

A RESOLUTION OF THE LEBANON URBAN) RESOLUTION NO. 2023-02
RENEWAL AGENCY AUTHORIZING A COUNCIL)
APPROVED AMENDMENT TO THE NORTH)
GATEWAY URBAN RENEWAL DISTRICT'S)
BOUNDARY AND PROJECT LIST)

WHEREAS, the Lebanon City Council adopted the North Gateway Urban Renewal Plan (“Plan”) on September 10, 2008 through Ordinance No. 2759 and Ordinance Bill No. 10 for 2008.; and

WHEREAS, the Agency desires to amend the Plan by adding a project and right-of-way to help improve transportation access into and within the Area; and

WHEREAS, addition of projects and right-of-way is allowed through a Council Approved Amendment; and

WHEREAS, this Council Approved Amendment has been prepared in conformance with the requirements of Section VIII Future Amendments to Plan and ORS Chapter 457 and is attached hereto as Exhibit A; and

WHEREAS, a Council Approved requires approval by the Lebanon Urban Renewal Agency by resolution and by the Lebanon City Council by ordinance.

NOW, THEREFORE, BE IT RESOLVED BY THE LEBANON URBAN RENEWAL AGENCY AS FOLLOWS:

Section 1. The Agency hereby approves the Council Approved Amendment attached hereto as Exhibit A, and the revised legal description attached hereto as Exhibit B, which amend the North Gateway Urban Renewal Plan.

Section 2. This resolution is effective immediately upon the effective date of Ordinance No. 3002, Ordinance Bill No. 2023-07, approving the North Gateway Urban Renewal Plan Amendment.

Section 3. This resolution and legal description of the resulting North Gateway Urban Renewal Area will be transmitted to the Linn County Assessor.

Passed by the Lebanon Urban Renewal Agency and executed by the Chair on this
12TH day of April 2023 by a vote of 4 yeas and 0 nays. ^{vice-}

LEBANON URBAN RENEWAL AGENCY



Kenneth E. Jackola, Chair

Michelle Steinhenel, Vice Chair

ATTEST:



Kim Scheafer, MMC, City Recorder

Attachments:

Exhibit A. North Gateway Urban Renewal Plan Amendment

Exhibit B. Report on North Gateway Urban Renewal Plan Amendment

Exhibit A. North Gateway Urban Renewal Plan Amendment

The North Gateway Urban Renewal Plan ("Plan") is amended as follows:

The boundary of the Plan is adjusted by adding right of way. The boundary after the amendment is shown in Figure 2. The legal description is shown after the Figures.

Section I. INTRODUCTION

*Changes to the North Gateway Plan are shown below:
2023 Addition of property and project to allow for Fifth Street improvements and Traffic Signalization. Council Approved Amendment.*

Section II. GOALS AND OBJECTIVES

No change to this section. Goal 3, Objective 3C covers the added project.

Section III. OUTLINE OF MAJOR URBAN RENEWAL PROJECT ACTIVITIES

No change to this section. Transportation improvements covers the added project.

Section IV. URBAN RENEWAL PROJECTS

A. Transportation: Streets and Pedestrian Facilities

7. Fifth Street Improvements and Traffic Signal Installation

Re-construction of Fifth Street from Mary Street south (200 feet) of Tangent Street. This project will replace all city utilities (water, sanitary sewer, and storm sewer), failed roadway, curb and gutter, sidewalks, and railroad crossings. A major portion of the failure is attributed to the substantial increase in vehicular traffic associated with the on-going development within the North Gateway Urban Renewal District. This route also serves as the primary roadway to and from Pioneer School, the Lebanon Veterans Home Facility, and numerous additional businesses and residents. As per the City of Lebanon Transportation System Plan, the project will also include a signalized intersection at Fifth Street and Tangent Street (HWY 34).

Section V. PROPERTY ACQUISITION AND DISPOSITION

No change to this section.

Section VI. RELOCATION METHODS

No change to this section.

Section VII. TAX INCREMENT FINANCING OF PLAN

No change to this section.

Section VIII. FUTURE AMENDMENTS TO PLAN

No change to this section.

Section IX. RELATIONSHIP TO LOCAL OBJECTIVES

A. Comprehensive Plan

The added project is in conformance with the following sections of the Comprehensive Plan that are already cited in the Plan. They are re-cited here for ease of analysis. This section should not be replaced in the Plan as part of this amendment.

Chapter 5 – Population and Economy

Subsection 3.4.5 Transportation.

The transportation project assists with transportation access in the Area.

Chapter 7 – Community Friendly Development

Subsection 2.7.1 Connectivity and Personal Oriented Transportation Systems

“Community Friendly Development principles encourage the provision of safe and convenient ways for people to walk, bike, and connect to transit. A well connected street network provides more than one route between important destinations. Important elements of Community Friendly Development include: routing heavy traffic around residential neighborhoods; slowing traffic in areas of high pedestrian traffic; and, creating more aesthetically pleasing transportation environments for those who walk or bike.

Compact mixed-use development with highly connective street patterns can provide many benefits of Community Friendly Development.”

Finding: The transportation project assists with slowing traffic in areas of high pedestrian traffic in the Area.

Chapter 8 – Transportation

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

G-2: Providing a transportation policy plan as a guide for development of a systematic network of traffic ways related to the patterns and needs of community activity.

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

G-4: Promoting efficient access to land development and maintaining operational levels of traffic flow in terms of safety, capacity, functional classification, and performance standards.

Finding: The transportation project assists with transportation access, management and safety in the Area.

B. Transportation Systems Plan

Goal 1: Transportation System Level of Service

Preserve the function, capacity, level of service, and safety of roadway facilities in the City of Lebanon.

Objectives:

- Improve connectivity throughout the city to reduce traffic demand on major arterials and key collectors.

Finding: The Plan relates to Goal I of the TSP as the infrastructure improvements will improve the connectivity in the Area.

Goal 2: Multimodal Transportation System

Integrate automobiles with other transportation modes to develop a multi-modal transportation system.

Objectives:

- Identify areas of conflict between trucks, automobiles, air traffic, bicyclists, rail traffic and pedestrians, particularly in residential areas, and create improvements that reduce those and other potential conflicts.
- Coordinate multimodal system integration between automobiles, trucks, air traffic, rail, transit and non-motorized modes (bicycles and pedestrians).

Finding: The Plan relates to Goal 2 of the TSP as the infrastructure improvements will improve the multi-modal transportation system in the Area.

Goal 3: Mobility and Safety

Enhance transportation mobility and safety on the local street system.

Objectives:

- Improve safety in neighborhoods and locations adjacent to schools and other activity centers.

Finding: The Plan relates to Goal 3 of the TSP. The transportation project assists with transportation access, management and safety in the Area.

Addition to the Legal Description:

City of Lebanon
Urban Renewal Area Description



AKS ENGINEERING & FORESTRY, LLC
12965 SW Herman Road, Suite 100, Tualatin, OR 97062
P: (503) 563-6151 | www.aks-eng.com

OFFICES IN: BEND, OR - KEIZER, OR - TUALATIN, OR - VANCOUVER, WA

A portion of road rights-of-way, located in the Northeast One-Quarter of Section 10, Township 12 South, Range 2 West, City of Lebanon, Linn County, Oregon, and being more particularly described as follows:

Commencing at the southwest corner of Partition Plat No. 1992-21, also being the intersection of the east right-of-way line of Fifth Street and the north right-of-way line of Tangent Street (Assessor's Map 12S.02W.10AB);

1. Thence along said north right-of-way line, Easterly 150 feet, more or less (Assessor's Map 12S.02W.10AB);
2. Thence leaving said north right-of-way line, Southerly 60 feet, more or less, to the south right-of-way line of Tangent Street (Assessor's Map 12S.02W.10AC);
3. Thence along said south right-of-way, Westerly 150 feet, more or less, to said east right-of-way line of Fifth Street (Assessor's Map 12S.02W.10AC);
4. Thence along said east right-of-way line, Southerly 200 feet, more or less (Assessor's Map 12S.02W.10AC);
5. Thence leaving said east right-of-way line, Westerly 60 feet, more or less, to the west right-of-way line of Fifth Street (Assessor's Map 12S.02W.10AC);
6. Thence along said west right-of-way line, Northerly 200 feet, more or less, to said south right-of-way line of Tangent Street (Assessor's Map 12S.02W.10AC);
7. Thence along said south right-of-way, Westerly 150 feet, more or less (Assessor's Map 12S.02W.10AC);
8. Thence leaving said south right-of-way line, Northerly 60 feet, more or less, to said north right-of-way line of Tangent Street (Assessor's Map 12S.02W.10AB);
9. Thence along said north right-of-way line, Easterly 150 feet, more or less, to said west right-of-way line of Fifth Street (Assessor's Map 12S.02W.10AB);
10. Thence along said west right-of-way line, Northerly 1,114 feet, more or less, to the north right-of-way line of Mary Street (Assessor's Map 12S.02W.10AB);
11. Thence along said north right-of-way line, Easterly 60 feet, more or less, to said east right-of-way line of Fifth Street (Assessor's Map 12S.02W.10AB);
12. Thence along said east right-of-way line, Southerly 1,114 feet, more or less, to the Point of Beginning.

The above described tract of land contains 2.31 acres, more or less.

Exhibit B. Report on North Gateway Plan Amendment 2023

I. INTRODUCTION

No change to this section.

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

The amendment adds 2.31 acres of public right of way to allow for intersection improvements at Fifth Street and Tangent Street.

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

This information pertains to the right of way added in the 2023 amendment:

Fifth Street is a key entry way into the District. The intersection of Fifth Street and Tangent Street needs to be improved. A major portion of the failure is attributed to the substantial increase in vehicular traffic associated with the on-going development within the North Gateway Urban Renewal District. This route also serves as the primary roadway to and from Pioneer School, the Lebanon Veterans Home Facility, and numerous additional businesses and residents. As per the City of Lebanon Transportation System Plan, the project will also include a signalized intersection at Fifth Street and Tangent Street (HWY 34).

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

Project: Fifth Street Improvements and Traffic Signal Installation

Re-construction of Fifth Street from Mary Street south (200 feet) of Tangent Street. This project will replace all city utilities (water, sanitary sewer, and storm sewer), failed roadway, curb and gutter, sidewalks, and railroad crossings.

Existing conditions: A major portion of the failure is attributed to the substantial increase in vehicular traffic associated with the on-going development within the North Gateway Urban Renewal District. This route also serves as the primary roadway to and from Pioneer School, the Lebanon Veterans Home Facility, and numerous additional businesses and residents. As per the City of Lebanon Transportation System Plan, the project will also include a signalized intersection at Fifth Street and Tangent Street (HWY 34).

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

The cost of this project is estimated to be \$4,350,000 in 2023\$.

VI. **THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT**

The design for this project would begin in early 2024, construction would start in early 2025, and completion is projected in early 2026.

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

This project does not impact the financial analysis. No increased maximum indebtedness is being requested.

VIII. **FINANCIAL ANALYSIS OF THE PLAN**

This project does not impact the financial analysis. No increased maximum indebtedness is being requested.

IX. **IMPACT OF THE TAX INCREMENT FINANCING, BOTH UNTIL AND AFTER THE INDEBTEDNESS IS REPAYED, UPON ALL ENTITIES LEVYING TAXES UPON PROPERTY IN THE URBAN RENEWAL AREA**

This project does not impact the financial analysis. No increased maximum indebtedness is being requested.

X. **RELOCATION REPORT**

There is no relocation required with this transportation project.

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

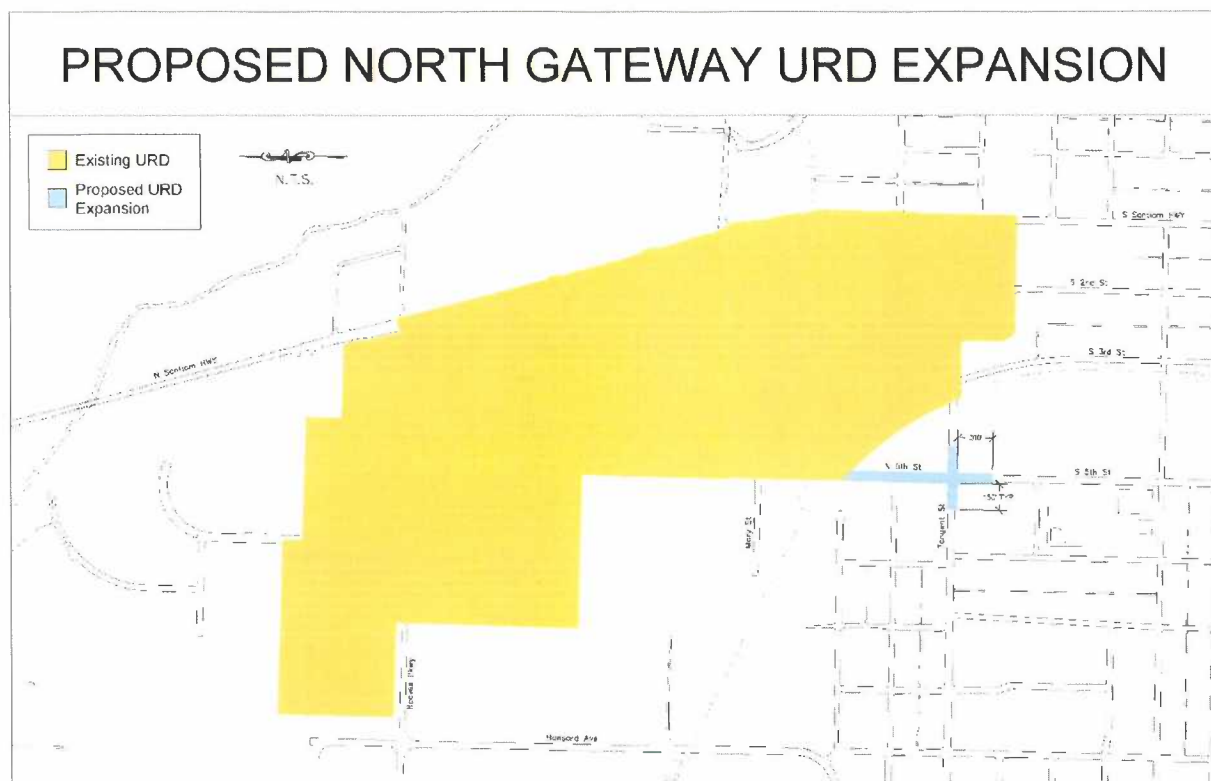
The assessed value and acreage percentage to total Lebanon values is shown in Table 1. The city may have up to 25% of assessed value and acreage in urban renewal areas. This amendment complies with that restriction.

Table 1 - Assessed Value to Acreage

Urban Renewal Area	Frozen Base Assessed Value	Acreage	Excess Value
Mill Race	\$461,679	51.45	\$7,672,282
Northwest Lebanon	\$9,993,375	570.15	\$56,500,000
North Gateway	\$8,365,939	144.16	\$59,426,555
North Gateway added acreage		2.31	
Cheadle Lake	\$23,872,086	295.45	\$28,783,420
Downtown	\$25,048,733	51.3	\$2,754,907
TOTAL: (A)	\$67,741,812	1,114.82	\$155,137,164
City of Lebanon (B)	\$1,453,848,572	4,603.86	
Excess value (C)	\$155,137,164		
City AV minus Excess Value	\$1,298,711,408		
Percentages	5.22%	24.21%	
	A/(B-C)	A/B	

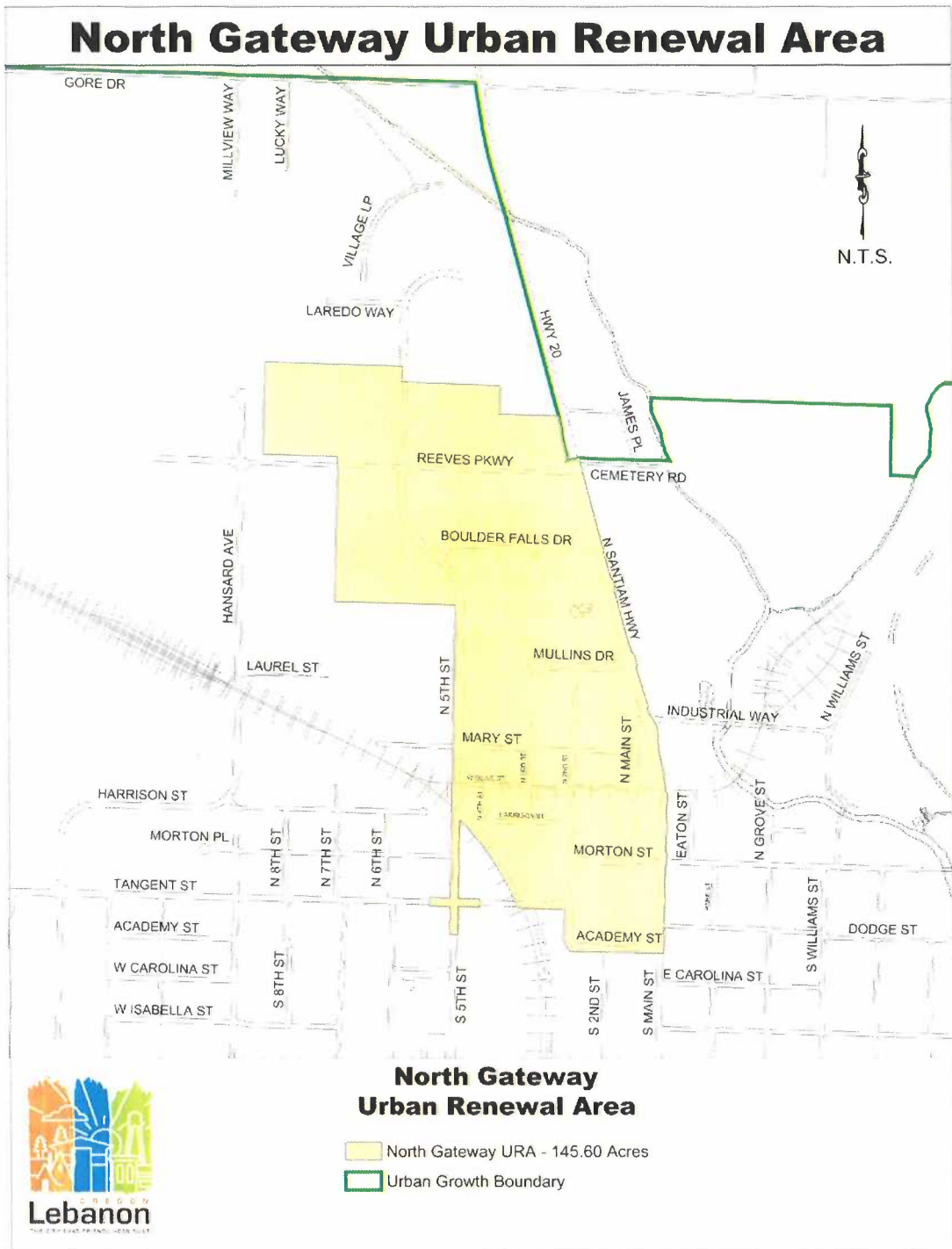
Assessed Value information is from Linn County Assessor FY 2022/23 data. Acreage provided by City of Lebanon.

Figure 1 – North Gateway Urban Renewal Area showing property to be added.



Source: City of Lebanon

Figure 2 - North Gateway Urban Renewal Area Boundary after 2023 Amendment



Source: City of Lebanon