

AN ORDINANCE MAKING CERTAIN)	ORDINANCE BILL NO. 2012-07
DETERMINATIONS AND FINDINGS)	
RELATING TO AND APPROVING THE)	
FOURTH AMENDMENT (SUBSTANTIAL))	ORDINANCE NO. 2834
TO THE NORTHWEST LEBANON)	
URBAN RENEWAL PLAN)	

WHEREAS, the City Council of the City of Lebanon approved the Northwest Lebanon Urban Renewal Plan by adoption of Ordinance No. 2062 on September 13, 1989, which Plan has thereafter been amended three times. The Northwest Lebanon Urban Renewal Plan, as amended through the Third Amendment is referred to herein as the "Plan"; 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 change the Plan to increase the maximum indebtedness that may be incurred under the Plan, to add property to the Plan, to update the projects in the Plan and to generally update the Plan (the "Amendment"). Such changes are proposed so that the original objectives in the Plan may be fully accomplished and the urban renewal projects called for in the Plan, as amended, may be completed; and

WHEREAS, under the terms of Section VII (Amendments to the Urban Renewal Plan) of the Plan and under state law an amendment increasing the maximum indebtedness of the Plan 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 prepared the Amendment which is attached to this Ordinance as Exhibit A, and incorporated herein by this reference; and

WHEREAS, the Agency has caused the preparation of a Report accompanying the Amendment as required by ORS 457.085(3) ("Report"), which Report dated July 11, 2012 is attached to this Ordinance as Exhibit B and incorporated herein by this reference; and

WHEREAS, the Amendment increases the maximum indebtedness of the Plan in an amount that does not exceed twenty percent of the original maximum indebtedness of the Plan, from \$24,680,770 to \$33,228,592, an increase of \$8,547,822 and makes certain other changes to bring the Plan up to date; and

WHEREAS, the Amendment and the Report were forwarded on May 29, 2012, to the governing body of each taxing district affected by the Amendment, and the Agency has thereafter consulted and conferred with said districts; and

WHEREAS, the Amendment and the Report were forwarded to the City of Lebanon Planning Commission for recommendation, the Planning Commission considered the Amendment and Report on June 6, 2012 and voted that the Plan with the Amendment, conformed with the Lebanon Comprehensive Plan and made a recommendation ("Planning Commission Recommendation Exhibit C"); and

WHEREAS, on June 6, 2012, Agency representatives met with the Board of Commissioners of Linn County to review the Amendment, including the proposed change in the maximum indebtedness for the Plan; and

WHEREAS, the City caused notice of the hearing to be held before the City Council on the Amendment, including the required statements of ORS 457.120(3), to be mailed in the City's May 2012 water/sewer utility bills (mailed April 27, 2012) in the City of Lebanon; and

WHEREAS, on July 11, 2012 the City Council held a public hearing to review and consider the Amendment, the Report, the Planning Commission Recommendation, and to receive 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 CITY 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 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 Plan as the Northwest Lebanon Urban Renewal Area ("Area") and the property to be added in the Amendment as identified in the Fourth Amendment to the Plan is blighted, as defined by ORS 457.010(1) and continues to be eligible for inclusion within the Plan because of conditions described in the Report in the Section "Existing Physical, Social, and Economic Conditions and Impacts on Municipal Services", including the underdevelopment of property within the Area (ORS 457.010(1)(g) and (h)) and the existence of inadequate streets and other rights of way, open spaces and utilities within the Area (ORS 457.010(1)(e));

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 Plan as amended by this Amendment and in the 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. No acquisition of property is provided for in this Amendment.

G. Adoption and carrying out the Plan, as amended by this 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 Sections "Financial Analysis of the Plan" and "The Estimated Amount of Tax Increment Revenues Required and the Anticipated Year in which Indebtedness will be Retired" of the Report;

H. The City shall assume and complete any activities prescribed it by the Plan; and

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

Section 2: The Fourth Amendment to the Northwest Lebanon Urban Renewal Plan is hereby approved based upon review and consideration by the City Council of the Plan and Report, and the Planning Commission Recommendations, each of which is hereby accepted, and the public testimony in the record.

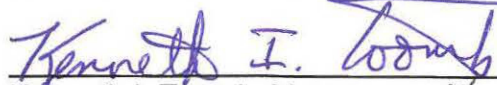
Section 3: The City Manager shall forward forthwith to the Agency a copy of this Ordinance.

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 Manager, 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 July 13, 2012 edition of the Democrat Herald (no later than four days following adoption of this Ordinance).

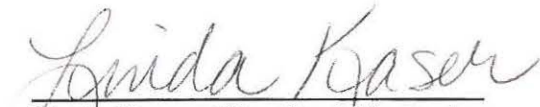
Passed by the Lebanon City Council by a vote of 4 for and 2 against and executed by the Mayor this 11th day of July, 2012.

CITY OF LEBANON, OREGON



Kenneth I. Toomb, Mayor
Bob Elliott, Council President

ATTEST:



Linda Kaser, City Clerk/Recorder

Attachments:

- Exhibit A – Northwest Lebanon Urban Renewal Plan Fourth Amendment
- Exhibit B – Report on the Northwest Lebanon Urban Renewal Plan Fourth Amendment
- Exhibit C –Lebanon Planning Commission Report and Recommendation

EXHIBIT "A"

Northwest Lebanon Urban Renewal Plan Fourth Amendment

Additions are in *italics*, deletions in ~~crossout~~.

I.A. Introduction

There have been four amendments to the Northwest Lebanon Urban Renewal Plan:

Amendment 1: May 27, 1998 Established Maximum Indebtedness of \$24,680,770.

Amendment 1a: May 27, 1998. Chose Option One as type of urban renewal plan.

Amendment 2: June 28, 2006 Added new projects to the Plan, updated exhibits, and other sections of the Plan, identified parcels for acquisition.

Amendment 3: September 10, 2008. Changed boundary of Plan and amended all exhibits which referred to the boundary.

Amendment 4: July 11, 2012, Changes boundary of Plan and amends all Exhibits referring to the boundary, adds projects to the Plan, increases Maximum Indebtedness, updates other sections of the Plan.

Exhibit 1 Site Location

Exhibit 2 Existing Land Use

Exhibit 3 Renewal Boundary

Exhibit 4 Land Use Plan

Exhibit 5 Transportation Systems Plan

Exhibit 6 Development Plan Priority Areas

B. Objectives

6. *Employment*

- a. *Work with Linn Benton Community College to provide an advanced automotive technology center in the Area.*

E. Effective Period of the Plan.

The intent of the City is to complete the projects in *thirty* years.

II. B. 1. Lebanon Comprehensive Plan Map Categories:

~~Public Use (C-PU) delete this entire paragraph.~~

II.C.1. Zoning and Development Standards

a. ~~Limited Industrial Zone -MI~~

~~The ML zone is intended for light manufacturing, warehouses, research labs, storage buildings, wholesale businesses, and building trade businesses. Offices, restaurants, and certain land extensive retail uses are allowed by conditional use.~~

b. ~~Mixed Use Zone—MU~~

~~The MU zone is intended for a variety of uses which are permitted by conditional use only. Uses include offices, retail stores, research labs, wholesale and warehouse facilities, and residential uses including mobile homes and single family, two family, and multiple dwellings.~~

c. ~~Residential Mixed Density—(RM)~~

~~The RM zone is intended for single family, two family, multiple family and mobile home development. Multiple family and mobile home development ust be reviewed in accordance with site plan review procedures.~~

a. *Industrial (Z – IND)*

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 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 and 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.*

b. Highway Commercial (Z-HCM)

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 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.

c. Mixed Use

The purpose of the Mixed-Use Zone is to provide lands that possess potential for several types of land use or combinations of different land uses. The intent of this designation is to achieve an environment in which different land uses can co-exist by providing building groupings for privacy, usable and attractive open spaces, and safe circulation, thus promoting the general well being of the residents, businesses, and other occupants.

Effective mixed-use zones not only allow the co-location of various types of uses, but they also promote compatible architectural design and connectivity of buildings to streets and paths. Residential mixed-use encourages planners and developers to look beyond the traditional subdivision design and think about new and efficient utilization of land. Such innovative designs can provide residents access to commercial services as well as amenities such as parks, trails, and open spaces, and hence promote community-friendly development¹ that is highly compatible with surrounding uses and promotes a sense of community.

Mixed Use lands are open to all types of development including residential, commercial, and light (Class I and II Impacts) industrial land uses.

The Mixed-Use Zone is intended to:

1. Promote 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 the elderly who can conveniently walk, cycle, or ride transit.

III. C. Renewal Projects

4. Water Facility Improvement

Water Treatment Plant Design - The construction of a new water treatment plant is necessary for the full development and redevelopment of the Area. Existing and future development within the Area will use a portion of the facility improvements and therefore should pay for a portion of their development.

5. Assistance to Linn Benton Community College that will aid Linn Benton Community College in the re-development of an existing industrial facility as an advanced automotive technology center providing jobs and technical training in support of the transportation industry.

The business incubator serves the urban renewal area because it provides opportunities for education in automotive technology that will support existing businesses and potentially catalyze the development of new businesses in the Area, which, in turn, provides employment opportunities for the citizens of Lebanon. The automotive technology center benefits the Area by increasing the number of people circulating in the Area, supporting other businesses in the Area through the purchase of goods and services.

6. Sanitary Sewer Improvements

West Side Interceptor 12th to Oak - This project will construct a large diameter interceptor sewer that will provide excess capacity for existing and future development. This excess capacity will provide opportunity for industrial growth within the area that might have significant sewage flow contributions.

7. Street Improvements

12th Street- Highway 34 – Sherman Street - This project will construct a new street with curbs, gutter, sidewalks and an underground storm drain collection system on the rock surface segment. The existing paved segment will have the asphalt replaced by grind/inlay process.

Oak Street Road Project – Williams Street to Airway Road - The project will include new approaches at the existing bridge, roadway base repair, minor waterline installation, and a new paved roadway surface using the grind/inlay process. The

project will also include evaluation of pedestrian/vehicle safety amenities that could be incorporated into the overall design. This may include a pedestrian pathway from the west end of the URD boundary on Oak east to Airway Road, a pedestrian refuge island at the school crossing at 12th Street, additional street lighting in the section between 2nd Street and Grove Street that would be compatible in concept to the lighting in the downtown section of Main Street north of Oak Street, enhancements to the pedestrian crossings at the intersection of Oak Street and Park Street, and pedestrian pathway improvements east of Park Street to Grove Street along the southern boundary of Ralston Park.

Sherman Street – 12th Street to Airway Road

The project will include a complete reconstruction of approximately one block (Burkhart Creek Crossing) and removal/replacement of all existing asphalt. The project will also include installation of sidewalk access ramps at intersections that don't currently have them. The project will be coordinated with the replacement of water and sewer lines within the same right of way alignment.

8. Storm Drain Improvements

Airway Road - Oak Street– Airport - This project will construct an underground storm drain network. The project will be coordinated with the street widening and repaving project.

12th Street – Highway 34 – Vine Street - This project will install a piped drainage system and catch basins effectively draining the new roadway and surrounding properties.

9. Water Line Improvements

Sherman St: 12th to Airway Waterline Replacement - This project will replace the existing asbestos cement waterline with a same size ductile iron transmission main. The project will be coordinated with the sewer and street project in the same right of way alignment.

III. E. Projects Outside the Renewal Area

1. Wetlands Mitigation

2. Water Tank

The 4 million gallon water tank is necessary to the development and redevelopment of the Area, specifically on the current vacant lands in the Area may be restricted without this

improvement. Existing and future development within the Area will use a portion of the facility improvements and therefore should pay for a portion of their development.

IV. General Planning Analysis

10. Public Facilities: (paragraph 2) *A project in the Plan will assist in the funding of a 4 million gallon water tank which will provide capacity required for the Area. A project in the Plan will assist in the funding of the design work for a water treatment plant which will provide capacity for the Area.*

(paragraph 3) *A project in the Plan will assist in the funding of the Westside Interceptor which will provide required capacity for the Area.*

VI E. Maximum Indebtedness

The maximum amount of indebtedness to be issued or incurred under this plan beyond December 6, 1996 shall not exceed ~~\$24,680,770~~ \$33,228,592.

VII. Redevelopment Plan Amendments

Delete section in entirety and add new section:

A. Substantial Amendments are solely amendments:

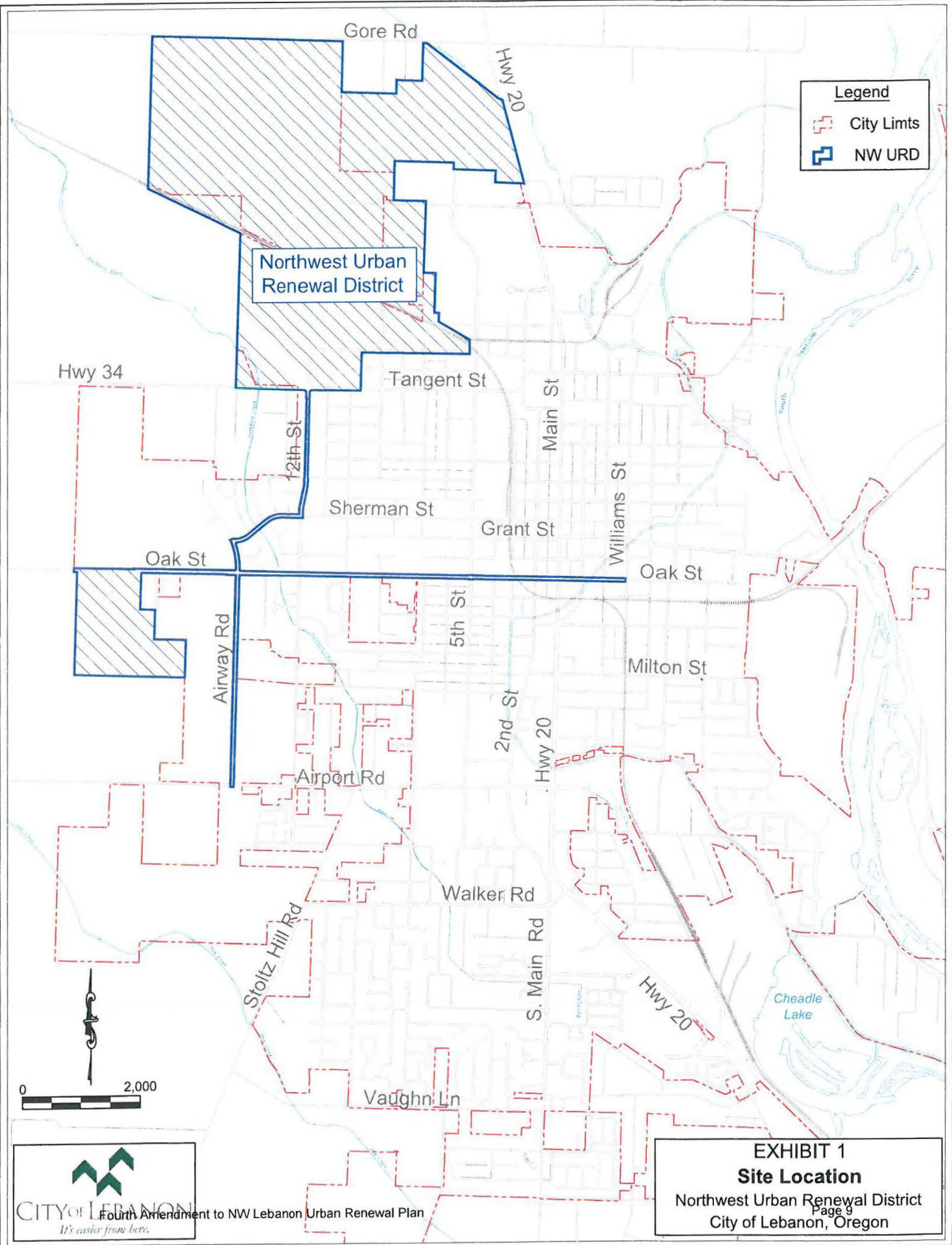
- *Adding land to the urban renewal area, except for an addition of land that totals not more than 1% of the existing area of the urban renewal area; or*
- *Increasing the maximum amount of indebtedness that can be issued or incurred under the Plan.*

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing, and approval procedure required of the original Plan under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the Planning Commission, and adoption by the City Council by non-emergency ordinance after a hearing. Notice of such hearing shall be provided to individuals or households within the City of Lebanon, as required by ORS 457.120. Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and 457.115.

B. Minor Amendments

Minor Amendments are amendments that are not Substantial Amendments in scope. They require approval by the Agency by resolution.

C. Amendments to the Lebanon Comprehensive Plan and/or Lebanon Development Code Amendments to the Lebanon Comprehensive Plan and/or Lebanon Community Development Code that affect the Urban Renewal Plan and/or the Urban Renewal Area shall be incorporated automatically within the Urban Renewal Plan without any separate action required by the Agency or the City Council.



Legend

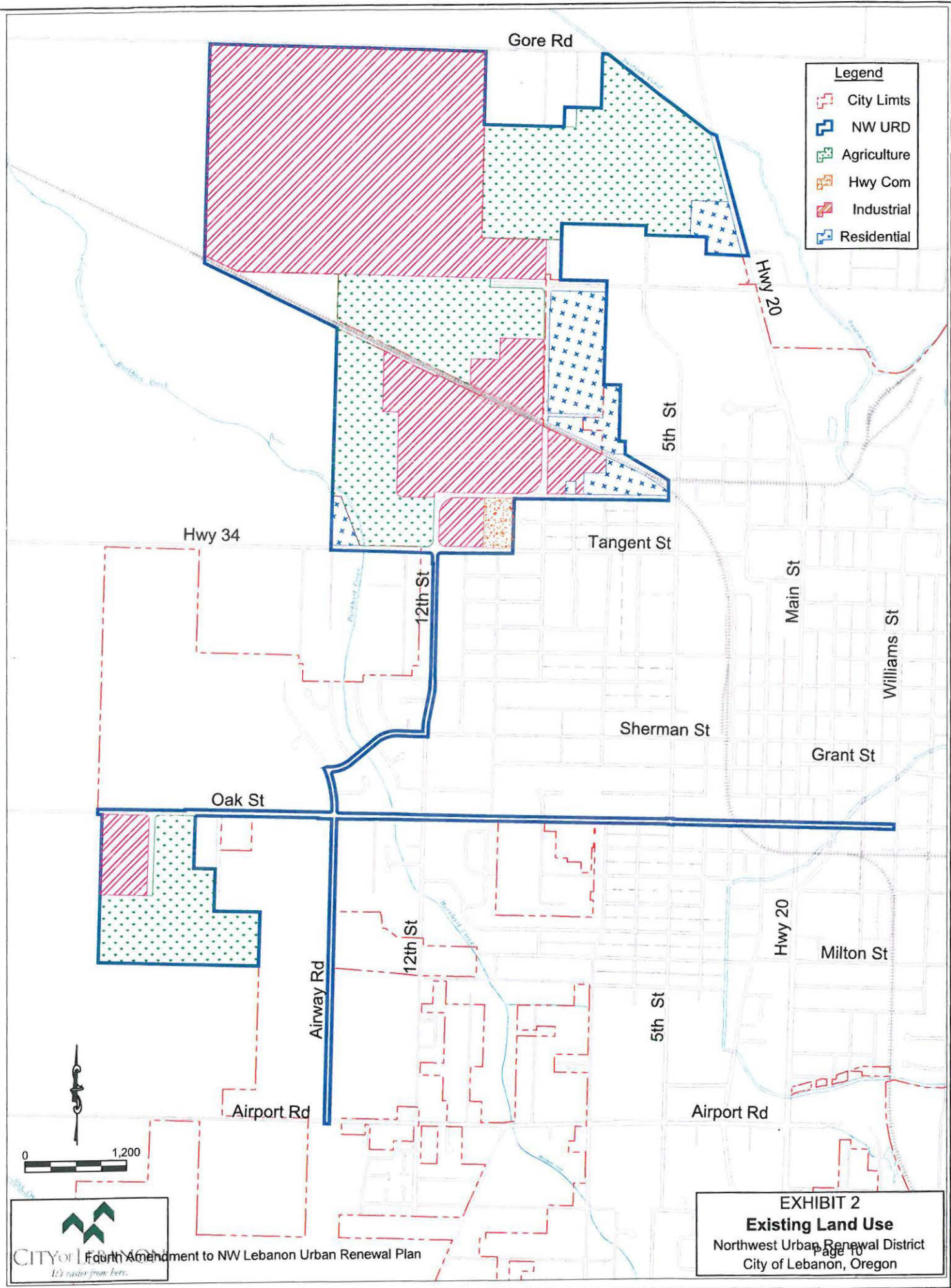
-  City Limits
-  NW URD

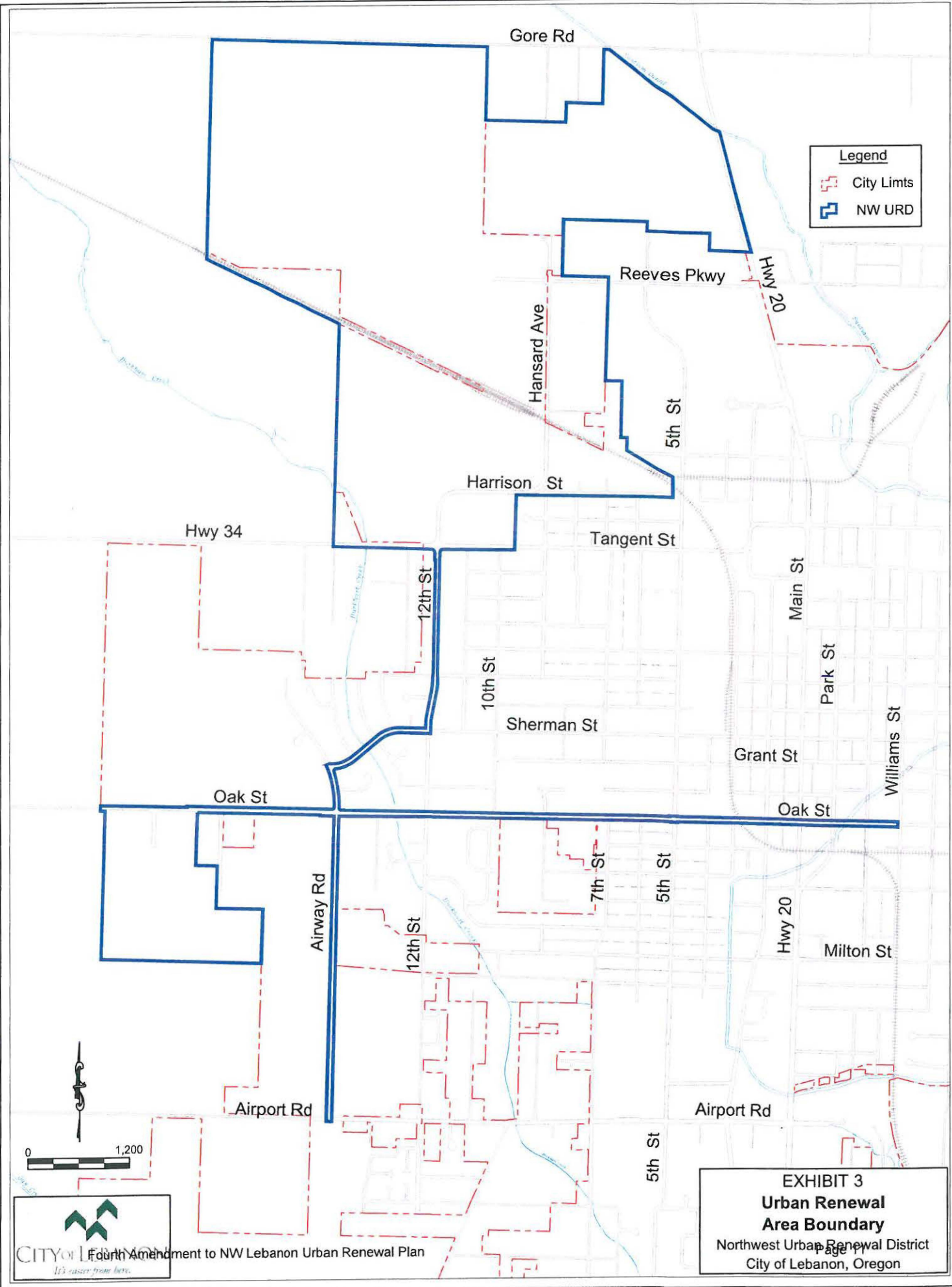
**Northwest Urban
Renewal District**



CITY OF LEBANON
Fourth Amendment to NW Lebanon Urban Renewal Plan
It's easier from here.

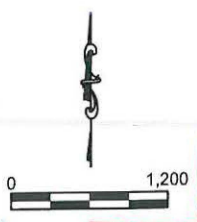
EXHIBIT 1
Site Location
Northwest Urban Renewal District
City of Lebanon, Oregon





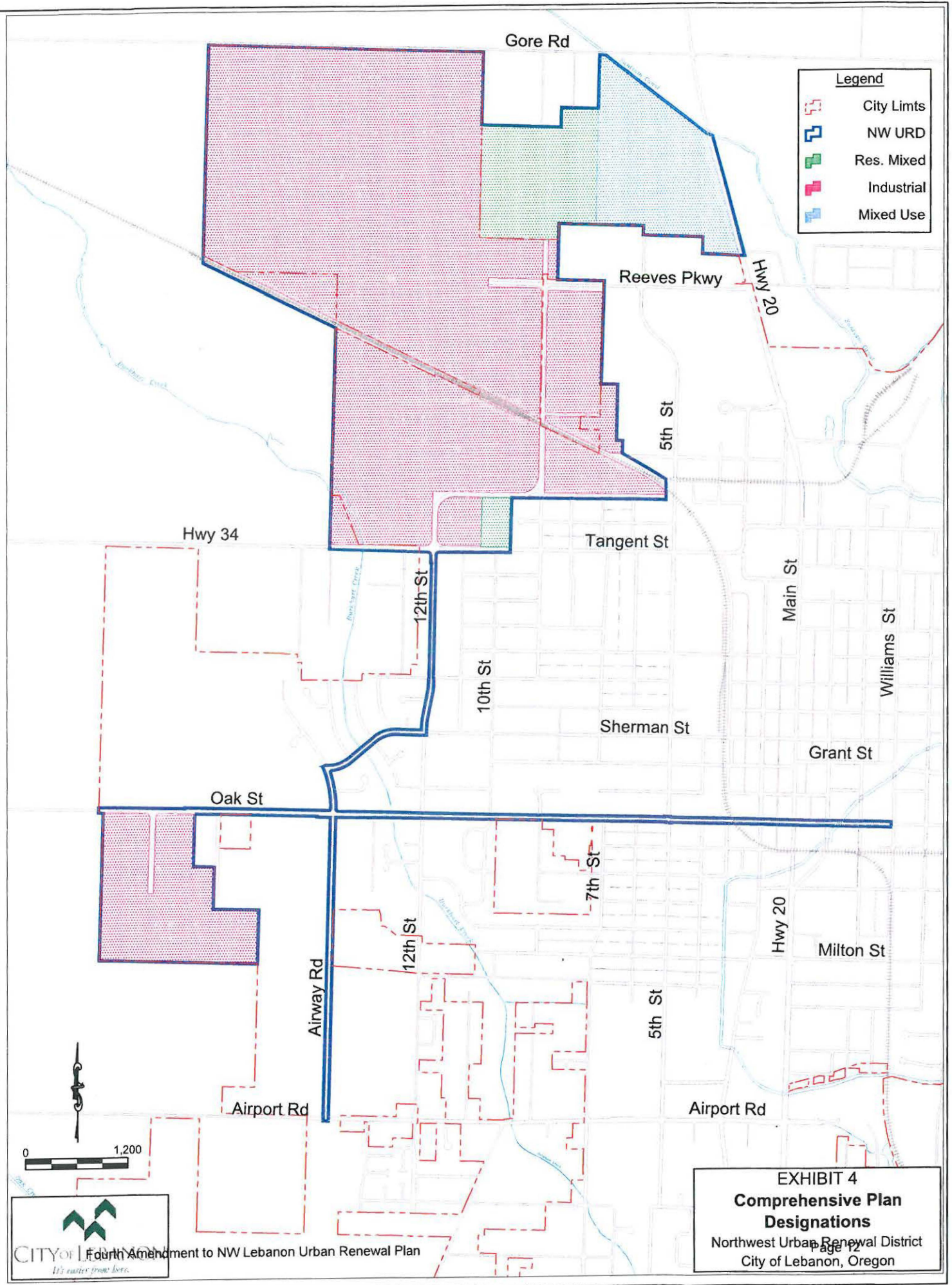
Legend

-  City Limits
-  NW URD



Fourth Amendment to NW Lebanon Urban Renewal Plan

EXHIBIT 3
Urban Renewal
Area Boundary
 Northwest Urban Renewal District
 City of Lebanon, Oregon

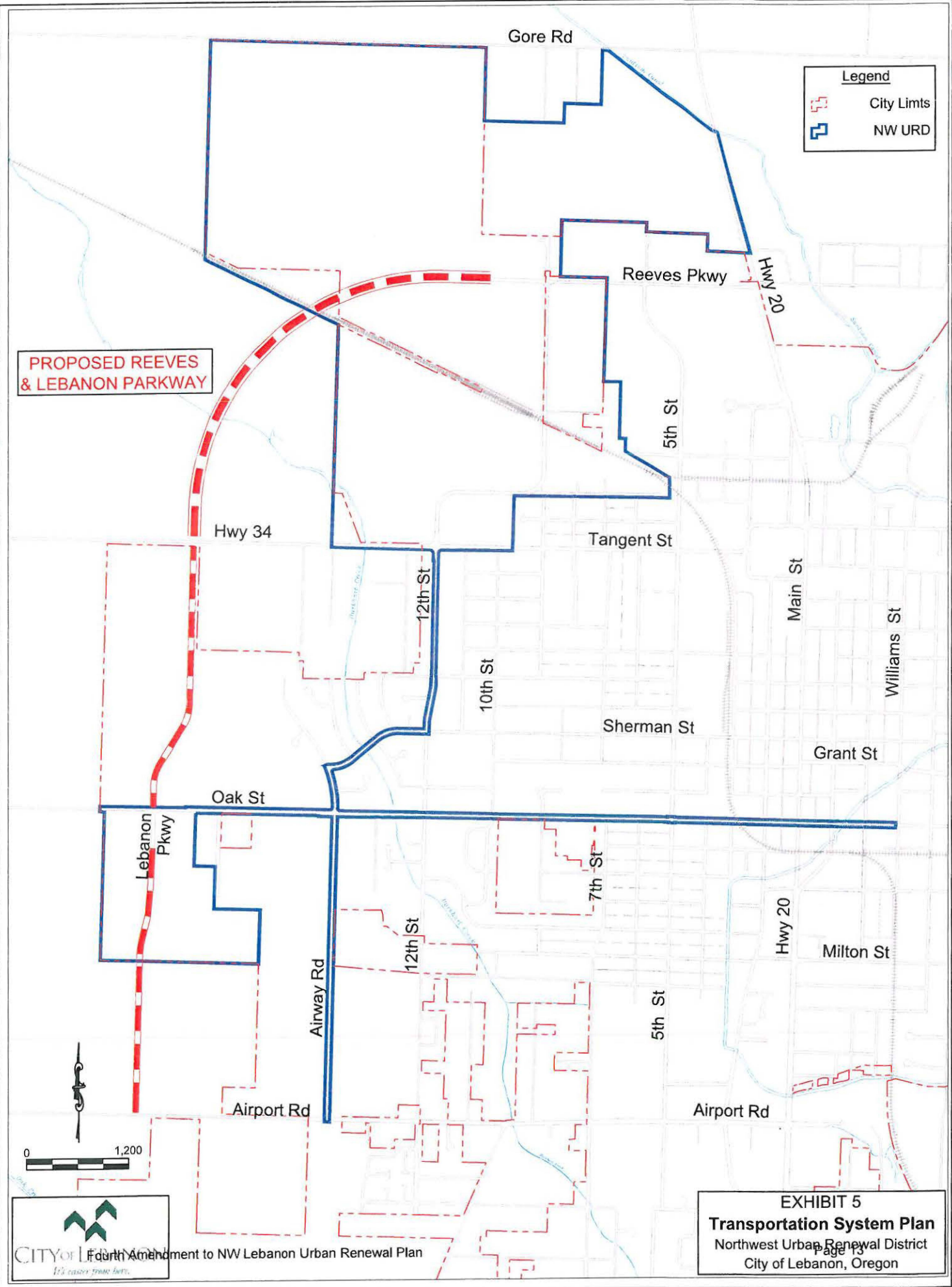


Legend	
	City Limits
	NW URD
	Res. Mixed
	Industrial
	Mixed Use





Fourth Amendment to NW Lebanon Urban Renewal Plan

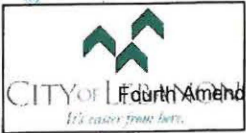
EXHIBIT 4
Comprehensive Plan Designations
 Northwest Urban Renewal District
 City of Lebanon, Oregon






Legend

-  City Limits
-  NW URD

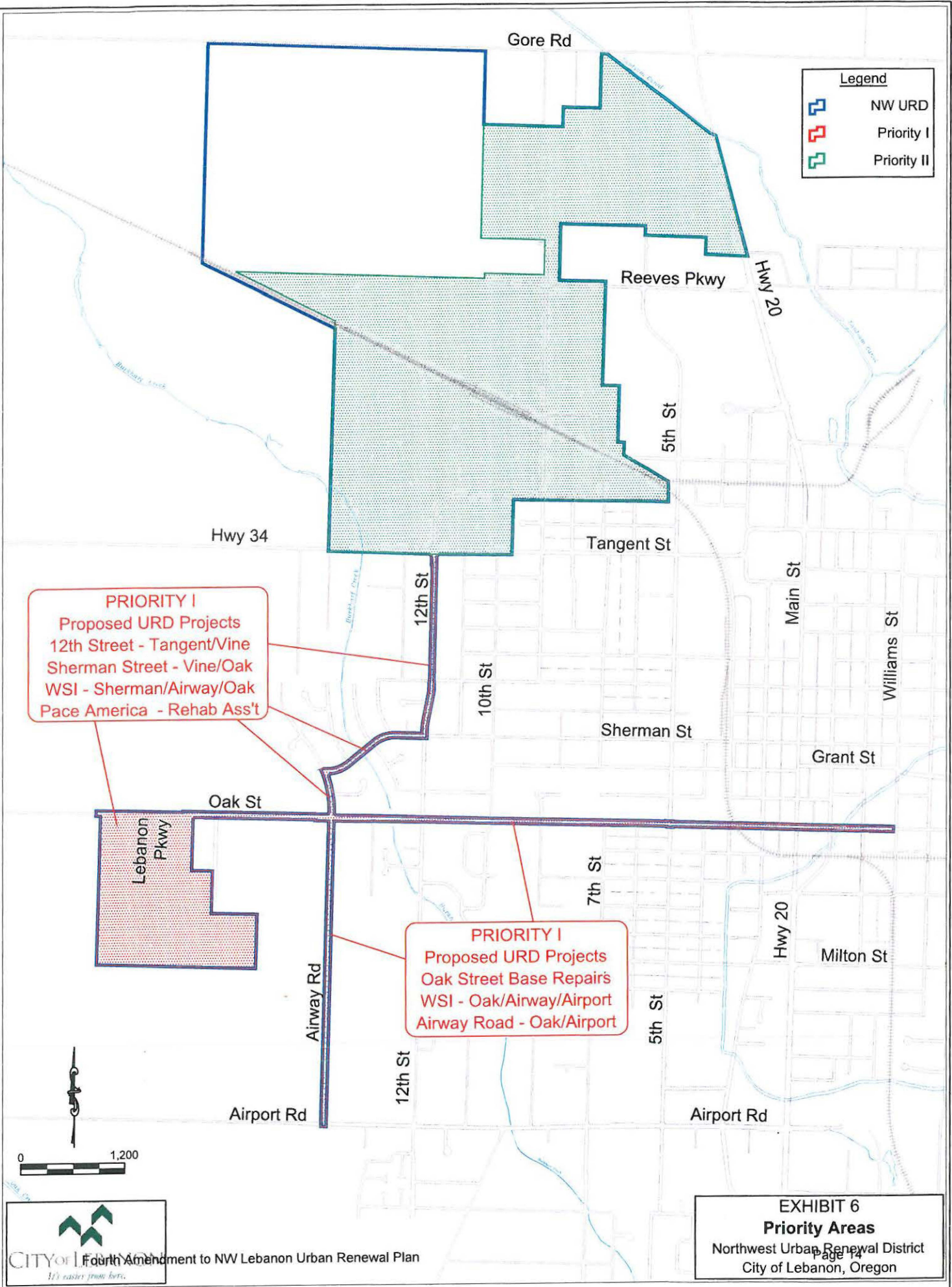
PROPOSED REEVES & LEBANON PARKWAY



Legend	
	NW URD
	Priority I
	Priority II

PRIORITY I
 Proposed URD Projects
 12th Street - Tangent/Vine
 Sherman Street - Vine/Oak
 WSI - Sherman/Airway/Oak
 Pace America - Rehab Ass't

PRIORITY I
 Proposed URD Projects
 Oak Street Base Repairs
 WSI - Oak/Airway/Airport
 Airway Road - Oak/Airport



Additions to Attachment 2 to the Second Amendment to the Northwest Lebanon Urban Renewal Plan

Chapter 3 – Urbanization

Additional Finding:

The Urban Renewal Plan continues to provide capital improvements to the Area. By providing for more improvements to the local water, sanitary sewer, street, and storm drain systems, the Plan continues to meet the Urbanization Goals and Policies of the 2004 City of Lebanon Comprehensive Plan.

– Energy Conservation and Efficiency

Additional Finding:

This amendment details new street projects that will continue to improve energy efficiency within the Area. These projects include sidewalks or pedestrian pathways, and these will improve pedestrian access and encourage alternative forms of transportation. With these new projects, the Urban Renewal Plan will continue to meet the Energy Conservation and Efficiency Goals and Policies of the 2004 City of Lebanon Comprehensive Plan.

Chapter 5 – Population and Economy

Additional Finding:

The projects in the Amendment will help to encourage a diversity of industries and job opportunities for the citizens of Lebanon. The infrastructure projects will help create an environment that is more appealing as a site for potential employers and developers. The Lowe's Payment in particular has a direct impact on job creation by making good on an incentive to a large employer. With these new projects, the Urban Renewal Plan will continue to meet the Population and Economy Goals and Policies of the 2004 City of Lebanon Comprehensive Plan.

Chapter 8 – Transportation

Additional Finding:

This amendment represents a continuation of the original Urban Renewal Plan's intention to improve and renew the transportation network within the Area. There are new street projects that accommodate a variety of transportation types and will generally make travel through the Area safer and more efficient. With these new projects, the Urban Renewal Plan will continue to meet the Transportation Goals and Policies of the 2004 City of Lebanon Comprehensive Plan.

Chapter 9 – Public Facilities and Services

Additional Finding:

The majority of the projects will improve the Area's public facilities. New projects will build or improve water facilities, sanitary sewer lines, streets, and storm drains. By continuing to improve public facilities within the Area, the Urban Renewal Plan will continue to meet the Public Facilities Goals and Policies of the 2004 City of Lebanon Comprehensive Plan.

APPENDIX A

DESCRIPTION OF NORTHWEST LEBANON URBAN RENEWAL DISTRICT

Beginning at the northwest corner of the William B. Gore DLC No. 38, which said point lies within the right of way of County Road No. 701 in Linn County, Oregon, and running thence North $89^{\circ}56'56''$ East 3,238.53 feet along the north line of the west projection of said DLC; thence South $0^{\circ}37'08''$ East 894.94 feet; thence North $89^{\circ}56'56''$ East 931.38 feet; thence North $0^{\circ}37'08''$ West 224.4 feet; thence North $89^{\circ}56'56''$ East 429 feet, thence North $0^{\circ}37'08''$ West 690 feet returning to said north DLC line; thence North $89^{\circ}56'56''$ East to the centerline of the Lebanon-Albany Canal, thence south easterly along said centerline to the centerline of the U.S. Highway 20; thence southerly, along the centerline of said Highway 20, to the intersection of said Highway centerline with the northerly projection of the centerline of North Main Street; thence South $0^{\circ}08'$ West along the centerline of North Main Street to the easterly projection of the centerline of Mary Street, which said point lies South $89^{\circ}57'$ East 420 feet and North $0^{\circ}08'$ East 30 feet from the northwest corner of Block 2, Wassom's Addition, to Lebanon, Linn County, Oregon; thence North $89^{\circ}57'$ West 289 feet; thence North $0^{\circ}08''$ East 180 feet; thence North $89^{\circ}59'56''$ West 1,691.82 feet; thence South 92.7 feet, more or less, to the north line of the Southern Pacific Railroad right of way; thence southeasterly, along said right of way, to a point North $0^{\circ}08'$ East of the northeast corner of the Boslar Addition to Lebanon; thence southerly to the northeast corner of said Boslar Addition; thence West along the north lines of the Boslar Addition and Mountain View Addition to the northwest corner of the Mountain View Addition; thence continuing West 349.72 feet to a point of the northwest corner of the Hansard Manor Addition to Lebanon; thence South 581.56 feet to the north line of Tangent Street; thence westerly, along the north line of said Tangent Street, 2,131.76 feet to the southwesterly corner of the Morgan Kees DLC No. 43. Thence northerly 2,672.8 feet to the north line of the Southern Pacific Railroad right of way; thence North $65^{\circ}41'11''$ West long said northerly right of way line 1,731.6 feet to the west line of the William B. Gore DLC No. 38; thence northerly, along said west DLC line, 2,542.52 feet to the point of beginning.

Rev. 9-8-1989

DESCRIPTION OF AMENDMENT TO
NORTHWEST LEBANON URBAN RENEWAL DISTRICT

An area of land in the northwestern, western, and central portion of the City of Lebanon, Linn County, Oregon, lying in the Sections 9, 10, 11, and 16, Township 12 South, Range 2 West of the Willamette Meridian, more particularly described as follows:

Commencing at a point which is the southwesterly corner of Morgan Kees DLC No. 43; thence easterly 1,194.48 feet along the north right of way line of Tangent Street, (Oregon Highway 34) to the POINT OF BEGINNING on the northerly projection of the westerly right of way line of 12th Street (per County Survey 21373); thence south along said 12th Street right of way projection to the southeast corner of TL 2601, T12S R2W Sec 10BC; thence east 10 feet to the northeast corner of TL 2700, T12S R2W Sec 10BC; thence South 1,319.72 feet along the westerly right of way line of 12th Street to the northwest corner of the intersection of 12th Street and Vine Street right of way; thence West 4.99 feet along the north right of way of said Vine Street; thence south along the projection of 12th Street right of way per Pletzer's Green Subdivision Plat (County Survey 12473) to the northeast corner of TL 902 T12S R2W Sec 10CB; thence southerly along the western right of way line of 12th Street per the aforementioned Pletzer's Green to the northeast corner of 12th Street and Sherman Street right of way intersection; thence westerly, more or less, along north Sherman Street right of way line (County Survey 12473 and County Survey 13688) to the westerly Airway Road right of way line (County Survey 13688 and County Survey 16448) as per Supplemental Plat of First Addition to Pletzer's Green; thence southerly along the western Airway Road right of line to the intersection of the northerly right of way line of Oak Street; thence West 1,708.49 feet along said north right of way line; thence South 9.69 feet to the southeast corner of TL 800 T12S R2W Sec 9 (County Survey 4230); thence West 1,018.63 feet along north Oak Street right of way line the southwest corner of aforementioned property; thence South 60 feet, more or less, to the south Oak Street right of way line; thence East 54.55 feet to the northwestern corner of TL 302 T12S R2W Sec 16 (County Survey 24368); thence South 0°11'45" East 1,733.27 feet to the southwest corner; thence South 89°49'44" East 1,862.44 feet along the south line of John W. Bell DLC No. 51; thence North 00°13'03" West 632.97 feet; thence South 89°49'30" West 530.41 feet; thence North 00°12'30" West 496.50 feet; thence South 89°45'31" West 250.00 feet; thence North 00°12'30" West 616.26 feet to the southerly Oak Street right of way line; thence East 1,431.62 to the northeast corner of TL 100 T12S R2W Sec 16; thence South 10 feet to the northwest corner of Lot 3 Block 2 of the Airway Subdivision; thence East 158.00 feet to the northeast corner of Lot 1, Block 2 of the Airway Subdivision and the westerly Airway Road right of way line; thence South 3,560.10 feet along said westerly right of way line to the projected intersection with the southerly Airport Road right of way line; thence East 60 feet, more or less, along the southerly Airport Road right of way; thence North 3,560.37 feet along the easterly Airway Road right of way to the intersection of the southerly Oak Street right of way line; thence East 480.75 feet to the easterly Gilbert Drive right of way line; thence North 10 feet to the southerly Oak Street right of way line; thence East 6,042.92 feet along said right of way line to the intersection of the westerly Williams Street right of way line; thence North 60 feet, more or less, to the northerly Oak Street right of way line;

thence West 6,523.67 feet to the intersection of the easterly Airway Road right of way line; thence north along said Airway Road right of way line to the intersection of the southerly Sherman Street right of way line; thence easterly, more or less, along the Sherman Street right of way line to the southeastern intersection of the Sherman Street and 12th Street right of way line; thence north, more or less, along said 12th Street right of way to the intersection of the northerly Vine Street right of way line; thence West 5 feet, more or less, to the northeastern corner of the Vine Street and 12th Street intersection; thence North 1,514.38 feet to the projected northerly right of way intersection of Tangent Street (Oregon Highway 34); thence West 60 feet, more or less, to the POINT OF BEGINNING, containing 80.7 acres more or less.

Created 4/20/2012

APPENDIX B

The following describes where in the Urban Renewal Plan the requirements of ORS 457.085 are satisfied:

ORS Requirements	Applicable Urban Renewal Plan Sections
457.085 (2)(a)	III
457.085 (2)(b)	I, II VI
457.085 (2)(c)	I, VIII
457.085 (2)(d)	IV
457.085 (2)(e)	II
457.085 (2)(f)	V
457.085 (2)(g)	V
457.085 (2)(h)	VII