchase for Porter St. Extension – To allow room for the extension of Porter Street the following six residential lots will need to be purchased: 12S02W14CD TL4700, 12S02W14CD TL4800, 12S02W14CD TL5100, 12S02W14CD TL5200, 12S02W14CD TL5300, and 12S02W14CD TL5400. Depending upon how the Porter Street alignment is configured, more or less tax lots in the area may be affected/impacted.*
13. *Local Residential Street Improvements – These local Residential Streets will be re-constructed consistent with the Russell Drive Mixed Use Plan as referenced by the Transportation System Plan.*
14. *Local Residential Waterline Installation – These local Residential Streets including Russell, Parkway, Center, Truman, Railroad, and Gilbert Streets will be re-constructed consistent with the Russell Drive Mixed Use Plan as referenced by the Transportation System Plan. As part of these projects 8-inch waterlines will be installed within the street right of way.*
15. *Local Residential Sanitary Sewer Installation – Local Residential Streets including Russell, Parkway, Center, Truman, Railroad, and Gilbert Streets will be re-constructed consistent with the Russell Drive Mixed Use Plan as referenced by the Transportation*

- System Plan. As part of these projects 8-inch sanitary sewer lines will be installed within the street right of way.*
16. *Local Residential Storm Drain Installation – Local Residential Streets including Russell, Parkway, Center, Truman, Railroad, and Gilbert Streets will be re-constructed consistent with the Russell Drive Mixed Use Plan as referenced by the Transportation System Plan. As part of these projects 12-inch storm drainage lines will be installed within the street right of way.*
 17. *Dewey Street – Primrose to Highway 20 – This project is identified in the City's Transportation System Plan. A Commercial/Industrial Collector street will be constructed including a 12" water line and 12" storm drain line.*

IV. GENERAL PLANNING ANALYSIS

A. City of Lebanon Comprehensive Plan

This section replaced in its entirety as the comprehensive Plan has been updated since adoption of the urban renewal plan.

The applicable goals and policies are:

Chapter 3 – Urbanization Goals and Policies

The overall Urbanization Goals of the City include:

G-2: Promoting and implementing development policies that encourage the orderly and efficient development within the community.

The City Shall:

P-3: Support a flexible phased program for the orderly extension of water, wastewater, storm drainage and transportation services in response to land development proposals.

P-4: Maintain directives and technical standards for the extension of services as identifies in the various original or updated infrastructure master plans and studies such as the Wastewater Facility Study Master Plan, the Water Facility Study, Storm Drainage Master plan, and the transportation System Plan (TSP).

P-12: Pursue, for public infrastructure development and community enhancement, a variety of funding sources, including urban renewal districts (URDs), local improvement districts (LIDs), grants, and other funding mechanisms.

The Plan conforms with the Urbanization goals because there are specific projects that extend water, sewer, and storm lines to the Area.

Chapter 4 – Land use Goals and Policies

The City's Land Use Goals include:

G-2: Promoting the orderly development and conservation of lands for urban uses, such as homes, businesses, industries, and streets, as well as parks, open space, and wetlands.

The Plan conforms to the Land Use Goals because there are infrastructure projects that will allow for mixed use and residential development to occur.

Chapter 5 – Economy Goals and Policies

The City's Economic Goals include the following:

G-4: Providing the opportunity for a full range of commercial, cultural, recreational, educational, health services, and other professional services to meet the needs of the City's residents and visitors.

The Plan conforms to the Economy goals and policies because there are specific infrastructure projects that will allow for mixed use development to occur.

Chapter 6 – Housing Goals and Policies

The City's Housing Goals include:

G-4: Providing for connectivity in new developments and to promote efforts to extend trails, pedestrian ways, and bikeways through existing residential areas.

G-5: Cooperating with builders, developers, and others involved in the provision of housing in creating a positive image of the City as a desirable place to live, work, and do business.

The City Shall:

P-3: Allow the location of neighborhood commercial shopping areas within Residential Mixed Density zones and require development standards for such development that reflects the residential area.

P-15: Encourage efforts to complete or connect existing law along routes to schools, parks, or commercial areas.

The Plan conforms to the Housing goals and policies because there are specific infrastructure projects to allow for mixed use development to occur. There are also projects that will improve connectivity of streets for pedestrian traffic.

Chapter 7 – Community Friendly Development Goals and Policies

The City's Community Friendly Development Goals include:

G-1: Encouraging development patterns that make efficient use of land and energy resources, provide a variety of housing choices, and create multiple transportation options.

G-3: Encouraging policies and ordinances that lead to well-designed, aesthetically pleasing neighborhoods that foster a sense of community and personal interaction.

G-5: Developing streets whose purpose is not solely to move automobiles safely and efficiently, but also to create pedestrian and bicycle friendly environment.

G-10: Allowing appropriately scale neighborhood commercial centers, subject to provisions of the Zoning Ordinance, and residential zones in order to: (1) provide ease of access to basic daily household needs, to eliminate unnecessary automobile trips, and to provide convenience centers for neighborhood social interaction; and, (2) within the Mixed Density Residential Zones in order to allow for commercial activity closer to the source of the customers and to allow the pedestrian access to retail services.

The City Shall:

P-3: Incorporate a variety of local street standards, including widths and design standards based on their function and piracy in the local system.

P-5: Require that standards for local residential streets incorporate design features such as planting strips, and street trees in order to create residential streets whose purpose is not solely to move automobiles safely and efficiently, but also to create a pedestrian friendly environment.

P-6: Require that standards for local collector and arterial streets incorporate design features such as bicycle lanes, planting strips, setback sidewalks, and street trees in order to create streets whose purpose is not solely to move automobiles safely and efficiently, but also to create a pedestrian and bicycle friendly environment.

P-10: Allow limited and appropriately scaled neighborhood commercial services in residential zones with appropriate standards to ensure compatibility.

P-12: Allow appropriately scaled neighborhood commercial and retailed services within the Mixed Density Residential Zones.

The Plan conforms to the Community Friendly Development goals and policies because there are street improvement projects aimed at improving pedestrian and bicycle access. These projects also incorporate planting strips and trees. There are also infrastructure projects that will allow for mixed use development to occur.

Chapter 8 – Transportation Goals and Policies

The City's Transportation Related Goals include the following:

G-1: Developing and maintaining a well-planned, comprehensive transportation system that balances the needs of future land development with the system that serves all users.

G-3: Promoting connectivity and efficient multi-modal access within and between developments and neighborhoods.

The City Shall:

P-1: Review residential street standards to ensure that streets are designed in a manner that provides a safe and balanced environment for all uses, including pedestrians, bicyclists, and automobiles.

P-3: Create local street connectivity standards to ensure that new street development provides a high degree of connectivity between streets for automobiles and also for bicyclists and pedestrians.

P-26: Future streets and highways shall contribute to the creation of an efficient circulation network and provide for convenient movement of traffic and access to all parts of the community.

P-27: The circulation network shall help encourage compact community development, without disrupting or bisecting neighborhoods or other areas with a national unity.

P-29: Promote connectivity and efficient multi-modal access within and between developments and neighborhoods.

P-39: Bikeways shall provide safe, efficient corridors that encourage bicycle use.

P-43: As indicated in the Transportation System Plan, new and redeveloped collector and arterial streets shall be designed to accommodate bicycle corridors.

P-53: New development and redevelopment project shall encourage pedestrian access by providing convenient, useful, and direct pedestrian facilities.

P-54: All arterial and collector streets shall have sidewalks or other pedestrian ways constructed at the time of initial street improvement to support and facilitate pedestrian use.

P-55: Safe and convenient pedestrian facilities that minimize travel distance shall be provided by new development within and between new subdivisions, planned developments, shopping centers, industrial parks, residential areas, transit stops, and neighborhood activity centers such as schools, parks, and shopping.

P-59: The City shall continue to provide and improve sidewalks and pedestrian ways as part of its continuing street improvement program.

The Plan conforms to the Transportation goals and policies because there are specific projects to improve streets and in those improvements, adding bikeways and sidewalks or other pedestrian ways.

Chapter 9 – Public Facilities Goals and Policies

G-2: Planning and developing a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban development for both existing and planned land uses.

G-4: Ensuring that essential public facilities and service capabilities (transportation, storm drainage, sewer and water service) are either in place before new development occurs and/or are constructed concurrently with such development.

The City Shall:

P-1: Support a flexible phase program for the orderly extension of water, wastewater, and transportation services in response to land development proposals.

P-15: Pursue, for public infrastructure development and community enhancement, a variety of funding sources, including urban renewal districts (URDs), local improvement districts (LIDs), and other funding mechanisms.

P-37: Seek to achieve a variety of parkland, secure adequate city-wide neighborhood and local parks, acquire unique natural areas, achieve a system of linear greenways, and create school/park recreational areas where possible.

The Plan conforms to the Public Facilities goals and policies because it has specific projects to fund a new park, and extend water, waste water, and sewer services to the area and construct a new water treatment plant in the Area.

VI. METHODS OF FINANCING AND REDEVELOPMENT PROJECTS

D. Completion of Projects

This Section deleted in its entirety as the duration provision is also deleted.

VII. RENEWAL PLAN AMENDMENTS

The Plan anticipates the possibility of both substantial and minor amendments becoming necessary in response to changes in economic conditions, land use, and other factors. In accordance with ORS 457.220, any substantial amendment to the Plan shall, before being carried out, be approved and recorded in the same manner as called for in the original plans adopted under the requirements of ORS 457.085. *When there is property that is in unincorporated Linn County, the substantial amendment will also have to be approved by the Linn County Commission.*

For the purposes of the document, "**substantial amendment**" means:

- 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 Cheadle Lake Urban Renewal Area.
- ~~Extending the date after which no indebtedness shall be issued with respect to the plan or any project undertaken or to be undertaken under the urban renewal plan.~~
- Increasing the maximum amount of indebtedness that can be issued or incurred under the urban renewal plan.
- ~~Revisions in the Renewal Area boundaries.~~
- ~~Additions of projects other than those specifically listed that exceed an estimated \$200,000 in project cost.~~
- ~~Extending the term of the Plan for this district.~~

Appendix 2 – Legal Description - This section replaced in its entirety.

EXHIBIT B

**Report Accompanying the Cheadle
Lake Urban Renewal Plan First
Substantial Amendment**

Adopted by the City of Lebanon

January 11, 2017

Ordinance Bill No. 2017-1

Ordinance No.2889

Cheadle Lake Urban Renewal Area

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

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

A. Physical Conditions

1. Land Use

The Cheadle Lake Urban Renewal Existing Area (Existing Area), the area prior to the Amendment, was identified in the Plan as containing 230.44 acres. A review of the legal description and GIS mapping indicates the existing area is actually 250.3 acres, as some right of way was not counted in the original acreage determination, although it was specified in the legal description. The Amendment Area is 47.3 acres (Figure 1). The Area as amended is 297.6 acres in size containing 232 tax lots consisting of 250.8 acres and 46.80 acres of right of way (Figure 2).

An analysis of property classification data for FYE 2016 from the Linn County Department of Assessment and Taxation was used to determine the land use designation of tax lots in the Area as amended. By acreage, residential and industrial uses account for the largest land use within the area (18% each). This is followed by commercial uses (10%). The total land uses of the Area, by acreage and parcel, are shown in Table 1.

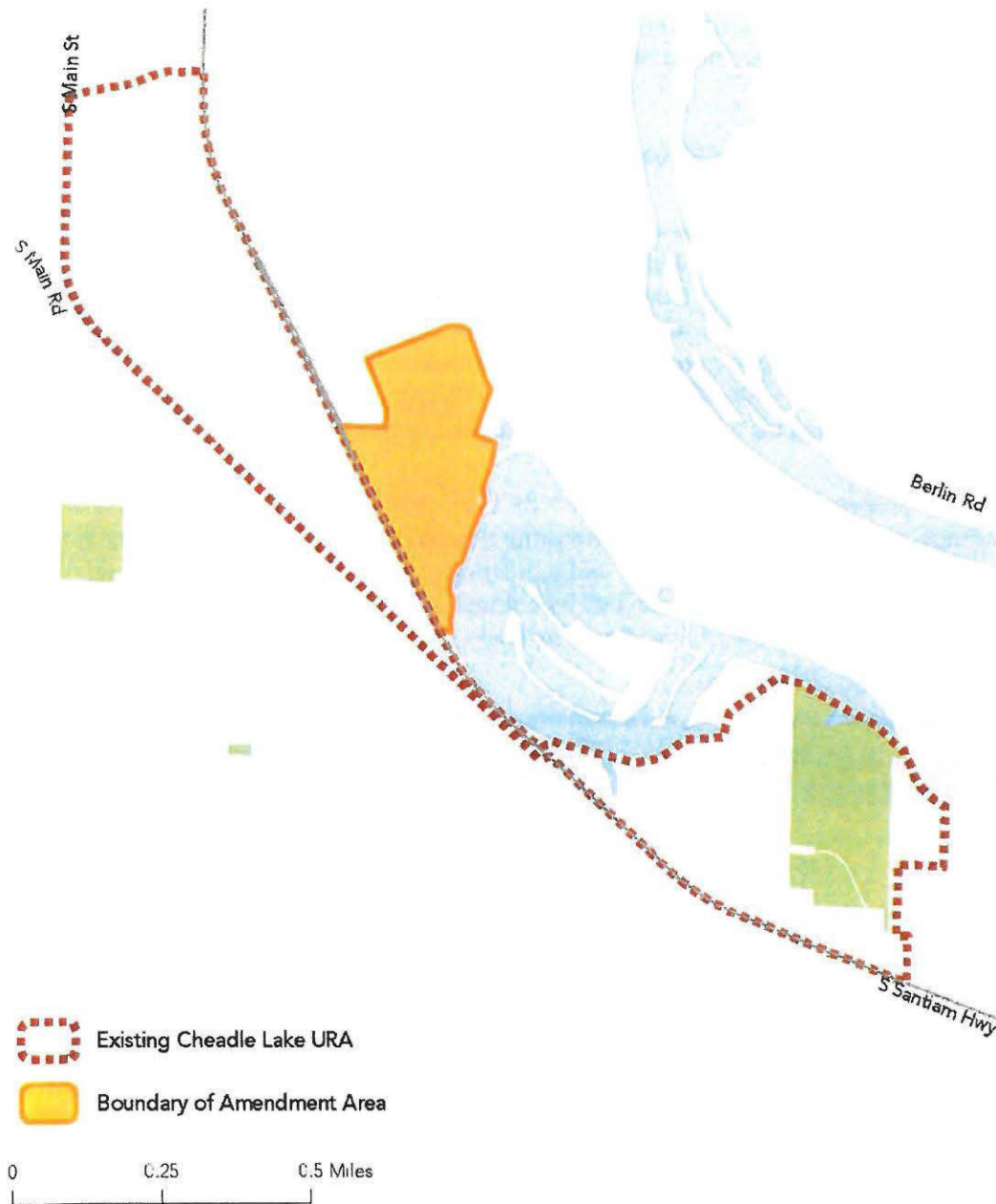
Table 1 – Existing Land Use of Area

Land Use	Existing Taxlots	Existing Acres	Amendment Taxlots	Amendment Acres	Total Taxlots	Total Acres	Percent of Acres
Industrial	5	23.3	3	21.8	8	45.2	18%
Residential	145	35.8	1	8.3	146	44.2	18%
Commercial	33	25.7	0	0	33	25.7	10%
Multifamily	1	2.5	0	0	1	2.5	1%
Vacant	43	119.7	1	14	44	133.3	53%
Total	227	207.1	5	43.7	232	250.8	100%

Source: Compiled by ECONorthwest with data from the City of Lebanon and Linn County Office of Assessor and Taxation (FYE 2016)

Figure 1 – Cheadle Lake Urban Renewal Plan Area Existing Area and Amendment

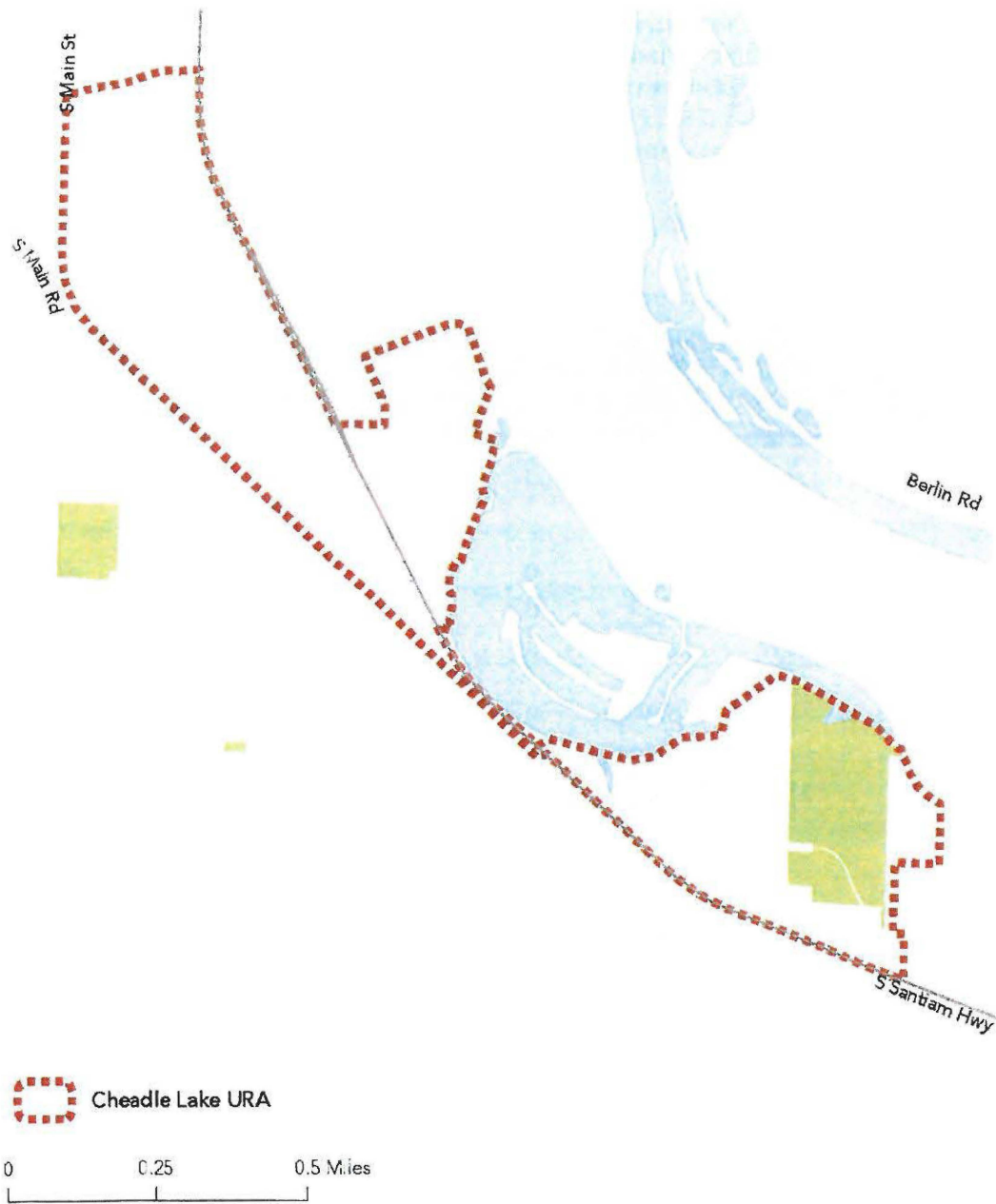
Cheadle Lake Urban Renewal Area Boundary of Amendment Area



Source: ECONorthwest from City of Lebanon GIS data

Figure 2 – Cheadle Lake Urban Renewal Plan Area As Amended

Cheadle Lake Urban Renewal Area Boundary as Amended



Source: ECONorthwest from City of Lebanon GIS data

2. Zoning and Comprehensive Plan Designations

For the Area the zoning and comprehensive plan designations are the same. As illustrated in Table 2 the largest portion of the Area (51%) is zoned as mixed-use. This is followed by industrial (19%). A portion of the property is not yet in the city limits and is zoned as Urban Growth Area (UGA), with either Urban Growth Management, Urban Growth Area Heavy Industrial (UGA-HI), or Urban Growth Area Rural Commercial designations (UGA-RCM). The Urban Growth Area-Urban Growth Management (UGA-UGM) zoning district is composed of four zoning districts which are distinguished only by their property size standards. The -10 stands for a 10,000 square foot lot. The Comprehensive Plan map shown in Figure 3 indicates the designations of the Area expected once all properties are annexed in the future.

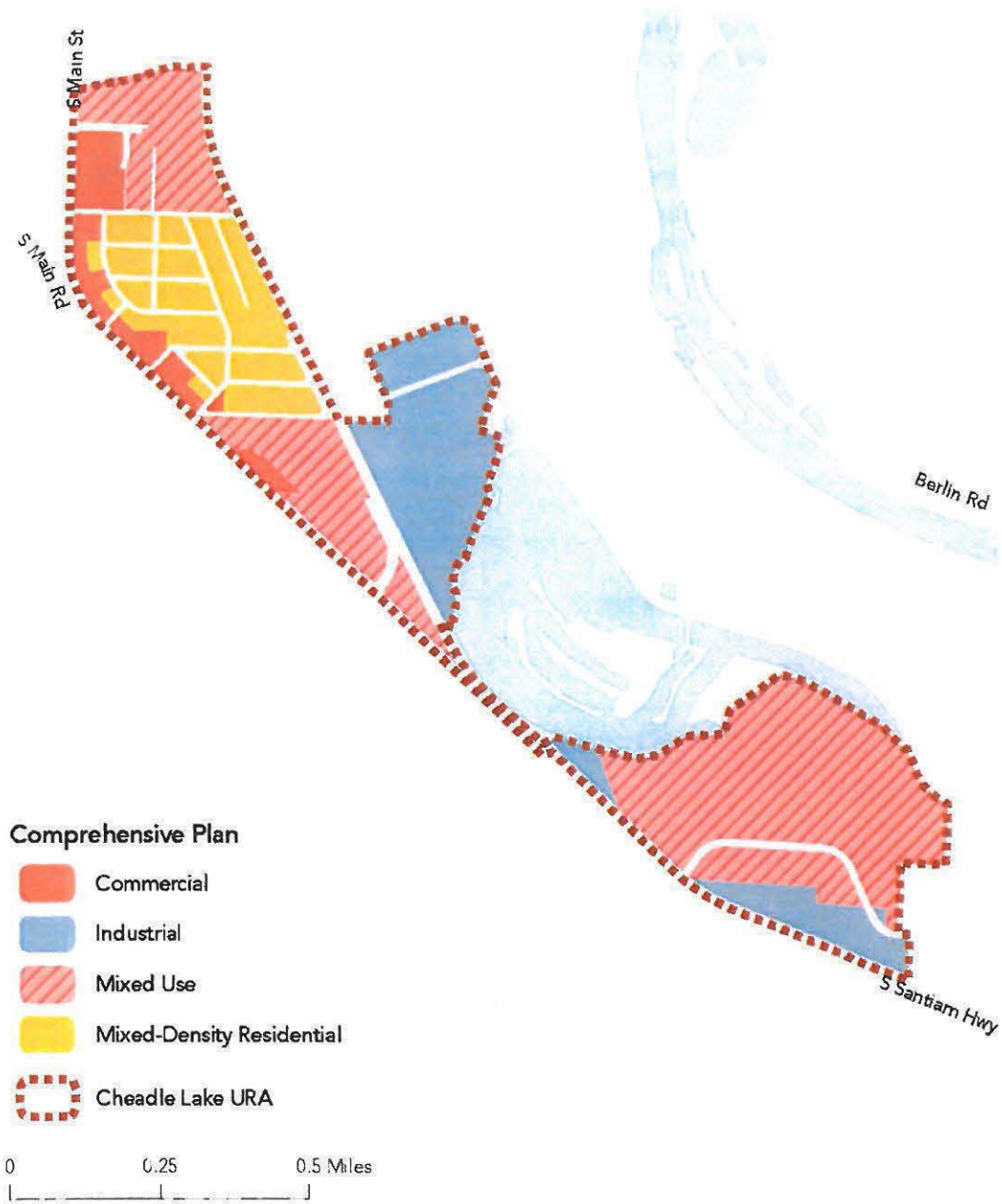
Table 2 – Existing Zoning and Comprehensive Plan Designations of Area

Zoning and Comprehensive Plan Designation	Existing Taxlots	Existing Acres	Amendment Taxlots	Amendment Acres	Total Taxlots	Total Acres	Percent of Acres
Mixed Use	23	126.8	0	0	23	126.8	51%
Industrial	1	2.7	5	43.7	6	46.4	19%
Highway Commercial	36	24.3	0	0	36	24.3	10%
UGA-UGM-10	152	35.7	0	0	152	35.7	14%
UGA-HI	3	11.1	0	0	3	11.1	4%
Residential Mixed Density	11	6.0	0	0	11	6.0	2%
UGA-RCM	1	0.4	0	0	1	0.4	0%
Total	227	207.1	5	43.7	232	250.8	100%

Source: Compiled by ECONorthwest with data from the City of Lebanon and Linn County Office of Assessor and Taxation (FYE 2016)

Figure 3 – Area Comprehensive Plan Designations

Cheadle Lake Urban Renewal Area Comprehensive Plan Designations



Source: ECONorthwest from City of Lebanon GIS data

B. Infrastructure

This section identifies the existing conditions in the Area to assist in establishing blight. There are projects listed in City of Lebanon master plans and Lebanon Transportation Systems Plan that identify these existing conditions. **This does not mean all of these projects are included in the urban renewal plan.** The specific projects to be included in the urban renewal plan are listed in Sections IV and V of this document.

1. Transportation

The Russell Drive Area Mixed Use Neighborhood Center Final Implementation Plan, dated 2003, has identified the road improvement standards needed throughout the Russell Drive area. These standards are Arterial, Minor Arterial, Collector, Neighborhood Collector, and Local Street. The street improvements needed are as follows:

Arterial

Main St/Santiam Highway

Minor Arterial

Airport Road

Russell Drive beyond Porter Street

Collector

Porter Street beyond Primrose Avenue

Market Street

Neighborhood Collector

Russell Drive from Main Street to Porter Street

Primrose Avenue

Porter Street from Russell Drive to Primrose Avenue

Parkway

Local Street

Taylor Street

Alder Street

Willow Lane

Russel Street

Center Street

McKinney Street

Railroad Street

2. Water

In the project list transmitted by city of Lebanon staff existing conditions of projects were identified. Staff noted the following deficiencies in this area: Porter, Willow, Taylor, Alder, Dewey, McKinney, Primrose, Russell, Parkway, Center, Truman, Railroad, and Gilbert Streets do not contain any city utilities (water, sewer, and storm).

There are also two projects identified in the water master plan within the urban renewal area, listed below:

Table 3 – Water Projects

No.	Project Title	Description	Total Capital Cost
24	Central-eastern distribution improvements	P-825: 3,430' of 12" pipe running north from intersection of Market St. and Main St. to approximately 900 ft north from the end of Porter St. and Russel Dr.	\$480,000
19	Water treatment plant to treat river bank well water	Includes land purchase, water treatment plant, new 2-MG clearwell, high service pump station, and finished water transmission pipeline	\$13,300,000

Source: Lebanon Water Master Plan

3. Storm Water

In the project list transmitted by city of Lebanon staff existing conditions of projects were identified. Staff noted the following deficiencies in this area: Porter, Willow, Taylor, Alder, Dewey, McKinney, Primrose, Russell, Parkway, Center, Truman, Railroad, and Gilbert Streets do not contain any city utilities (water, sewer, and storm).

4. Sewer

In the project list transmitted by city of Lebanon staff existing conditions of projects were identified. Staff noted the following deficiencies in this area: Porter, Willow, Taylor, Alder, Dewey, McKinney, Primrose, Russell, Parkway, Center, Truman, Railroad, and Gilbert Streets do not contain any city utilities (water, sewer, and storm).

5. Parks and Open Space

The Russell Drive Implementation Plan contains recommendations for acquiring and developing a neighborhood park. In addition, two mini-parks are proposed where through vehicle traffic is proposed to be eliminated. Implementation of these recommendations does not require an amendment to the Parks Plan, which shows a conceptual location for a neighborhood park in the Russell Drive area. The park-related recommendations in the plan provide direction to the city for property acquisition and development. Once acquisition is

complete, park improvements should be programmed in the Lebanon Capital Improvements Plan.¹

Porter Street Park is classified as an undeveloped park according to the Lebanon Parks Master Plan.² The park is currently surrounded by unimproved streets and is not currently served by water service.³ One of the current recommendations for the Porter Street Park site is to develop it as a neighborhood park with facilities including a multi-use play area, a picnic area, paved internal pathway system, automatic irrigation system, landscaping and trees.⁴

C. Social Conditions

Data from the US Census Bureau is used for compiling the social conditions. The geographies used by the Census Bureau to summarize data do not strictly conform to the boundary of the Cheadle Lake Urban Renewal Area. As such, we use the Census Bureau geographies that most closely align with the Urban Renewal Area boundary.

For data on age and race, we are able to use block-level analysis to identify the geographic area that most closely aligns with the Area boundary. This includes data on 36 individual Census blocks located in two different block groups within Census Tract 309.4. The total population of these Census blocks was reported as 381 in 2010. Other demographic data, however, including educational attainment, travel-time to work, and means of transportation to work are not available at the block-level. Therefore, we must use a larger geographic area – the entirety of Census Block Group 2 within Census Tract 309.04 – for these data. This larger block group area, however, is significantly larger than the Area as amended, with a total population of 1,732, according to the American Community Survey 2010 to 2014 five-year estimates.

Within the Cheadle Lake Urban Renewal Area, there are 146 tax lots shown as residential use (see Table 1). According to the block-level analysis of US Census Bureau data, there were 381 residents in these census blocks. In these census blocks, the largest percent, 16%, of residents were 55 to 64 years of age.

¹ Russell Drive Implementation Plan, Page 12

² Lebanon Parks Master Plan, Page ii.

³ Lebanon Parks Master Plan, Page 3-26, 3-27

⁴ Lebanon Parks Master Plan, Page 6-85

Table 4 – Age in the Area

Age	Number	Percent
Under 5 Years	15	4%
5 to 9 Years	32	8%
10 to 14 Years	35	9%
15 to 17 Years	24	6%
18 to 24 Years	34	9%
25 to 34 Years	35	9%
35 to 44 Years	44	12%
45 to 54 Years	58	15%
55 to 64 Years	60	16%
65 to 74 Years	23	6%
75 to 84 Years	18	5%
85 Years and over	3	1%
Total	381	100%

Source: United States Decennial Census, 2010

The largest percentage of residents, 90%, are white alone.

Table 5 – Race in the Area

Race	Number	Percent
White Alone	343	90%
Black or African American Alone	3	1%
American Indian and Alaska Native Alone	6	2%
Asian Alone	1	0%
Native Hawaiian and Other Pacific Islander Alone	0	0%
Some Other Race Alone	14	4%
Two or More races	14	4%
Total	381	100%

Source: United States Decennial Census, 2010

For the Area, 11% have earned a bachelor's degree or higher, another 35% have some college education without a degree, and another 40% have graduated from high school.

Table 6 – Educational Attainment in the Area

Educational Attainment	Number	Percent
Less Than High School	178	14%
High School Graduate (includes equivalency)	494	40%
Some college	433	35%
Bachelor's degree	106	9%
Master's degree	20	2%
Professional school degree	0	0%
Doctorate degree	0	0%
Total	1,231	100%

Source: Social Explorer, American Community Survey 2010-2014 5-Year Estimates

For the block group 53% drove less than 19 minutes to work.

Table 7 – Travel Time to Work in the Area

Travel Time to Work	Number	Percent
Less than 10 minutes	128	23%
10 to 19 minutes	165	30%
20 to 29 minutes	24	4%
30 to 39 minutes	108	20%
40 to 59 minutes	33	6%
60 to 89 minutes	0	0%
90 or More minutes	18	3%
Worked at home	76	14%
Total	552	100%

Source: Social Explorer, American Community Survey 2010-2014 5-Year Estimates

For the block group the vast majority, 78%, drove alone to work.

Table 8 – Means of Transportation to Work in the Area

Means of Transportation to Work	Number	Percent
Drove Alone	431	78%
Carpooled	24	4%
Public transportation (Includes Taxicab)	0	0%
Motorcycle	0	0%
Bicycle	0	0%
Walked	21	4%
Other means	0	0%
Worked at home	76	14%
Total	552	100%

Source: Social Explorer, American Community Survey 2010-2014 5-Year Estimates

D. Economic Conditions

1. Taxable Value of Property within the Area

The total assessed value of the Existing Area calculated with data from the Linn County Department of Assessment and Taxation including all real, personal, manufactured, and utility properties, is estimated to be \$38,999,093. The estimated assessed value of the properties to be added is \$3,660,077. This approximate amount, adjusted for annual changes in property values, will be added to the frozen base in FYE 2019. Some properties are presently in unincorporated Linn County and some within the city of Lebanon.

2. Building to Land Value Ratio

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

Table 9 below shows the improvement to land ratios for properties within The Area. The majority of tax lots in the area (78% of the total acreage) have I:L ratios of less than 1.0, including 58% with no improvements at all. In other words, the improvements on these properties are worth less than the land they sit on. A target I:L ratio for healthy development in the Area would be 2.0. Only 41 tax lots in the area, including 13% of the acreage have I:L ratios of 2.0 or more in FYE 2016. The Area as a whole, is underdeveloped and not contributing its full potential to the tax base in Lebanon.

Table 9 – I:L Ratio of Tax lots in the Area

	Total Taxlots	Total Acres	Percent of Acres
No Improvement Value	53	146.4	58%
0.01-0.50	34	31.2	12%
0.51-1.00	34	17.6	7%
1.01-1.50	33	16.3	6%
1.51-2.00	37	9.6	4%
2.01-2.50	15	4.7	2%
2.51-3.00	16	11.5	5%
3.01-4.00	8	9.5	4%
> 4.00	2	4.1	2%
Total	232	250.8	100%

Source: Compiled by ECONorthwest with data from the City of Lebanon and Linn County Office of Assessor and Taxation (FYE 2016)

E. Impact on Municipal Services

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

The projects being considered for future use of urban renewal are utility and transportation projects. The use of urban renewal funding for these projects allows the City to match other funding sources to actually construct the improvements. It also allows the City to tap a different funding source besides the City of Lebanon general fund or the City's system development charges (SDC) to make these improvements.

The Area includes both property within the city limits and unincorporated properties. It is anticipated that these improvements will bring the Area to urban standards and allow for future annexation. As the property is either in the city limits or in the urban growth boundary, the city has anticipated future municipal services to the Area. As any new development will be new construction or redevelopment, it will be up to current building code and will aid in any fire protection needs. An upgraded transportation system and water lines to the Area will also assist in fire prevention to the Area.

The financial impacts from tax increment collections will be countered by providing future development in the Cheadle Lake Area and, in the future, placing property back on the property tax rolls with future increased tax bases for all taxing jurisdictions.

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

The reason for selecting the Area is to provide the ability to fund improvements necessary to cure blight within the Area.

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

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

A. Phase I

- Porter Park – This project is identified in the City's Parks Master Plan. The development of this park will involve a phased approach in the construction of a community garden and associated park improvements.

Existing conditions: Porter Park is currently a city owned vacant lot with no improvements.

- Russel Drive – Primrose to Porter – This project is identified in the City's Transportation System Plan. A Residential Collector street will be constructed including a 12-inch storm drain line.

Existing conditions: Russel Drive is a County Standard roadway consisting of two 11 foot lanes with water and sewer installed within the right of way. There are no storm drainage improvements.

- Airport Road – Hwy 20 to Russel Drive – Airport Road will be extended matching its existing configuration as a Commercial/Industrial Collector. The street extension will include a 12" water line, 30" storm drainage line and a 12" sanitary sewer main.

Existing conditions: Airport Rd. is full built out including all utilities for a distance of approximately 600 feet east of Highway 20 ending just past Safeway's driveway entrance.

- Waterline Installation on Weirich Drive – A 12-inch water line will be installed from the intersection of Highway 20/Weirich east to the City limits.

Existing conditions: Weirich Dr. does not have an existing water line.

- New Water Treatment Plant – A new 4.5 million gallons per day water treatment plant will be constructed along with a new raw water intake and pump station located on the South Santiam River.

Existing conditions: Lebanon has an existing aging water treatment plant located at 2nd and A Street. This plant will be replaced with a new water treatment plant located at 2500 River Road just north of Cheadle Lake. The proposed location is a vacant tax lot which has been cleared and prepped for the construction of the new plant.

B. Phase 2

- Porter St. – Russel Dr. to Center St. – This project is identified in the City's Transportation System Plan. A Residential Collector street will be constructed including a 12" water line, 27"/24" storm drain line and a 12" sanitary sewer line.

Existing conditions: Porter Street is a 20-foot-wide county standard roadway (no sidewalks or curb and gutter) and does not contain any city utilities (water, sewer and storm).

- Local Residential Street Improvements – These local Residential Streets will be re-constructed consistent with the Russell Drive Mixed Use Plan as referenced by the Transportation System Plan.

Existing conditions: The residential streets (Willow, Taylor, Alder, Dewey, McKinney and Primrose) range in width from 18 to 20 feet wide and are county standard roadways with no sidewalks or curb and gutter and do not contain any city utilities (water, sewer and storm).

- Local Residential Waterline Installation – These streets will be re-constructed consistent with the Russell Drive Mixed Use Plan as referenced by the Transportation System Plan. As part of these projects 8-inch waterlines will be installed within the street right of way.

Existing conditions: The following residential streets (Willow, Taylor, Alder, Dewey, McKinney and Primrose) range in width from 18 to 20 feet wide and are county standard roadways with no sidewalks or curb and gutter and do not contain any city utilities (water, sewer and storm drainage).

- Local Residential Sanitary Sewer Installation – These local residential streets will be re-constructed consistent with the Russell Drive Mixed Use Plan as referenced by the Transportation System Plan. As part of these projects 8-inch sanitary sewer mains will be installed within the street right of way.

Existing conditions: The following residential streets (Willow, Taylor, Alder, Dewey, McKinney and Primrose) range in width from 18 to 20 feet wide and are county standard roadways with no sidewalks or curb and gutter and do not contain any city utilities (water, sewer and storm drainage).

- Local Residential Storm Drain Installation – These local residential streets will be re-constructed consistent with the Russell Drive Mixed Use Plan as referenced by the Transportation System Plan. As part of these projects 12-inch storm drainage lines will be installed within the street right of way.

Existing conditions: The following residential streets (Willow, Taylor, Alder, Dewey, McKinney and Primrose) range in width from 18 to 20 feet wide and are county standard roadways with no sidewalks or curb and gutter and do not contain any city utilities (water, sewer and storm drainage).

C. Phase 3 (these projects are not presently funded, but are being kept in the Plan in case funding allocations change in the future and there is sufficient funding to do portions of these projects)

- Porter St. – Center St. to Burdell Blvd. – This project is identified in the City's Transportation System Plan. A Commercial/Industrial Collector street will be constructed including a 12" water line, 18" storm drain line and a 12" sanitary sewer line.

Existing conditions: Porter Street is a 20-foot-wide county standard roadway (no sidewalks or curb and gutter) and does not contain any city utilities (water, sewer and storm).

- Property Purchase for Porter St. Extension – To allow room for the extension of Porter Street the following six residential lots will need to be purchased: 12S02W14CD TL4700, 12S02W14CD TL4800, 12S02W14CD TL5100, 12S02W14CD TL5200, 12S02W14CD TL5300, and 12S02W14CD TL5400. Depending upon how the Porter Street alignment is configured, more or less tax lots in the area may be affected/impacted.

Existing conditions: Porter Street is a 20-foot-wide county standard roadway (no sidewalks or curb and gutter) and does not contain any city utilities (water, sewer and storm). To extend Porter Street approximately six (6) residentially zoned lots will need to be purchase making room for the street right of way. These lots are fully developed with single family homes.

- Local Residential Street Improvements – These local Residential Streets will be re-constructed consistent with the Russell Drive Mixed Use Plan as referenced by the Transportation System Plan.

Existing conditions: The residential streets (Russell, Parkway, Center, Truman, Railroad, and Gilbert Streets) range in width from 18 to 20 feet wide and are county standard roadways with no sidewalks or curb and gutter and do not contain any city utilities (water, sewer and storm).

- Local Residential Waterline Installation – These local Residential Streets including Russell, Parkway, Center, Truman, Railroad, and Gilbert Streets will be re-constructed consistent with the Russell Drive Mixed Use Plan as referenced by the Transportation System Plan. As part of these projects 8-inch waterlines will be installed within the street right of way.

Existing conditions: The residential streets (Russell, Parkway, Center, Truman, Railroad, and Gilbert Streets) range in width from 18 to 20 feet wide and are county standard roadways with no sidewalks or curb and gutter and do not contain any city utilities (water, sewer and storm).

- Local Residential Sanitary Sewer Installation – Local Residential Streets including Russell, Parkway, Center, Truman, Railroad, and Gilbert Streets will be re-constructed consistent with the Russell Drive Mixed Use Plan as referenced by the Transportation System Plan. As part of these projects 8-inch sanitary sewer lines will be installed within the street right of way.

Existing conditions: The residential streets (Russell, Parkway, Center, Truman, Railroad, and Gilbert Streets) range in width from 18 to 20 feet wide and are county

standard roadways with no sidewalks or curb and gutter and do not contain any city utilities (water, sewer and storm).

- Local Residential Storm Drain Installation – Local Residential Streets including Russell, Parkway, Center, Truman, Railroad, and Gilbert Streets will be re-constructed consistent with the Russell Drive Mixed Use Plan as referenced by the Transportation System Plan. As part of these projects 12-inch storm drainage lines will be installed within the street right of way.

Existing conditions: The residential streets (Russell, Parkway, Center, Truman, Railroad, and Gilbert Streets) range in width from 18 to 20 feet wide and are county standard roadways with no sidewalks or curb and gutter and do not contain any city utilities (water, sewer and storm).

- Dewey Street – Primrose to Highway 20 – This project is identified in the City's Transportation System Plan. A Commercial/Industrial Collector street will be constructed including a 12" water line and 12" storm drain line.

Existing conditions: Dewey Street is a partial improved county standard roadway and does not contain city water or storm utilities.

D. Finance Fees and Administration

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

Existing Conditions: This is currently provided for in the Cheadle Lake Urban Renewal Plan and will continue to be an activity in the future.

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

The estimated allocation of funds to specific projects shown in this Report are the best estimates of future expenditures at the time of preparation of the Amendment. The Agency will be able to review and update the allocations on an annual basis when they prepare the annual budget. Nominal dollars are year of expenditure dollars inclusive of inflation, which is assumed to be 3.0% per year.

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

Project Description	Category	Total Cost	Urban Renewal Funding		
		Constant 2016 \$	Constant 2016 \$	Year-of- Expenditure \$	FYE Completed
Phase 1					
Porter Park	Parks	\$650,000	\$650,000	\$650,000	2017
Russel Drive - Primrose Street to Porter Street	Streets	\$1,301,040	\$1,301,040	\$1,301,000	2017
Airport Road - Hwy 20 to Russel Drive	Streets	\$2,145,325	\$2,145,325	\$2,145,300	2017
Water Line (Weirich), 12" ductile iron - Hwy 20 to City limits	Water	\$649,740	\$649,740	\$710,000	2020
Water Treatment Plant	Water	\$1,300,000	\$1,300,000	\$1,507,100	2022
Subtotal		\$6,046,105	\$6,046,105	\$6,313,400	
Phase 2					
Porter Street - Russell Drive to Center Street	Streets	\$1,662,375	\$1,662,375	\$2,234,100	2027
Local Street Improvements in residential area	Streets	\$1,601,600	\$1,601,600	\$2,726,600	2035
Water Line, 8" - residential area	Water	\$572,000	\$572,000	\$724,600	2025
Sanitary Sewer, 8" - residential area	Sanitary Sewer	\$514,800	\$514,800	\$902,700	2036
Storm Drain, 12" - residential area	Storm Drainage	\$514,800	\$126,090	\$221,098	2036
Subtotal		\$4,865,575	\$4,476,865	\$6,809,098	
Phase 3					
Porter Street - Center Street to Burdell Blvd	Street	\$3,478,475	\$0	\$0	N/A
Property Purchase for Porter Street extension	Street	\$218,400	\$0	\$0	N/A
Local Street Improvements - residential area	Streets	\$1,465,100	\$0	\$0	N/A
Water Line, 8" - residential area	Water	\$523,250	\$0	\$0	N/A
Sanitary Sewer, 8" - residential area	Sanitary Sewer	\$470,925	\$0	\$0	N/A
Storm Drain, 12" - residential area	Storm Drainage	\$470,925	\$0	\$0	N/A
Dewey Street - Primrose to Hwy 20	Street	\$357,500	\$0	\$0	N/A
Subtotal		\$6,984,575	\$0	\$0	
Administration and Finance Fees	Admin	\$1,934,160	\$1,934,160	\$2,565,006	Ongoing

Source: Compiled by Tiberius Solutions LLC with input from City of Lebanon.

VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The schedule for construction of infrastructure projects will be based on the availability of funding and the specific infrastructure needs from proposed new development. The projects will be ongoing and will be completed as directed by the Agency.

The Area is anticipated to complete all projects identified in Phases 1 and 2 on or before FYE 2036 and have sufficient tax increment finance revenue to terminate the district in FYE 2036. Projects identified in Phase 3 are estimated to exceed the capacity of the Area's maximum indebtedness and will need to be funded with other sources, or through reallocation of funds from projects identified in Phases 1 and 2. Changes in market conditions could affect the assumed development schedule.

Anticipated project completion dates are shown in Table 11. The Agency may change the completion dates in their annual budgeting process or as project decisions are made in administering the urban renewal plan.

Table 11 – Projects and Costs in Year of Expenditure Dollars

PROJECT FUND		2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
Resources							
Beginning Fund Balance		\$354,613	\$486,485	\$549,629	\$656,795	\$94,941	\$288,533
Transfer from Debt Service Fund (TIF)	\$43,989,328	\$536,446	\$153,412	\$199,918	\$243,162	\$294,417	\$233,590
Bond/Loan Proceeds	\$6,837,259	\$3,867,259	\$0	\$0	\$0	\$0	\$1,120,000
Interest Earnings	\$1,947,409	\$1,773	\$2,432	\$2,748	\$3,284	\$475	\$1,443
Total Resources	\$52,773,996	\$4,760,091	\$642,329	\$752,295	\$903,241	\$389,833	\$1,643,566
Expenditures (nominal \$)							
Porter Park	-\$650,000	-\$650,000					
Russel Drive - Primrose Street to Porter Street	-\$1,301,000	-\$1,301,000					
Airport Road - Hwy 20 to Russel Drive	-\$2,145,300	-\$2,145,300					
Water Line (Weirich) - Hwy 20 to City limits	-\$710,000				-\$710,000		
Water Treatment Plant	-\$1,507,100						-\$1,507,100
Porter Street - Russell Drive to Center Street	-\$2,234,100						
Local Street Improvements in residential area	-\$2,726,600						
Water Line - residential area	-\$724,600						
Sanitary Sewer - residential area	-\$902,700						
Storm Drain - residential area	-\$221,098						
Porter Street - Center Street to Burdell Blvd	\$0						
Property Purchase for Porter Street extension	\$0						
Local Street Improvements - residential area	\$0						
Water Line - residential area	\$0						
Sanitary Sewer - residential area	\$0						
Storm Drain - residential area	\$0						
Dewey Street - Primrose to Hwy 20	\$0						
Administration	-\$2,418,300	-\$90,000	-\$92,700	-\$95,500	-\$98,300	-\$101,300	-\$104,300
Finance Fees	-\$146,706	-\$87,306					-\$22,400
Total Expenditures	-\$15,687,504	-\$4,273,606	-\$92,700	-\$95,500	-\$808,300	-\$101,300	-\$1,633,800
Ending Fund Balance		\$486,485	\$549,629	\$656,795	\$94,941	\$288,533	\$9,766

Source: Tiberius Solutions LLC

Table 11 – Projects and Costs in Year of Expenditure Dollars, page 2

PROJECT FUND	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29
Resources							
Beginning Fund Balance	\$9,766	\$192,707	\$433,641	\$11,577	\$376,280	\$150,030	\$348,543
Transfer from Debt Service Fund (TIF)	\$290,392	\$350,670	\$414,368	\$482,045	\$313,969	\$322,363	\$397,621
Bond/Loan Proceeds	\$0	\$0	\$0	\$0	\$1,850,000	\$0	\$0
Interest Earnings	\$49	\$964	\$2,168	\$58	\$1,881	\$750	\$1,743
Total Resources	\$300,207	\$544,341	\$850,177	\$493,680	\$2,542,130	\$473,143	\$747,907
Expenditures (nominal \$)							
Porter Park							
Russel Drive - Primrose Street to Porter Street							
Airport Road - Hwy 20 to Russel Drive							
Water Line (Weirich) - Hwy 20 to City limits							
Water Treatment Plant							
Porter Street - Russell Drive to Center Street					-\$2,234,100		
Local Street Improvements in residential area							
Water Line - residential area			-\$724,600				
Sanitary Sewer - residential area							
Storm Drain - residential area							
Porter Street - Center Street to Burdell Blvd							
Property Purchase for Porter Street extension							
Local Street Improvements - residential area							
Water Line - residential area							
Sanitary Sewer - residential area							
Storm Drain - residential area							
Dewey Street - Primrose to Hwy 20							
Administration	-\$107,500	-\$110,700	-\$114,000	-\$117,400	-\$121,000	-\$124,600	-\$128,300
Finance Fees					-\$37,000		
Total Expenditures	-\$107,500	-\$110,700	-\$838,600	-\$117,400	-\$2,392,100	-\$124,600	-\$128,300

Source: Tiberius Solutions LLC

Table 11 – Projects and Costs in Year of Expenditure Dollars, page 3

PROJECT FUND	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36
Resources							
Beginning Fund Balance	\$619,607	\$967,844	\$1,247,468	\$1,602,919	\$2,039,188	\$2,561,473	\$448,899
Transfer from Debt Service Fund (TIF)	\$477,339	\$410,885	\$489,414	\$572,654	\$660,889	\$754,419	\$830,455
Bond/Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Interest Earnings	\$3,098	\$4,839	\$6,237	\$8,015	\$10,196	\$12,807	\$2,244
Total Resources	\$1,100,044	\$1,383,568	\$1,743,119	\$2,183,588	\$2,710,273	\$3,328,699	\$1,281,598
Expenditures (nominal \$)							
Porter Park							
Russel Drive - Primrose Street to Porter Street							
Airport Road - Hwy 20 to Russel Drive							
Water Line (Weirich) - Hwy 20 to City limits							
Water Treatment Plant							
Porter Street - Russell Drive to Center Street							
Local Street Improvements in residential area						-\$2,726,600	
Water Line - residential area							
Sanitary Sewer - residential area							-\$902,700
Storm Drain - residential area							-\$221,098
Porter Street - Center Street to Burdell Blvd							
Property Purchase for Porter Street extension							
Local Street Improvements - residential area							
Water Line - residential area							
Sanitary Sewer - residential area							
Storm Drain - residential area							
Dewey Street - Primrose to Hwy 20							
Administration	-\$132,200	-\$136,100	-\$140,200	-\$144,400	-\$148,800	-\$153,200	-\$157,800
Finance Fees							
Total Expenditures	-\$132,200	-\$136,100	-\$140,200	-\$144,400	-\$148,800	-\$2,879,800	-\$1,281,598
Ending Fund Balance	\$967,844	\$1,247,468	\$1,602,919	\$2,039,188	\$2,561,473	\$448,899	\$0

Source: Tiberius Solutions LLC

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

Table 12 shows the allocation of tax increment revenues to debt service.

It is anticipated that the Agency will have sufficient resources to retire all debt by FYE 2036, which would then allow the Agency to cease collecting tax increment revenues and close down the Area. The time frame for retiring all debt for the Area is not absolute; it may vary depending on the actual terms of the indebtedness incurred, and the actual tax increment revenues received. If the economy is slower, it may take longer to repay all debt; if the economy is more robust than the projections, it may take a shorter time period.

The maximum indebtedness of the Plan is \$18,252,144 (eighteen million two hundred fifty two thousand one hundred forty four dollars) and is not proposed to be changed due to this Amendment.

The estimated total amount of future tax increment revenues required to service the remaining maximum indebtedness is \$17,603,040 and includes both tax increment revenues from permanent rate levies and division of tax revenues from general obligation bonds.

Information on scheduled debt service payments for the proposed FYE 2017 loan was provided by the City of Lebanon Finance Department. Additionally, projections estimate the Agency will undertake two additional loans in future years to finance the costs of projects identified in the Plan. For speculative future borrowings, the amounts, timing, and terms of the debt are unknown. The assumptions used in this Report are for planning purposes only, and subject to change based on market conditions. These assumptions were developed by Tiberius Solutions LLC and informed by conversations with staff from the City of Lebanon Finance Department. Specific key assumptions for the financial analysis include:

- New Loan FYE 2017: Assumes a principal amount of \$3,867,259 with a 3.38% interest rate and 19-year term, level annual debt service payments and no prepayment penalties.
- New Loan FYE 2022: Assumes a principal amount of \$1,120,000 with a 5% interest rate and a 15-year term, level annual debt service payments and no prepayment penalties.
- New Loan FYE 2027: Assumes a principal amount of \$1,850,000 with a 5% interest rate and a 10-year term, level annual debt service payments and no prepayment penalties.

The assumptions used in this analysis present just one potential scenario for the long-term cash flow of the Area. If actual results differ from these assumptions, it could affect the ability of the Agency to achieve these projects at these dollar amounts on this schedule. Based on these assumptions, we find the Plan Amendment financially feasible.

Table 12 – Tax Increment Revenues and Allocations to Debt Service

	Total	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
DEBT SERVICE FUND							
Resources							
Beginning Fund Balance		\$143,651	\$0	\$0	\$0	\$0	\$0
TIF for URA	\$59,417,860	\$392,795	\$432,564	\$479,070	\$522,314	\$573,569	\$620,645
Total Resources	\$59,561,511	\$536,446	\$432,564	\$479,070	\$522,314	\$573,569	\$620,645
Expenditures							
<i>Debt Service</i>							
New Loan 2017	-\$5,303,888		-\$279,152	-\$279,152	-\$279,152	-\$279,152	-\$279,152
New Loan 2022	-\$1,618,545						-\$107,903
New Loan 2027	-\$2,395,830						
Total Debt Service	-\$9,318,263	\$0	-\$279,152	-\$279,152	-\$279,152	-\$279,152	-\$387,055
Coverage Ratio		\$0	\$2	\$2	\$2	\$2	\$2
<i>Transfer to Project Fund</i>	-\$50,243,248	-\$536,446	-\$153,412	-\$199,918	-\$243,162	-\$294,417	-\$233,590
Total Expenditures	-\$59,561,511	-\$536,446	-\$432,564	-\$479,070	-\$522,314	-\$573,569	-\$620,645
Ending Fund Balance		\$0	\$0	\$0	\$0	\$0	\$0
Cumulative D/S Remaining		-\$9,318,263	-\$9,039,111	-\$8,759,959	-\$8,480,807	-\$8,201,655	-\$7,814,600
TIF Sufficient to Pay Off D/S		NO	NO	NO	NO	NO	NO

Source: Tiberius Solutions LLC

Table 12 – Tax Increment Revenues and Allocations to Debt Service, page 2

	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29
DEBT SERVICE FUND							
Resources							
Beginning Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIF for URA	\$677,447	\$737,725	\$801,423	\$869,100	\$940,607	\$949,001	\$1,024,259
Total Resources	\$677,447	\$737,725	\$801,423	\$869,100	\$940,607	\$949,001	\$1,024,259
Expenditures							
<i>Debt Service</i>							
New Loan 2017	-\$279,152	-\$279,152	-\$279,152	-\$279,152	-\$279,152	-\$279,152	-\$279,152
New Loan 2022	-\$107,903	-\$107,903	-\$107,903	-\$107,903	-\$107,903	-\$107,903	-\$107,903
New Loan 2027					-\$239,583	-\$239,583	-\$239,583
Total Debt Service	-\$387,055	-\$387,055	-\$387,055	-\$387,055	-\$626,638	-\$626,638	-\$626,638
Coverage Ratio	\$2	\$2	\$2	\$2	\$2	\$2	\$2
<i>Transfer to Project Fund</i>	-\$290,392	-\$350,670	-\$414,368	-\$482,045	-\$313,969	-\$322,363	-\$397,621
Total Expenditures	-\$677,447	-\$737,725	-\$801,423	-\$869,100	-\$940,607	-\$949,001	-\$1,024,259
Ending Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cumulative D/S Remaining	-\$7,427,545	-\$7,040,490	-\$6,653,435	-\$6,266,380	-\$5,639,742	-\$5,013,104	-\$4,386,466
TIF Sufficient to Pay Off D/S	NO	NO	NO	NO	NO	NO	NO

Source: Tiberius Solutions LLC

Table 12 – Tax Increment Revenues and Allocations to Debt Service, page 3

	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36
DEBT SERVICE FUND							
Resources							
Beginning Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIF for URA	\$1,103,977	\$1,037,523	\$1,116,052	\$1,199,292	\$1,287,527	\$1,381,057	\$1,457,093
Total Resources	\$1,103,977	\$1,037,523	\$1,116,052	\$1,199,292	\$1,287,527	\$1,381,057	\$1,457,093
Expenditures							
<i>Debt Service</i>							
New Loan 2017	-\$279,152	-\$279,152	-\$279,152	-\$279,152	-\$279,152	-\$279,152	-\$279,152
New Loan 2022	-\$107,903	-\$107,903	-\$107,903	-\$107,903	-\$107,903	-\$107,903	-\$107,903
New Loan 2027	-\$239,583	-\$239,583	-\$239,583	-\$239,583	-\$239,583	-\$239,583	-\$239,583
Total Debt Service	-\$626,638	-\$626,638	-\$626,638	-\$626,638	-\$626,638	-\$626,638	-\$626,638
Coverage Ratio	\$2	\$2	\$2	\$2	\$2	\$2	\$2
<i>Transfer to Project Fund</i>	-\$477,339	-\$410,885	-\$489,414	-\$572,654	-\$660,889	-\$754,419	-\$830,455
Total Expenditures	-\$1,103,977	-\$1,037,523	-\$1,116,052	-\$1,199,292	-\$1,287,527	-\$1,381,057	-\$1,457,093
Ending Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cumulative D/S Remaining	-\$3,759,828	-\$3,133,190	-\$2,506,552	-\$1,879,914	-\$1,253,276	-\$626,638	\$0
TIF Sufficient to Pay Off D/S	NO	NO	NO	NO	NO	NO	YES

Source: Tiberius Solutions LLC

VIII. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FYE 2036 as shown above, are based on projections of the assessed value of development within the Area and the total tax rate that will apply in the Area. The analysis assumes average annual growth in assessed value of 6.0% for real property, and 0% for personal, utility, and manufactured property. There is substantial acreage in the Area that is undeveloped where the full future development value will add to the incremental assessed value of the Area. These growth rates assume both the appreciation of existing property values and new construction activity in the Area.

Table 13 shows the projected incremental assessed value, tax rates and tax increment revenues, and the annual tax increment revenues (adjusted for discounts, delinquencies and compression losses). These projections of increment are the basis for the projections in Tables 11 and 12. The first year the impact of the Amendment would be reflected in the calculation of tax increment revenues is FYE 2019, with an increase in the frozen base value, as well as a corresponding increase in total assessed value of the Area.

Gross TIF is calculated by multiplying the tax rate times the excess value. The tax rate is stated per thousand dollars of assessed value, so the calculation is "tax rate times excess value divided by one thousand". The consolidated tax rate includes all permanent rates and general obligation bonds rates. Currently four jurisdictions levy general obligation bond rates in the Area: the City of Lebanon, Lebanon Fire District, Linn Benton Community College, and the Lebanon Community School District. The tax rate decreases at different points in the forecast, due to the scheduled expiration of specific general obligation bonds.

Table 13 – Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues

FYE	Assessed				Tax Increment Finance Revenue			
	Value	Frozen Base	Excess Value	Tax Rate	Gross TIF	Adjustment s	Net TIF	Cumulative TIF
2016	\$38,999,093	\$18,643,396	\$20,355,697	18.2417	\$371,322	(\$16,709)	\$354,613	\$354,613
2017	\$41,339,038	\$18,643,396	\$22,695,642	18.1226	\$411,303	(\$18,508)	\$392,795	\$747,408
2018	\$43,819,380	\$18,643,396	\$25,175,984	17.9912	\$452,946	(\$20,382)	\$432,564	\$1,179,972
2019	\$50,448,008	\$22,413,275	\$28,034,733	17.8937	\$501,644	(\$22,574)	\$479,070	\$1,659,042
2020	\$53,474,889	\$22,413,275	\$31,061,614	17.6078	\$546,926	(\$24,612)	\$522,314	\$2,181,356
2021	\$56,683,382	\$22,413,275	\$34,270,107	17.5254	\$600,596	(\$27,027)	\$573,569	\$2,754,925
2022	\$60,084,385	\$22,413,275	\$37,671,110	17.2517	\$649,890	(\$29,245)	\$620,645	\$3,375,570
2023	\$63,689,448	\$22,413,275	\$41,276,173	17.1859	\$709,369	(\$31,922)	\$677,447	\$4,053,017
2024	\$67,510,815	\$22,413,275	\$45,097,540	17.1292	\$772,486	(\$34,761)	\$737,725	\$4,790,742
2025	\$71,561,464	\$22,413,275	\$49,148,189	17.0746	\$839,186	(\$37,763)	\$801,423	\$5,592,165
2026	\$75,855,152	\$22,413,275	\$53,441,877	17.0288	\$910,052	(\$40,952)	\$869,100	\$6,461,265
2027	\$80,406,461	\$22,413,275	\$57,993,186	16.9835	\$984,929	(\$44,322)	\$940,607	\$7,401,872
2028	\$85,230,848	\$22,413,275	\$62,817,573	15.8191	\$993,718	(\$44,717)	\$949,001	\$8,350,873
2029	\$90,344,699	\$22,413,275	\$67,931,424	15.7883	\$1,072,522	(\$48,263)	\$1,024,259	\$9,375,132
2030	\$95,765,381	\$22,413,275	\$73,352,106	15.7595	\$1,155,996	(\$52,019)	\$1,103,977	\$10,479,109
2031	\$101,511,304	\$22,413,275	\$79,098,029	13.7350	\$1,086,411	(\$48,888)	\$1,037,523	\$11,516,632
2032	\$107,601,982	\$22,413,275	\$85,188,707	13.7183	\$1,168,641	(\$52,589)	\$1,116,052	\$12,632,684
2033	\$114,058,101	\$22,413,275	\$91,644,826	13.7029	\$1,255,804	(\$56,512)	\$1,199,292	\$13,831,976
2034	\$120,901,587	\$22,413,275	\$98,488,312	13.6889	\$1,348,196	(\$60,669)	\$1,287,527	\$15,119,503
2035	\$128,155,682	\$22,413,275	\$105,742,407	13.6760	\$1,446,133	(\$65,076)	\$1,381,057	\$16,500,560
2036	\$135,845,023	\$22,413,275	\$113,431,748	13.6641	\$1,549,944	(\$69,748)	\$1,480,196	\$17,980,756

Source: Tiberius Solutions LLC

Notes:

TIF is tax increment revenues

Tax rates are expressed in terms of dollars per \$1,000 of assessed value.

Changes in total tax rates are due to general obligation bonds with variable rates.

IX. IMPACT OF THE TAX INCREMENT FINANCING

This section describes the impact of tax increment financing of the new maximum indebtedness, both until and after the indebtedness is repaid, upon all entities levying taxes upon property in the urban renewal area. If not for this Amendment, the Plan would expire in October of 2018. Therefore, the impacts show both the impacts of adding new property which are minor, but also the impacts of extending the duration, taking tax increment proceeds through FYE 3036, an additional 18 years. This date is not a new duration provision in the Plan, but is the date that we anticipate the Area could reach its maximum indebtedness based on the financial projections.

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value in the Area. These projections are for impacts estimated through FYE 2036, and are shown in Tables 14a and b and 15a and b. Tables 14a and b show the impact of the Amendment on both adding property and extending the duration. Tables 15a and b show the impact of the added properties only.

The Lebanon Community School District and the Linn Benton Education Service District are not *directly* affected by the tax increment financing, but the amounts of their taxes divided for the urban renewal plan are shown in the following tables. Under current school funding

law, property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes foregone, due to the use of tax increment financing, are substantially replaced with State School Fund revenues, as determined by a funding formula at the State level.

Tables 14a and b and 15a and b show the projected impacts to permanent rate levies of taxing districts as a result of this Plan. It assumes the growth as projected in Table 13 in this Report.

Table 14a – Projected Impact on Taxing District Permanent Rate Levies of All Properties in the Area - General Government

General Government							
FYE	Linn County Perm	County Local Option II LOL	City of Lebanon Perm	Lebanon RFD Perm	Lebanon Aquatic Perm	4H Extension Perm	Subtotal
2019	(\$34,098)	(\$5,087)	(\$120,978)	(\$60,507)	(\$6,426)	(\$1,874)	(\$228,970)
2020	(\$37,780)	\$0	(\$132,130)	(\$67,040)	(\$7,119)	(\$2,077)	(\$246,146)
2021	(\$41,683)	\$0	(\$143,952)	(\$73,965)	(\$7,855)	(\$2,291)	(\$269,746)
2022	(\$45,819)	\$0	(\$156,482)	(\$81,306)	(\$8,635)	(\$2,519)	(\$294,761)
2023	(\$50,204)	\$0	(\$169,764)	(\$89,087)	(\$9,460)	(\$2,760)	(\$321,275)
2024	(\$54,852)	\$0	(\$183,843)	(\$97,335)	(\$10,336)	(\$3,014)	(\$349,380)
2025	(\$59,778)	\$0	(\$198,767)	(\$106,077)	(\$11,264)	(\$3,286)	(\$379,172)
2026	(\$65,001)	\$0	(\$214,586)	(\$115,343)	(\$12,249)	(\$3,572)	(\$410,751)
2027	(\$70,537)	\$0	(\$231,355)	(\$125,166)	(\$13,292)	(\$3,877)	(\$444,227)
2028	(\$76,404)	\$0	(\$249,129)	(\$135,579)	(\$14,398)	(\$4,199)	(\$479,709)
2029	(\$82,624)	\$0	(\$267,971)	(\$146,616)	(\$15,570)	(\$4,541)	(\$517,322)
2030	(\$89,218)	\$0	(\$287,942)	(\$158,316)	(\$16,812)	(\$4,903)	(\$557,191)
2031	(\$96,206)	\$0	(\$309,112)	(\$170,717)	(\$18,129)	(\$5,288)	(\$599,452)
2032	(\$103,614)	\$0	(\$331,552)	(\$183,863)	(\$19,525)	(\$5,694)	(\$644,248)
2033	(\$111,466)	\$0	(\$355,338)	(\$197,797)	(\$21,005)	(\$6,127)	(\$691,733)
2034	(\$119,790)	\$0	(\$380,552)	(\$212,568)	(\$22,573)	(\$6,584)	(\$742,067)
2035	(\$128,613)	\$0	(\$407,278)	(\$228,224)	(\$24,236)	(\$7,068)	(\$795,419)
2036	(\$135,813)	\$0	(\$428,809)	(\$240,998)	(\$25,593)	(\$7,465)	(\$838,678)
Total	(\$1,403,500)	(\$5,087)	(\$4,569,540)	(\$2,490,504)	(\$264,477)	(\$77,139)	(\$8,810,247)

Source: Tiberius Solutions LLC

Table 14b – Projected Impact on Taxing District Permanent Rate Levies – All Properties in the Area – Education

Education					
FYE	Linn Benton ESD	LEB Comm SD		Subtotal	Total
	Perm	LBCC Perm	#9 Perm		
2019	(\$8,163)	(\$13,437)	(\$133,665)	(\$155,265)	(\$384,235)
2020	(\$9,044)	(\$14,888)	(\$148,097)	(\$172,029)	(\$418,175)
2021	(\$9,979)	(\$16,426)	(\$163,394)	(\$189,799)	(\$459,545)
2022	(\$10,969)	(\$18,057)	(\$179,610)	(\$208,636)	(\$503,397)
2023	(\$12,018)	(\$19,784)	(\$196,798)	(\$228,600)	(\$549,875)
2024	(\$13,131)	(\$21,616)	(\$215,018)	(\$249,765)	(\$599,145)
2025	(\$14,311)	(\$23,557)	(\$234,330)	(\$272,198)	(\$651,370)
2026	(\$15,561)	(\$25,615)	(\$254,803)	(\$295,979)	(\$706,730)
2027	(\$16,886)	(\$27,797)	(\$276,502)	(\$321,185)	(\$765,412)
2028	(\$18,291)	(\$30,110)	(\$299,505)	(\$347,906)	(\$827,615)
2029	(\$19,780)	(\$32,561)	(\$323,886)	(\$376,227)	(\$893,549)
2030	(\$21,358)	(\$35,159)	(\$349,731)	(\$406,248)	(\$963,439)
2031	(\$23,032)	(\$37,913)	(\$377,127)	(\$438,072)	(\$1,037,524)
2032	(\$24,805)	(\$40,832)	(\$406,166)	(\$471,803)	(\$1,116,051)
2033	(\$26,685)	(\$43,927)	(\$436,948)	(\$507,560)	(\$1,199,293)
2034	(\$28,678)	(\$47,207)	(\$469,576)	(\$545,461)	(\$1,287,528)
2035	(\$30,790)	(\$50,684)	(\$504,163)	(\$585,637)	(\$1,381,056)
2036	(\$32,513)	(\$53,521)	(\$532,382)	(\$618,416)	(\$1,457,094)
Total	(\$335,994)	(\$553,091)	(\$5,501,701)	(\$6,390,786)	(\$15,201,033)

Source: Tiberius Solutions LLC

Table 15a – Projected Impact on Taxing District Permanent Rate Levies of Amendment Properties in the Area - General Government

General Government							
FYE	Linn County Perm	Linn County Local Option II LOL	City of Lebanon Perm	Lebanon RFD Perm	Lebanon Aquatic Perm	4H Extension Perm	Subtotal
2019	(\$279)	(\$42)	(\$1,126)	(\$495)	(\$53)	(\$16)	(\$2,011)
2020	(\$572)	\$0	(\$2,303)	(\$1,013)	(\$108)	(\$32)	(\$4,028)
2021	(\$881)	\$0	(\$3,552)	(\$1,562)	(\$166)	(\$49)	(\$6,210)
2022	(\$1,209)	\$0	(\$4,873)	(\$2,145)	(\$228)	(\$67)	(\$8,522)
2023	(\$1,556)	\$0	(\$6,275)	(\$2,761)	(\$293)	(\$86)	(\$10,971)
2024	(\$1,925)	\$0	(\$7,761)	(\$3,416)	(\$363)	(\$105)	(\$13,570)
2025	(\$2,315)	\$0	(\$9,337)	(\$4,108)	(\$436)	(\$127)	(\$16,323)
2026	(\$2,729)	\$0	(\$11,006)	(\$4,843)	(\$515)	(\$150)	(\$19,243)
2027	(\$3,168)	\$0	(\$12,777)	(\$5,621)	(\$597)	(\$174)	(\$22,337)
2028	(\$3,633)	\$0	(\$14,652)	(\$6,447)	(\$685)	(\$199)	(\$25,616)
2029	(\$4,126)	\$0	(\$16,642)	(\$7,322)	(\$778)	(\$227)	(\$29,095)
2030	(\$4,649)	\$0	(\$18,749)	(\$8,250)	(\$876)	(\$255)	(\$32,779)
2031	(\$5,203)	\$0	(\$20,984)	(\$9,233)	(\$980)	(\$286)	(\$36,686)
2032	(\$5,790)	\$0	(\$23,353)	(\$10,275)	(\$1,091)	(\$318)	(\$40,827)
2033	(\$6,413)	\$0	(\$25,863)	(\$11,380)	(\$1,208)	(\$353)	(\$45,217)
2034	(\$7,073)	\$0	(\$28,525)	(\$12,551)	(\$1,332)	(\$388)	(\$49,869)
2035	(\$7,772)	\$0	(\$31,346)	(\$13,792)	(\$1,464)	(\$427)	(\$54,801)
2036	(\$8,526)	\$0	(\$34,248)	(\$15,127)	(\$1,607)	(\$469)	(\$59,977)
Total	(\$67,819)	(\$42)	(\$273,372)	(\$120,341)	(\$12,780)	(\$3,728)	(\$478,082)

Source: Tiberius Solutions LLC. Please refer to the explanation of the schools funding in the preceding section

Table 15b - Projected Impact on Taxing District Permanent Rate Levies of Added Properties Only - Education

Education					
FYE	Linn Benton	LBCC	LEB Comm SD	Subtotal	Total
	ESD Perm		#9 Perm		
2019	(\$66)	(\$110)	(\$1,094)	(\$1,270)	(\$3,281)
2020	(\$136)	(\$225)	(\$2,239)	(\$2,600)	(\$6,628)
2021	(\$211)	(\$347)	(\$3,452)	(\$4,010)	(\$10,220)
2022	(\$289)	(\$477)	(\$4,737)	(\$5,503)	(\$14,025)
2023	(\$372)	(\$613)	(\$6,099)	(\$7,084)	(\$18,055)
2024	(\$461)	(\$758)	(\$7,544)	(\$8,763)	(\$22,333)
2025	(\$554)	(\$912)	(\$9,075)	(\$10,541)	(\$26,864)
2026	(\$653)	(\$1,075)	(\$10,699)	(\$12,427)	(\$31,670)
2027	(\$758)	(\$1,249)	(\$12,418)	(\$14,425)	(\$36,762)
2028	(\$869)	(\$1,432)	(\$14,242)	(\$16,543)	(\$42,159)
2029	(\$988)	(\$1,627)	(\$16,175)	(\$18,790)	(\$47,885)
2030	(\$1,113)	(\$1,832)	(\$18,224)	(\$21,169)	(\$53,948)
2031	(\$1,246)	(\$2,051)	(\$20,396)	(\$23,693)	(\$60,379)
2032	(\$1,386)	(\$2,282)	(\$22,698)	(\$26,366)	(\$67,193)
2033	(\$1,535)	(\$2,528)	(\$25,139)	(\$29,202)	(\$74,419)
2034	(\$1,693)	(\$2,787)	(\$27,725)	(\$32,205)	(\$82,074)
2035	(\$1,860)	(\$3,063)	(\$30,468)	(\$35,391)	(\$90,192)
2036	(\$2,041)	(\$3,360)	(\$33,419)	(\$38,820)	(\$98,797)
Total	(\$16,231)	(\$26,728)	(\$265,843)	(\$308,802)	(\$786,884)

Source: Tiberius Solutions LLC

General obligation bonds and local option levies are impacted by urban renewal in this Area. There are four general obligation bonds that will be impacted. For general obligation bonds, the impact is on the property owner, not on the taxing district. The assessor must assess a slightly higher rate to all properties in the taxing district to account for the division of taxes of the general obligation bond.

Table 16 shows the projected impact of the Amendment to the property owner as a result of the general obligation bonds. As a result of this Amendment, which extends the life of the Area until FYE 2036, a property owner with \$100,000 in assessed value will pay an additional \$79.63 over the extended life of the Area. The annual amount is shown in Table 16, and starts with FYE 2019, as the first year impacted by the Amendment. The annual impact is relatively small each year, under \$9.00 per year for a property with \$100,000 of assessed value.

Table 16 – Projected Impact on Property Tax Payers Due to General Obligation Bonds

FYE	GO Bond Tax Rate			Property Tax Paid per \$100,000 AV		
	Without UR	With UR	Impact of UR	Without UR	With UR	Impact of UR
2019	3.6509	3.7110	0.0601	\$365.09	\$371.10	\$6.01
2020	3.6324	3.6962	0.0638	\$363.24	\$369.62	\$6.38
2021	3.6169	3.6845	0.0676	\$361.69	\$368.45	\$6.76
2022	3.4046	3.4727	0.0681	\$340.46	\$347.27	\$6.81
2023	3.3894	3.4612	0.0718	\$338.94	\$346.12	\$7.18
2024	3.3773	3.4529	0.0756	\$337.73	\$345.29	\$7.56
2025	3.3619	3.4411	0.0792	\$336.19	\$344.11	\$7.92
2026	3.3509	3.4340	0.0831	\$335.09	\$343.40	\$8.31
2027	3.3359	3.4228	0.0869	\$333.59	\$342.28	\$8.69
2028	1.9787	2.0234	0.0447	\$197.87	\$202.34	\$4.47
2029	1.9681	2.0148	0.0467	\$196.81	\$201.48	\$4.67
2030	1.9575	2.0062	0.0487	\$195.75	\$200.62	\$4.87
2031	0.0000	0.0000	0.0000	\$0.00	\$0.00	\$0.00
Total				\$3,702.45	\$3,782.08	\$79.63

Source: Tiberius Solutions LLC. Please refer to the explanation of the impacts of GO bonds in the preceding section

Table 17 shows the projected increased revenue to the taxing jurisdictions after tax increment proceeds are projected to be terminated. These projections are for FYE 2037.

Table 17 – Additional Revenues Obtained after Termination of Tax Increment Financing

Tax Revenue in FYE 2037 (year after expiration)				
Taxing District	Tax Rate	From Frozen		
		Base	From Excess Value	Total
General Government				
Linn County	1.2736	\$23,744	\$159,649	\$183,393
City of Lebanon	5.1364	\$48,582	\$506,942	\$555,524
Lebanon RFD	2.2600	\$42,134	\$283,296	\$325,430
Lebanon Aquatic	0.2400	\$4,474	\$30,085	\$34,559
4H Extension	0.0700	\$1,305	\$8,775	\$10,080
Subtotal	8.9800	\$120,239	\$988,747	\$1,108,986
Education				
Linn Benton ESD	0.3049	\$5,685	\$38,220	\$43,905
LBCC	0.5019	\$9,357	\$62,915	\$72,272
LEB Comm SD #9	4.9925	\$93,078	\$625,822	\$718,900
Subtotal	5.7993	\$108,120	\$726,957	\$835,077
Total	13.6532	\$228,359	\$1,715,704	\$1,944,063

Source: Tiberius Solutions LLC

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

State law limits the percentage of both a municipality's total assessed value and the total land area that can be contained in an urban renewal area at the time of its establishment to 25% for municipalities under 50,000 in population. As noted below, the frozen base, including all real, personal, personal, manufactured, and utility properties in the Area, is projected to be \$22,642,861 once the Amendment properties are added in FYE 2019. The total assessed value of the City of Lebanon, **minus excess value** of the existing urban renewal areas is \$846,117,804. Excess value is the assessed value created above the frozen base in the urban renewal area. The total urban renewal assessed value is 4.94 % of the total assessed value of the City, minus excess value, below the 25% statutory limitation.

The Cheadle Lake Urban Renewal Area contains 297.6 acres, including right-of-way, and the City of Lebanon contains 4,611.62 acres. After accounting for the acreage in the other urban renewal areas, 23.17% of the City's acreage is in an urban renewal area, below the 25% statutory limitation.

Table 18 – Urban Renewal Area Conformance with Assessed Value and Acreage Limits

Urban Renewal Area	Frozen Base/Assessed Value	Acres
Northwest Lebanon Urban Renewal Area	\$10,816,129	626.85
North Gateway Urban Renewal Area	\$8,365,939	144
Cheadle Lake	\$18,643,396	250.3
Cheadle Lake Amendment	\$3,999,465	47.3
Total Cheadle Lake	\$22,642,861	297.6
Total in Urban Renewal	\$41,824,929	1,068.45
City of Lebanon	\$1,058,790,662	4,611.62
Urban Renewal Excess Value	\$212,672,858	
City of Lebanon minus Urban Renewal Excess	\$846,117,804	
Percentage in Urban Renewal	4.94%	23.17%

Source: City of Lebanon, Linn County Assessor

XI. RELOCATION REPORT

There is no relocation report required for the Plan. No specific acquisitions that would result in relocation benefits have been identified, however, there are plans to acquire land for infrastructure which may trigger relocation benefits in the future in the Area.

Appendix 2 - Cheadle Lake Urban Renewal Plan

Legal Description

Beginning at the intersection of the centerline of U.S. Highway 20 right-of-way and the centerline of the Lebanon-Santiam Canal, said point being North 0°08' 53" East 595.82 feet and North 89°51' West 40 feet from the initial point of Messal's Subdivision, City of Lebanon, Linn County, Oregon; Thence along the centerline of U.S. Highway 20 right-of-way South 0°09' West 1,249.59 feet; Thence Southeasterly 1,041.03 feet along a tangent curve to the left having a radius of 1,246.54 feet through a central angle of 47°51', long chord of which bears South 23°46'30" East 1011.04 feet, to a point on said right-of way centerline; Thence along said centerline South 47°42' East 2,651.72 feet; Thence southeasterly 303.33 feet along a tangent curve to the left having a radius of 11,505.89 feet through a central angle of 1° 31' long chord of which bears South 48° 27' 19" East 303.37 feet; Thence southeasterly 303.33 feet along a tangent curve to the right having a radius of 11,505.89 feet through a central angle of 1° 31' long chord of which bears South 48° 27' 19" East 303.37 feet to a point on said right-of-way centerline; Thence along said centerline South 47° 42' East 924.24 feet; Thence, South 51°37'39" East to a point on the Oregon Electric Railway Company right-of-way centerline; Thence South 47°42' East along said right-of-way centerline 1259.6 feet; Thence, Southeasterly 922.59 feet along a tangent curve to the left having a radius of 2315.07 feet through a central angle of 22°50', long chord of which bears south 59°07' East 916.50 feet, to a point on said right-of-way centerline; Thence, along said right-of-way centerline South 70°32' East 1563.3 feet; Thence North 0°02' West 58.07 feet, more or less to the southeast corner of Tract XVIII per Vol. 83 Page 758, Linn County Records; Thence North 356.43 feet along the East side of Tracts XVII and XVIII per Vol. 83 Page 758, Linn County Records; Thence North 89°04' West 83.57 feet to the initial point of C. S. 22567, Linn County Records; Thence North 0° 10' East 622.00 feet per C. S. 22567, Linn County Records; Thence South 89° 04' East 400 feet per said C. S. 22567; Thence North 0°10' East 899.35 feet to the Northeast corner of parcel 1 of the Albert L. French and Dorothy M. French Partition Plat No. 1999-41, Linn County Records; Thence North 89°47' 30" West 352.78 feet more or less to the intersection of the North side of parcel 1 of said Partition Plat No. 1999-41 and the eastern most side of that tract of land described in Vol. 920 Page 958, Linn County Records; Thence North 29°08' 22" West along the east side of that tract of land described in Vol. 920 Page 958, Linn County Records 117.32 feet; Thence South 89°58'56" West 20.3 feet along the North side of said tract; Thence North 46°27' 06" West 297 feet along the North side of said tract per C. S. 18783, Linn County Records; Thence along the North side of said tract North 63° 34' 06" West 792.79 feet ; Thence along the North side of said tract North 77° 51' 40" West 205.86 feet; Thence continuing along North side of said tract South 53°24' 19" West 541.20 feet; Thence along said North side South 13° 34' 08" West 224.08 feet; Thence along said North side South 84° 54' 08" West 332.75 feet; Thence South 53° 26' 56" West 290.99 feet per C. S. 18783 Linn County Records; Thence South 78° 17' 05" West 214.75 feet per said C. S. 18783; Thence North 77° 29' 19" West 342.67 feet per said C. S. 18783; Thence North 76° 41' 30" West 398.90 feet per said C. S. 18783; Thence South 59° 49' West 65.28 feet to the East right-of-way line of Oregon Electric Railway Company; Thence 170.45 feet along a non tangent curve to the left, long chord of which bears North 50°06' 58" West 170.45 feet through a central

angle of 1° 41' 23" having a radius of 5,779.58 feet per said C. S. 18783; Thence South 39° 02' West 50 feet more or less to the center line of the Oregon Electric Railway Company right-of-way centerline; Thence North 50° 58' West 243.90 feet along said right-of-way centerline; Thence northwesterly 964.37 feet along a tangent curve to the right having a radius of 2,401.79 feet through a central angle of 23° 00', long chord of which bears North 39° 27' 50" West 957.91 feet, to a point on said right-of-way centerline; Thence North 62° 2' East 50 feet more or less to the northeasterly side of the Oregon Electric Railway Company right-of-way; Thence South 75° 0' 36" East 67 feet to the shore of Cheadle Lake; Thence meandering along the shore line of Cheadle Lake North 11° 20' 40" West 108.12 feet; Thence meandering along said shore line North 7° 19' 26" East 121.15 feet; Thence meandering along said shore line North 38° 40' 43" East 42.37 feet; Thence meandering along said shore line North 21° 52' 57" East 32.21 feet; Thence meandering along said shore line North 22° 9' 31" West 31.69 feet; Thence meandering along said shore line South 77° 31' 32" West 45.82 feet; Thence meandering along said shore line North 4° 6' 50" West 97.36 feet; Thence meandering along said shore line North 13° 30' 16" East 45.97 feet; Thence meandering along said shore line North 46° 50' 4" West 28.01 feet; Thence meandering along said shore line North 18° 11' 41" East 18.00 feet; Thence meandering along said shore line South 77° 20' 52" East 19.46 feet; Thence meandering along said shore line North 33° 52' 53" East 80.78 feet; Thence meandering along said shore line North 3° 0' 30" West 29.81 feet; Thence meandering along said shore line North 60° 46' 3" East 80.99 feet; Thence meandering along said shore line North 14° 22' 26" East 276.32 feet; Thence meandering along said shore line North 22° 55' 54" East 277.41 feet; Thence meandering along said shore line North 8° 14' 15" West 130.00 feet; Thence meandering along said shore line North 19° 13' 56" East 197.13 feet; Thence North 9° 55' 24" East 220.50 feet a 5/8 inch iron rod which is Point I of C.S. 24799 of Linn County Records; Thence North 72° 0' 0" West 196.47 feet per said C. S. 24799; Thence North 18° 0' 0" East 108.57 feet per C. S. 24991 of Linn County Records; Thence North 8° 57' 34" East 31.65 feet per said C. S. 24991; Thence South 81° 5' 4" East 5.04 feet per said C. S. 24991; Thence North 18° 0' 0" East 293.27 feet per said C. S. 24991 to a 5/8 inch iron rod on the westerly side of the River Road right of way per C.S. 24799 of Linn County Records; Thence 112.00 feet along the westerly side of said right of way following a non-tangent curve to the right with a 502.46 foot radius long chord of which bears North 27° 24' 41" West 111.77 feet; Thence continuing along the westerly side of said right of way North 21° 1' 23" West 452.97 feet to the northeast corner of that land described in Deed Reference 2009-20883 of Linn County Records; Thence leaving said right of way 207.02 feet along a non-tangent curve to the left with a radius of 230.5 feet long chord of which bears North 87° 21' 26" West 200.13 feet along the north boundary of that land described in Deed Reference 2009-20883 of Linn County Records; Thence North 32° 14' 47" West 1.11 feet per said C.S. 25151; Thence continuing along said north boundary of that land described in Deed Reference 2009-20883 of Linn County Records South 66° 56' 21" West 751.29 feet to the northwest corner of that land described in Deed Reference 2009-20883 of Linn County Records; Thence along the west boundary of that land described in Deed Reference 2009-20883 of Linn County Records South 23° 6' 40" East 479.51 feet per said C.S. 25151; Thence South 0° 6' 37" East 164.53 feet to a 5/8 inch iron rod per C.S. 24800 of Linn County Records; Thence along the north boundary of that land described in Deed Reference 2008-07956 of Linn County Records South 89° 50' 16" West 376.90 feet to the easterly line of the Oregon Electric Railway Company right-of-way; Thence South 62° 2' 0" West 50 feet more or less to the centerline of the Oregon Electric Railway Company right-of-way; Thence along said right-of-way centerline North 27° 58' West 2175.43 feet; Thence northwesterly 1,122.11 feet along a tangent curve to the right having a

radius of 2,315.45 feet through a central angle of 27° 45', long chord of which bears North 14°05' West 1111.16 feet, to a point on said right-of-way centerline; Thence South 89° 49' 25" West 50 feet to a 5/8" iron rod per C. S. 21828 Linn County Records; Thence North 0° 10' 35" West 99.52 feet per said C. S. 21828; Thence North 0° 10' 35" West 22.56 feet to the centerline of the Lebanon-Santiam Canal per said C. S. 21828; Thence along said Canal centerline South 83° 22' 46" West 100.55 feet per said C. S. 21828; Thence along said Canal Centerline North 88° 16' 55" West 139.01 feet per said C. S. 21828; Thence along said Canal centerline South 72° 51' 50" West 232.90 feet per said C. S. 21828; Thence along said Canal centerline South 67° 46' 07" West 26.41 feet per said C. S. 21828; Thence along said Canal centerline South 69° 03' 28" West 49.21 feet per said C. S. 21828; Thence along said Canal centerline South 70° 46' 38" West 49.09 feet per said C. S. 21828; Thence along said Canal centerline South 78° 02' 15" West 35.71 feet per said C. S. 21828; Thence along said Canal centerline South 77° 07' 06" West 137.62 feet per said C. S. 21828; Thence along said Canal centerline South 85° 08' 31" West 33.56 feet per said C. S. 21828; Thence along said Canal centerline South 79° 29' 58" West 40.66 feet per said C. S. 21828; Thence along said Canal centerline South 74° 35' 08" West 71.49 feet per said C. S. 21828; Thence along said Canal centerline South 76° 15' 24" West 114.48 feet per said C. S. 21828; Thence along said Canal centerline South 73° 02' 13" West 102.25 feet to the East right-of-way line of U. S. Highway 20 per said C. S. 21828; Thence North 89° 51' West 40.00 feet to the Point of Beginning.

Containing 299.1 Acres More or Less.

Excepting that portion lying within the U.S. Highway 20 right-of-way, also excepting that portion lying within the Oregon Electric Railway Company right-of-way, also excepting that portion Northeast of the Lebanon-Santiam Canal per C. S. 7838 Linn County Records and lying within said Canal.

Containing 24 Acres more or less.