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Urban Renewal Plan

South Redmond US 97 Urban Renewal Area



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EXECUTIVE SUMMARY

As the hub of Central Oregon, Redmond has experienced pronounced growth and development throughout the last 20 years. Attracting newcomers from all over, Redmond has become a mid-sized community of 30,000, with an annual growth rate of approximately 2.4 percent. By 2040, the population is expected to grow to nearly 50,000.

Known for its progressive and innovative leadership, Redmond enjoys a state-wide reputation for its ability to successfully undertake efforts that improve the community. The most immediate challenge is to strategically respond to rapid regional growth while preserving and improving assets like Redmond's small-town character, thriving traded sector and industrial businesses, distinct neighborhood identities, access to nature and outdoor recreation, and important public spaces like the Dry Canyon.

Managing the growth impacts of the South Redmond US Highway 97 (US 97) corridor is critical. As the primary north-south route through Redmond, US 97 is central to the community's ability to succeed in the areas of safety, mobility, and connectivity, and economic development.

In 2019, following a decade of research and outreach, the Oregon Department of Transportation (ODOT), the City of Redmond (City), and local committees completed a joint study of the highway and made recommendations to accommodate its growing use. This study, referred to in this Urban Renewal Plan ("Plan") as the Redmond South US 97 Corridor Plan ("Corridor Plan"), included a recommended concept intended to enhance corridor safety, improve access to businesses, beautify the highway, create biker- and pedestrian-friendly routes, develop east/west linkages, and enhance economic development and business vitality for long-term community health and sustainability.



The Corridor Plan also identifies several potential funding sources for these improvements, one of which is the creation of an urban renewal area. Urban renewal is one of the only funding mechanisms in the State of Oregon that can raise funds for projects without raising taxes for the local residents through the use of tax increment financing ("TIF").¹ The tax increment is the difference between the total assessed value of the urban renewal area in a given year and the original frozen base value.

Tax revenue from the increment value is diverted from other taxing districts in the Urban Renewal Area ("Area") and invested in projects to make improvements in infrastructure that lead to jobs, advance public policy objectives and accelerate growth in property taxes.

The City staff spent more than two years working with stakeholders to evaluate conditions in the Corridor and potential investments that would benefit from tax increment financing. This work included a parcel-by-parcel assessment to understand the extent of the blighted conditions. A feasibility study found that urban renewal

¹ Similar tax increment funding was utilized by the City of Redmond for North Highway 97 and related improvements in the 2000s.

would be practicable in the proposed area and would generate sufficient revenues to support the identified projects in the Plan.

Figure 1. US 97 Corridor Plan Rendering



Source: SERA Architects (from US 97 SRC Facility Plan, "US 97 Corridor Plan")

Plan Boundary, Description, Condition

The 1330.5-acre Urban Renewal Area boundary was determined by the Corridor Plan Committee to include the US 97 Corridor. A subsequent Urban Renewal Feasibility Study also included the South Redmond Tract - a state designated land area of nearly 1,000 acres with industrial development opportunities in southeast Redmond.

The South Redmond Tract accounts for approximately 71 percent of the total URA. Significant investments in infrastructure are necessary to realize its potential for substantial industrial development and employment growth.

The remaining land in the Area - approximately 300 acres along South Highway 97 - is zoned for commercial uses. Urban renewal funding is largely expected to provide local matching dollars necessary to leverage state and federal highway improvement funds.

A legal description for the project boundary is included in Attachment "A" of this Plan. The boundary of the Area is shown in Figure 2 on page 7 of this Plan.

Existing Conditions and Challenges of the District

The South Redmond US 97 corridor serves as the primary north-south arterial through Central Oregon. The corridor serves a mixture of state, regional, and local traffic traveling to, from, and within a variety of different destinations in Redmond. The city's location is not only the hub for transportation serving Central Oregon, but also has regional attractors, including a commercial airport, county fairgrounds, and many industrial and commercial areas.

The corridor currently has a number of challenges related to safety, mobility, and connectivity, including:

- The number of vehicle crashes (about 40 per year) is well above the statewide average.
- Congestion and unreliable travel times slow the movement of freight traffic.
- Lacking or substandard pedestrian facilities.
- Lacking or substandard bicycle facilities.
- Limited east-west crossing opportunities for pedestrians and bicyclists.
- Limited east-west connectivity between the corridor and the neighborhoods to the west.

Anticipated employment and housing growth will exacerbate these challenges, with traffic activity expected to increase significantly by 2040. The number of vehicle crashes is projected to reach more than 70 per year if conditions do not improve. The investments outlined in the Plan are critical to mitigating the negative impacts of this growth, and significantly improve safety and operations.

Beyond these traffic-related concerns, there is untapped development potential due to a multitude of vacant or underdeveloped parcels along the corridor. The Area contains 77 vacant or mostly vacant parcels, representing 30.8 percent of the parcels, but 87.4 percent of the land area within the proposed boundary. The South Redmond Tract is especially undeveloped and underserved by infrastructure. This area is largely without streets, sidewalks, and utilities necessary for development. An opportunity exists to promote higher density development on the undeveloped acreage.

Additionally, there are challenging corridor aesthetics. Approximately 42 percent of parcels in the Area have missing or deteriorated sidewalks, and 20.9 of parcels are considered to have poor or substandard site conditions.

Maximum Indebtedness/Implementing the Plan

The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion is \$85,458,900 (inflation-adjusted dollars). The tax increment funding will help leverage state and other funding toward the estimated cost of \$116.5 million of improvements (2020 dollars). Please see the accompanying Report for additional information.

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100. INTRODUCTION

This South Redmond Highway 97 Urban Renewal Area Plan has been prepared pursuant to Oregon Revised Statute (ORS) Chapter 457, the Oregon Constitution, and all applicable laws and ordinances of the State of Oregon and City of Redmond respectively. All such applicable laws and ordinances are made a part of this Plan, whether expressly referred to in the text or not.

The proposed Urban Renewal Area is a single geographic area of approximately 1,330 acres. The Area is defined by a single contiguous boundary in which a variety of activities and projects are contemplated to eliminate blight and the cause of blight, as well as create an environment in which the private sector may develop uses compatible with the purposes of this Plan.

200. DEFINITIONS

The following definitions will govern the construction of this Plan unless the context otherwise requires:

"Area" means the area included within the boundaries of the South Redmond US 97 Urban Renewal Area.

"Bonded Indebtedness" means any formally executed written agreement representing a promise by a unit of government to pay to another a specified sum of money, at a specified date or dates at least one year in the future.

"City" means the City of Redmond, Oregon.

"City Council" means the City Council of the City of Redmond, Oregon.

"Comprehensive Plan" means the City's 2020 Comprehensive Plan and its implementing Ordinances, policies, and development standards.

"Corridor Plan" means the Redmond South US 97 Corridor Plan.

"County" means the County of Deschutes, State of Oregon.

"Disposition and Development Agreement" means an agreement between the Urban Renewal Agency and a private developer which sets forth the terms and conditions which will govern the disposition of land to a private developer.

"Exhibit" means an attachment, either narrative or map, to the Urban Renewal Plan for the Urban Renewal Area.

"ORS" means Oregon Revised Statute (State Law) and specifically Chapter 457 thereof.

"Plan" means the Urban Renewal Plan for the South Redmond US 97 Urban Renewal Area.

"Planning Commission" means the Urban Area Planning Commission of the City of Redmond, Oregon.

"Project, Activity or Project Activity" means any undertaking or activity within the Renewal Area, such as a public improvement, street project, or other activity which is authorized and for which implementing provisions are set forth in the Urban Renewal Plan.

"Report" refers to the report accompanying the Urban Renewal Plan, as provided in ORS 457.085(3).

"Redeveloper" means any individual or group acquiring property from the Urban Renewal Agency or receiving financial assistance for the physical improvement of privately or publicly held structures and land.

"State" means the State of Oregon.

"Urban Renewal Agency" or "Agency" means the Urban Renewal Agency of the City of Redmond, Oregon.

"Urban Renewal Area", " South Redmond US 97 Urban Renewal Area", or " Area" means the geographic area for which this Urban Renewal Plan has been approved. The boundary of the Renewal Area is described in Exhibits made a part of this plan.

300. URBAN RENEWAL AREA BOUNDARY

The boundary of the South Redmond Urban Renewal Area is shown below. A legal description for the Area boundary is included in Attachment "A" of this Plan.

The Urban Renewal Area boundary was determined by the Corridor Plan Committee to include the US 97 Corridor and the South Redmond Tract, a total area of 1,330.5 acres.

The City's current land area is approximately 10,449 acres. Per state statute, no more than 25 percent of the City's total land area can be designated as an urban renewal district. Added to the Redmond Downtown Urban Renewal District (701.7 acres), the total of all acreage in urban renewal areas represents 19.45 percent of the City's land area and is, therefore, within the 25 percent limitation.

400. RELATIONSHIP TO LOCAL OBJECTIVES

The purpose of this Plan is to eliminate blighting influences found in the Urban Renewal Area, to implement goals and objectives of the City of Redmond 2020 Comprehensive Plan, and to implement development strategies and objectives for the Area. The South Redmond Highway 97 Urban Renewal Plan relates to the following guidance documents adopted by the City:

A. City of Redmond 2020 Comprehensive Plan

ORS 457.085 requires that an Urban Renewal Plan relate to local objectives. The Comprehensive Plan considers a wide range of goals and policies relating to land uses, transportation, public utilities, economic development, and housing, and serves as the guiding document to which this Plan relates. The Comprehensive Plan establishes a policy framework rooted in a factual basis that helps inform other critical planning documents and implementing tools that together serve as a coordinated, overarching strategy for the City. This approach establishes the structure for how the City works and the types of services that it provides. Ultimately, the Comprehensive Plan outlines the direction the City will take when planning for land use and informs all land use decisions and actions, including how land is developed and services are provided.

If the primary goals for the Comprehensive Plan change, the goals, and policies for the Plan should be revised to appropriately reflect those changes.

Specific goals and policies found in the Comprehensive Plan concerning Area conditions and challenges are:

Chapter 9 – Economic Development

Goals

1. Expand, improve, and diversity the economy of the Redmond Urban Growth Boundary area while maintaining Redmond's quality of life.
3. Retain or create industrial, office, professional service, technology, medical, tourism, retail and other jobs through expansion and retention of existing businesses and recruitment of new businesses.
4. Improve the appearance of the community's employment districts, particularly along Highways 97 and 126, the Downtown, central east side industrial areas, and the Airport/Fairgrounds area.
9. Provide, maintain, and promote the enhancement of state of the art infrastructure, including, but not limited to, transportation systems, water, sewer, natural gas, power, telecommunications and air service to support the commercial and industrial needs of the community.
11. Maintain Redmond's favorable employment to housing ratio by taking affirmative steps to ensure economic development and employment growth keeps pace with population growth, especially for industrial employment.
12. To build a strong and thriving regional economy by coordinating public investments, policies, and regulations to support regional and state economic development objectives in Central Oregon as determined through the Central Oregon Large Lot Industrial Land Needs Analysis.

Policies

9. The City should give a high priority to extending and improving the infrastructure needed for economic development.

10. The City shall provide an incentive program encouraging the development of primary industry family wage jobs.
11. The City should provide incentives and innovative ways to encourage and promote an inventory of available industrial buildings and a pre-approved process to attract industrial uses.
12. General Objectives
 - b. Encourage landscaping and other forms of city beautification for the purpose of enhancing the physical character of each area, and the overall city.
 - f. Focus community efforts to improve the overall appearance of existing commercial areas and similar considerations encouraged to all new developments.
 - i. Rehabilitate or re-develop older commercial areas in order to retain their values to the community, including the Downtown and Highway 97 corridor after the highway is re-routed to a limited access corridor.
33. Commercial development adjacent to arterial streets and State highways shall be subject to access restrictions.
34. C-1 commercial development along Highway 97 shall be encouraged to provide service access roads which feed into arterial and collector streets at designated points.
46. The City recognizes the importance of maintaining a large-lot industrial land supply that is readily developable in Central Oregon.

Findings: Plan’s relationship to Chapter 9 – Economic Development.

- *The Plan’s Industrial Opportunity Fund, Small Loan Program, and Incentive Funding project activities support Economic Development Goals 1, 3, 11, and 12 and Policies 10, 11, and 46 through programs that support the development or expansion of businesses and employment centers that retain and create job opportunities, help maintain a balance of jobs to housing, promote public-private and inter-agency coordination, and expand, diversify, and improve the local economy.*
- *The Plan’s public utility, power, gas, and telecommunications project activities support Economic Development Goals 9, 11, and 12 and Policies 9 and 46 by extending and improving Redmond’s infrastructure to meet the commercial and industrial needs of the community, thereby supporting job growth, supplying readily developable large-lot industrial land, and helping the City coordinate investments to support regional and state economic development objectives in Central Oregon.*
- *The Plan’s transportation project activities support Economic Development Goals 4, 9, and 11 and Policies 33 and 34 by funding transportation investments that improve the appearance of transportation elements in the Area’s employment districts, modify and enhance access and connectivity, and extend, develop, and improve infrastructure to serve the commercial and industrial needs of the community.*
- *The Plan’s transportation project activities support Economic Development Goals 1, 4, 9, and 12 and Policies 12(b)(f)(i) and 34 by improving the Area’s physical appearance, accessibility, and navigability by various modes of transportation, and strengthening the identity and vitality of both the US 97 Corridor and the broader Area.*

Chapter 10 – Housing

Goals

3. Establish residential neighborhoods that are safe, convenient, and attractive places to live, which are located close to schools, parks, shopping, and employment centers.

5. Provide a broad range of accessible and affordable housing.
6. Provide for higher densities in proximity to schools, services, parks, shopping, employment centers, and public transit.

Policies

23. Criteria for the location of multifamily housing shall include proximity to the City core, neighborhood commercial centers, major transportation corridors, schools, services, parks, shopping, employment centers, and transit corridors.

Findings: Plan's relationship to Chapter 10 – Housing.

- *The Plan's transportation and utility infrastructure project activities support Housing Goals 3, 5, and 6 and Policy 23 by reducing the cost burden on developers, thereby improving the prospects of new housing development, and potentially increasing the probability of higher density developments.*
- *The Plan's development assistance and incentive funding program activities support Goals 3, 4, 5, and 6 and Policy 23 by supporting employment growth along a major corridor, near shopping and employment centers, and near services.*

Chapter 11 – Public Facilities and Services

Goals

1. To provide for a close correlation between the provisions of urban services and urban development in order to bring about a more orderly and efficient development pattern, and thereby avoid unnecessary tax burdens and excessive utility costs normally associated with scattered, unrelated development.
2. To achieve a balance of public costs vs. benefits/revenues in the provision of public facilities and services.
3. To provide public and private utility systems - water, sanitary and storm sewer, energy, communications, garbage, and recycling - at levels necessary and suitable for existing and proposed uses.
5. Public facilities shall be available or under construction prior to the issuance of Building Permits.

Policies

2. The City should establish revenue sources to pay for its planned capital improvements.
3. The City Council should investigate funding alternatives to property taxes for funding public facilities and services.
11. The City shall continue to develop, operate, and maintain a water system, including wells, pumps, and reservoirs, capable of serving all urban development within the UGB.
15. Storm drainage facilities such as dry wells, landscaping, retention ponds or storm drains shall be used to control surface drainage.
26. The City shall encourage Natural Gas providers to provide service throughout the UGB area.
27. Property for future fire station locations should be planned for and purchased in advance in order to save costs of facility zoning construction. Attempts shall be made to combine future stations with other government entities in order to reduce infrastructure and operations costs.

Findings: Plan's relationship to Chapter 11 – Public Facilities and Services.

- *The Plan's public utility, power and gas, and communications projects support Goals 1, 2, and 3 and Policies 11, 15, and 26 by providing infrastructure deemed critical to attracting desired users to the Area and by providing the necessary infrastructure for existing businesses and industries to expand operations.*
- *The Plan's Fire Station project supports Goal 5 and Policy 27 by providing funding for a new fire station to serve south/southeast Redmond.*
- *The Plan supports Policies 2 and 3 by providing additional funding methodologies and funding alternatives to pay for and leverage planned capital improvements and programs.*
- *The Plan's Industrial Opportunity Fund, Incentive Funding, and Small Loan Program activities support Goals 1, 2, 3, and 5 and Policies 11, 15, and 26 by encouraging and accelerating the timing of the construction of critical infrastructure deemed necessary for the expansion of existing businesses and establishment of new users.*

Chapter 12 – Transportation

Goals

1. Reduce through traffic, congestion, and improve circulation along Highway 97.
2. Enhance east/west circulation.
3. Identify roadway system needs to serve undeveloped areas so that steps can be taken to preserve rights-of-ways and maintain adequate traffic circulation.
4. Increase the use of alternative travel modes through improved safety and service.

Objectives

- 1b. Improve intersection operations by adding left-turn phases, installing additional traffic signals, actuating and coordinating traffic signals, and/or increasing sight distance as needed.
- 2a. Develop a safe and efficient east-west arterial and collector system
- 2b. Enhance existing crossings and determine the best locations for additional crossings of Dry Canyon, Highway 97, Pilot Butte Canal, and BNSFRR line to link east and west Redmond.
- 3a. Integrate new arterial and collector routes into the existing city grid system.
- 4a. Provide additional sidewalks and improve existing sidewalk pavement for pedestrian safety and access.
- 4b. Provide additional bicycle routes and plan regular maintenance of existing routes for bicycle safety and access (per Redmond Bicycle Master Plan).
- 4c. Provide pedestrian and bicycle access, especially when direct motor vehicle access is not possible.

Policies

3. The function of existing and planned roadways as identified in the Redmond Urban Area Transportation Plan shall be protected through the application of appropriate access control measures.
10. The City shall work to acquire and develop a trail system that utilizes Redmond's irrigation canal system.
16. Sidewalks shall be included on all new streets except limited access roads or where equivalent alternative pedestrian circulation is provided in the UGB. Retrofitting existing streets with sidewalks shall proceed on a prioritized schedule.
20. Wherever practical, access to the highway will be provided via frontage roads, alternative local roads, or other means, rather than direct access to the highway.

22. A non-traversable median should be installed on the highway when operational or safety issues warrant installation. Directional breaks in the median will be provided as needed to provide safe traffic operation.
24. Medians installed in the state highways should provide bicycle and pedestrian crossings at least every 1/4 mile.
34. The City shall improve east-west and north-south traffic patterns in the central part of the community.
38. Alleys shall be an option in new residential areas, providing rear access and backyard parking.

FINDINGS: Plan's Relationship to Chapter 12 – Transportation.

- *The Plan's transportation improvement projects support Goals 1 and 3, Objective 1b, and Policies 3, 22, 24 by improving safety, efficiency, and operations through access and median treatments, supporting the development of new connections and alternative routes to serve existing and underserved areas, and reducing through traffic by encouraging other modes of transportation.*
- *The Plan's US 97, local street, alley, and access improvement projects support Goals 1, 2, 3, and 4, Objectives 1b, 2a, 2b, and 3a, and Policies 20, 34, and 38 by enhancing crossings, improving intersection operations, addressing access through new alleys and alternative routes, and implementing circulation improvements necessary for new development.*
- *The Plan's canal improvement contribution, mixed-use path, US 97 median treatments, sidewalk improvements, and pedestrian infrastructure project activities support Goal 4, Objectives 2a, 4a, 4b, and 4c, and Policies 10, 16, and 24 by providing safer or alternative routes for pedestrians and bicyclists in the US 97 corridor and the surrounding streets, enhancing multimodal connections throughout the Area.*
- *Additionally, transportation improvements may be a key component of several projects in the Plan, such as the Industrial Opportunity Fund, which is intended to support a wide range of investments and project activities that will leverage private development.*

Chapter 15 – Livability

Goals

1. The City of Redmond shall create and maintain livability. The City of Redmond shall guide development and support community identity and pride by implementing policies that improve livability and are innovative creating a high quality of life, ample family-wage jobs, and a safe environment in which to raise and educate families.

Policies

8. Redmond shall plan for a variety of transportation choices.
9. Redmond shall plan for and promote attractive streetscapes free from clutter, confusion, and blight.
10. Redmond shall develop safe, reliable, and economical transportation choices to decrease household transportation costs, improve air quality, reduce greenhouse gas emissions, and promote public health.
11. The City of Redmond shall develop and maintain the environment that promotes and supports a strong, healthy, and diverse economic base.
12. Redmond shall promote economic competitiveness through sustainable choices for housing, transportation, education, cultural diversity and enrichment, and recreational opportunities as well as improve reliable and timely access to employment centers, educational opportunities, services, and other basic needs by workers.
13. Redmond shall help existing businesses within the City to grow and thrive.

14. Redmond shall help to create and foster new businesses of all types.
15. Redmond shall provide well planned and maintain high-quality infrastructure to provide a competitive advantage for business and community growth.

Findings: Plan’s Relationship to Chapter 15 – Livability.

- *The Plan’s transportation-related projects, such as US 97 improvements, local improvements, pedestrian connections, and other related projects, support Goal 1 and Policies 8, 9, 10, 11, and 12 by providing pedestrian and bicycle infrastructure to encourage walking and cycling, improving streetscapes by addressing blighted conditions (such as lacking sidewalks) and funding beautification efforts, and planning for improved access to current and future employment centers.*
- *The Plan’s Industrial Opportunity Fund, Small Loan Program, and Incentive Funding project activities support Goal 1 and Policies 11, 12, 13, 14, and 15 by providing funding to existing and future businesses to grow and create new employment opportunities.*
- *The Plan’s public utility, power and gas, and communications projects support Goal 1 and Policies 12, 13, 15 by providing high-quality infrastructure as a catalyst for growth.*

B. Urban Renewal Objectives

The Plan objectives include:

1. Improve safety for drivers, bicyclists, and pedestrians.
2. Create opportunities for new development in the Area.
3. Provide adequate access to businesses along the US 97 corridor for both customers and freight/delivery.
4. Increase connectivity to surrounding neighborhoods.
5. Develop infrastructure to incent development in the Area.
6. Implement the goals and objectives of the 2020 Comprehensive Plan.

Findings: Plan’s Relationship to Urban Renewal Plan Objectives.

The following project activities support Urban Renewal Objective 1 of improving safety for drivers, bicyclists, and pedestrians by funding projects along US 97 and existing and planned local connections, including raised medians and traffic signal systems to allow protected left-hand turning movements and U-turns at signalized intersections, as well as providing areas for safe pedestrian refuge; pedestrian and bicycle facilities; connections to a new shared-use path; and new access roads or alleyways to provide alternative access where new connections provide safe ingress and egress nearby.

- US Highway 97 Projects
- Local Transportation Projects

The following project activities support Urban Renewal Objective 2 of creating opportunities for new development in the area by funding projects that improve the quality and increase the capacity of infrastructure necessary to support the commercial and industrial needs of the community, and by providing programs that incentivize and catalyze new private investment in the Area.

- Public Utilities
- Industrial Development Opportunity Fund

- Small Loan Funding
- Incentive Funding

The following project activities support Urban Renewal Objective 3 of providing adequate access to businesses along the US 97 corridor for both customers and freight/delivery by funding median treatments, addressing access through new alleys, adding new connections and alternative routes to serve existing and underserved areas, enhancing pedestrian crossings and intersection operations, and reducing unnecessary through-traffic by encouraging other modes of transportation.

- US Highway 97 Projects
- Local Transportation Projects

The following project activities support Urban Renewal Objective 4 of increasing connectivity to the neighborhoods by funding transportation projects that will add new connections and alternative routes to serve existing and underserved areas, improve local streets to provide pedestrian and bicycle infrastructure, improve intersection operations, implement circulation improvements, and enhance crossings and access.

- US Highway 97 Projects
- Local Transportation Projects
- Canal Improvement Contribution

The following project activities support Urban Renewal Objective 5 of connecting infrastructure for large lot industrial lands to incent development by improving the quality and increasing the capacity of Redmond's infrastructure to support the commercial and industrial needs of the community, and by providing funding programs that assist with the development of critical infrastructure for underserved areas.

- Public Utilities
- Industrial Development Opportunity Fund
- Small Loan Funding
- Incentive Funding
- Natural Gas/Power Improvements
- Communications Improvements

The following project activities support Urban Renewal Objective 6 of implementing goals and objectives of the 2020 Comprehensive Plan, as identified in Section 400A.

- US Highway 97 Projects
- Local Transportation Projects
- Fire Station
- Public Utilities
- Industrial Development Opportunity Fund
- Small Loan Funding
- Incentive Funding
- Natural Gas/Power Improvements
- Communications Improvements
- Canal Improvement Contribution

C. Relationship to Other Plans

The Corridor Plan references several plans and describes its relevance to many goals and objectives of these plans. The plans include:

- Transportation Planning Rule (OAR 660-012) (Refreshed 2020)
- Oregon Highway Plan Amendment (2018)
- Statement Transportation Improvement Program (STIP) (2018)
- Oregon Freight Plan Amendment (2017)
- Oregon Bicycle and Pedestrian Plan (2016)
- Oregon Transportation Safety Action Plan (TSAP, 2016)
- Oregon State Rail Plan (2014)
- Oregon Resilience Plan (OSP) (2013)
- ODOT Highway Design Manual (HDM) (2012)
- Oregon Intersection Safety Implementation Plan (ISIP) (2012)
- Oregon Aviation Plan (2007)

While this section does not reiterate this Urban Renewal Plan's relationship to these plans and their objectives, it is assumed that due to the extensive processes undertaken during the Corridor Plan's development and the resulting recommended projects that now form the basis of this Urban Renewal Plan, the Corridor Plan adheres to most, if not all, of the same plans and objectives. Additionally, the Corridor Plan was also adopted into the City's Transportation System Plan.

500. PROPOSED LAND USES

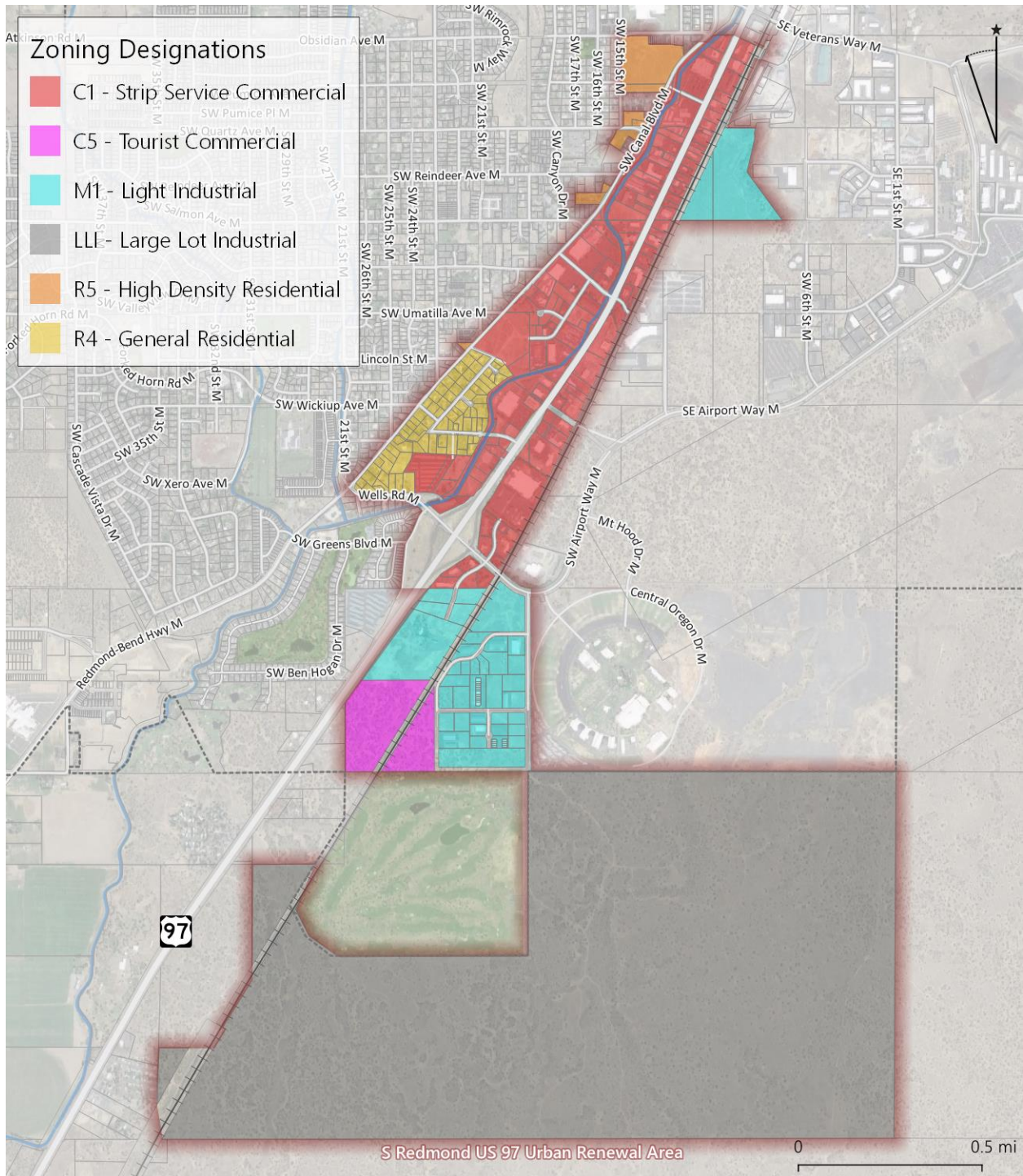
A. Land Use Plan

The map on the following page, the "Comprehensive Plan and Zoning Map" describes the locations of the principal land use classifications which apply to the Urban Renewal Area. This includes the type, location, and density of land development and redevelopment permitted in the future. The Comprehensive Plan Map is the same as the Zoning Map. The land use plan for the Urban Renewal Area is consistent with the Redmond Comprehensive Plan. The land use classifications are described below.

The Land Use Plan consists of the Comprehensive Plan and Zoning Map and the descriptive material and regulatory provisions contained in this Section (both those directly stated and those included by reference). This Plan shall be in accordance with the Redmond Comprehensive Plan and the Redmond Development Code, and with their implementing ordinances and policies. The zoning and development code serve as the major implementation mechanism of the Comprehensive Plan. Ordinances controlling the use and construction on the land, such as building codes, sign ordinances, subdivision and zoning ordinances, shall be adopted to carry out the Plan.

The use and development of land in the Urban Renewal Area shall be in accordance with the regulations prescribed in the Redmond Comprehensive Plan, the Redmond Development Code, Zoning Provisions, Subdivision Ordinance, City Charter, or any other applicable local, county, state or federal laws regulating the use of property in the Urban Renewal Area.

Figure 3. Land Use Map



Source: City of Redmond, LCG

C1 – Strip Service Commercial. To create and preserve areas suitable for commercial uses and services primarily oriented to automobile traffic, requiring extensive outdoor display and storage, and support of the central business district or principal downtown shopping area. In general, this zone shall be applied to those areas already existing and desirable to retain and for those areas that, because of new and/or changing traffic

patterns, should be developed for such purpose. In addition, this zone allows for high-density residential development in these areas where such development will not adversely affect commercial development in the zone as a whole.

C5 –Tourist Commercial. To provide for commercial uses primarily oriented to travelers and tourists in locations complementary to existing facilities and future major transportation facilities and to provide incentives for public and private investments in traveler and tourist-related complexes.

R4 – General Residential. To provide high-density residential neighborhoods with a mix of single-family residences, duplexes, and some conditionally permitted multi-family residential development. Limited commercial uses such as offices are also conditionally permitted where compatible with surrounding development.

R5 – High-Density Residential. To provide high-density residential neighborhoods with an emphasis on multi-family development and smaller lot single-family and duplex developments. Limited commercial uses such as offices are also conditionally permitted where compatible with surrounding development.

M1 – Light Industrial. To provide for light industrial uses such as light manufacturing, research, transportation facilities, and similar uses which have a limited impact on surrounding properties and are compatible with clean non-polluting industries along with limited office and commercial activities which support these light industrial uses.

Large Lot Industrial. The South Redmond Tract, located directly south of the Deschutes County Fair & Expo Center, is planned for 50 to 200-plus acre parcels for manufacturing or tech production industries. Staffing for these industries could be anywhere from two to 10 employees per acre. It is intended to appeal to technology and other light industrial, low impact uses that require large parcels of land. The land also abuts the airport and the highway, providing excellent transportation access.

The recent annexation of the land follows years of discussions and analysis at the local, regional, and state level. The 2012 Regional Economic Opportunity Analysis served as the basis for the Large Lot Annexation project and is supported by both the Regional Large Lot Industrial Program and the Central Oregon Large Lot Industrial Land Needs Analysis.

B. Plan and Design Review

The Urban Renewal Agency shall be notified of any Comprehensive Plan/Zoning amendment application, building permit, conditional use, or other development permits requested within the Area. Redevelopers, as defined in this Plan, shall comply with the Redeveloper's Obligations, Section 800 of this Plan.

C. Development Standards

Standards for future street and utility improvements are summarized below.

Streets

The 2010 Standards Specification Design Standards provide the Minimum Street design standards for the City of Redmond. Street standards are generally in conformance with the American Association of State Highway and Transportation Officials (AASHTO) Geometric Design of Highways and Streets, 2004 edition. General street right

of way, roadway design, and cross-section standards are provided in Section II.A.1. Table 1, and City of Redmond Standard Drawing 2-1. Roadway functional class is determined by using the City's most current Transportation System Plan (TSP). Local transportation projects within the US97 South Redmond Corridor project include local roads, major collector roads, and commercial alley improvements. The South Redmond Tract large lot industrial parcels require streets designed to the City's industrial roadway standard.

Utilities

The 2010 Standards Specification Design Standards provide the minimum utility design standards for the City of Redmond. Stormwater systems are designed in accordance with the latest version of the Central Oregon Stormwater Manual (COSM). The City includes special provisions to the COSM in section II.B.2 of the 2010 Standard Specifications Design Standards. Underground Injection Control (UIC) systems such as dry wells are generally used throughout the City to provide quality and control for stormwater flows. Water and Sewer facilities are designed per the Oregon State Health Department, Oregon Department of Environmental Quality (DEQ), and the American Public Works Association (APWA) standards. Ductile iron pipe is currently the only approved material for water lines. Utility trenches and conduit must comply with Section E of the Design Standards and sections 101 and 212 of the City's Standards and Specifications.

600. OUTLINE OF DEVELOPMENT

The Urban Renewal Project consists of activities and actions which treat the causes of blight and deterioration in the South Redmond US 97 Urban Renewal Area. Large vacant sites and low utilization ratios of properties, deteriorated and substandard buildings/improvements, significant building vacancies, inadequate and incomplete street and sidewalk systems, and inefficient and unsafe traffic conditions have been identified as issues contributing to depressed conditions and values in the Area. The conditions also pose a constraint that will encumber successful future development envisioned and identified in the Comprehensive Plan.

Project activities to treat these conditions include:

- a. Transportation projects, including
 - US 97 improvements, including new medians, signals, and beautification of US 97.
 - New local streets to improve access, increase east-west connections, and provide a safer, more attractive multimodal environment.
 - Construction of sidewalks, landscaping, signage, and other streetscape improvements.
- b. Street and sidewalk improvements to improve multimodal safety and circulation.
- c. Acquisition and disposition of land for public improvements, rights-of-way, and utility improvements.
- d. Infrastructure projects, including:
 - Public utilities, including water, sewer, and stormwater infrastructure.
 - Power and gas infrastructure.
 - Communications infrastructure.
- e. Funding and incentive programs to support economic development objectives, business expansion, employment growth, and other desired Plan outcomes.
- f. Administration and coordination of development in the Urban Renewal Area.

Section 700, below, provides further descriptions of each urban renewal project to be undertaken within the Urban Renewal Area.

700. DESCRIPTION OF PROJECTS TO BE UNDERTAKEN

Several studies, reports, and plans that preceded the Plan development clearly articulate the need for these projects and justify the recommended project budgets in the Plan. These include the Transportation System Plan, Water System Plan, and the Corridor Plan.

Urban renewal projects authorized by the Plan are described below.²

Table 1. Urban Renewal Projects and Approximate Implementation

Project and Program Description	Dates
US Highway 97 Projects	2024-2032
Local transportation projects	2025-2040
Public Utilities	2022-2041
Fire station	2030-2035
Industrial opportunity fund	2023-2042
Small loan program	2022-2042
Incentive funding	2023-2042
Natural Gas/Power Improvements	2022-2041
Communications Improvements	2022-2041
Canal improvement contribution	2026-2032
Finance Fees and Program administration	2022-2045

Source: LCG and GEL Oregon

A. US Highway 97 Projects

The City's Corridor Plan, in partnership with ODOT, included several recommended improvements, including:

- **US 97 road construction.** Repair and replace existing pavement conditions along US 97, acquire additional right-of-way as necessary.
- **Raised medians.** Traffic separators between the northbound and southbound lanes on US 97 allowing protected left-hand turning movements and U-turns at signalized intersections, as well as providing areas for safe pedestrian refuge halfway across US 97 to enhance pedestrian crossings.
- **Pedestrian and bicycle facilities.** New sidewalks and cycle track treatments throughout the length of the corridor to provide a more well-connected active transportation network.
- **Traffic signal systems.** Three new signalized intersections along US 97 that allow protected U-turns.
- **Gateway Treatment.** A signature gateway design at the south end of the US 97 Corridor will enhance the corridor as a regional destination and to improve the corridor as a welcoming route and entryway to downtown Redmond, local neighborhoods, the airport, fairgrounds, and areas further south in Central Oregon.

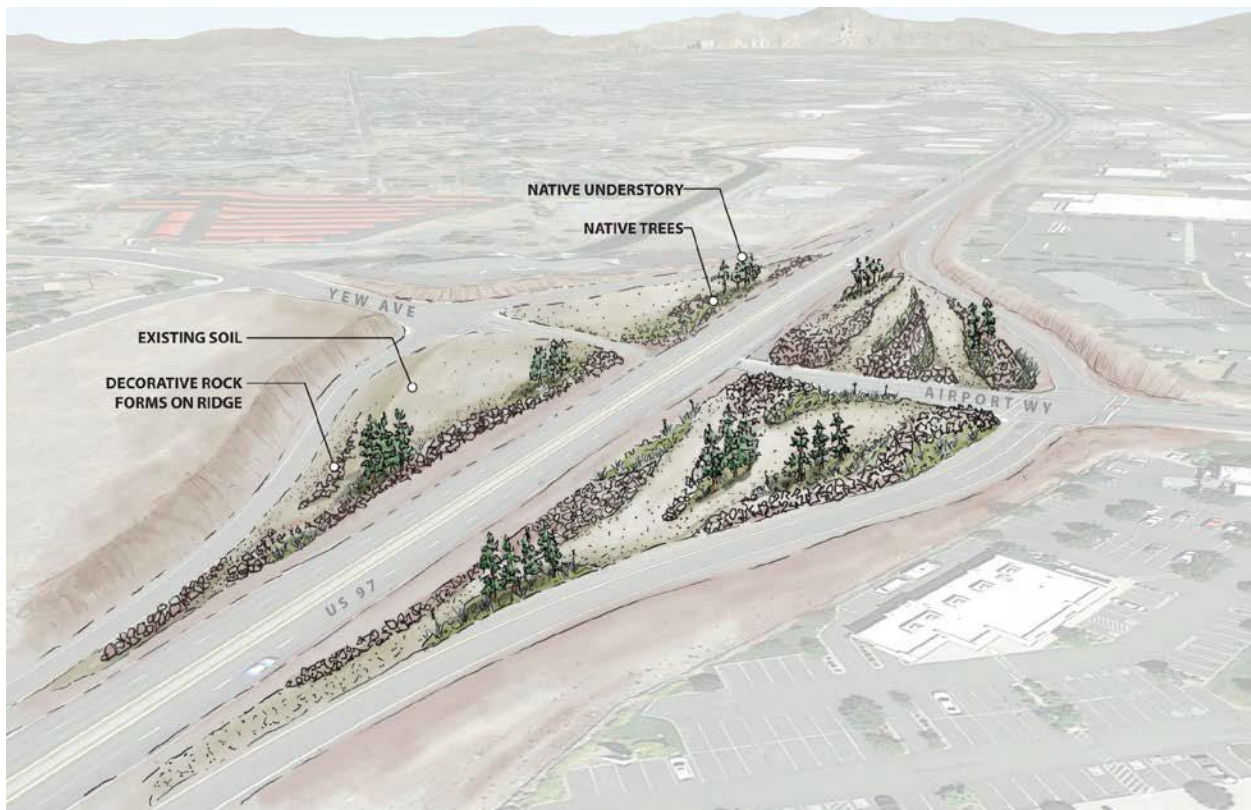
These improvements aim to realize the following vision for the future of the South Redmond US 97 Corridor:

² ORS 457.085 (2)(a) requires a description of each project. ORS 457.085 (3)(d) requires the cost of each project and source of funds. ORS 457.085 (3)(e) requires anticipated completion dates. See Report for details about cost and schedule.

"The South US 97 Corridor is a vibrant business district that is safe and accessible to shoppers traveling by car, bus, bike, or on foot. The corridor is aesthetically pleasing and provides opportunities for business and community interaction. Traffic moves efficiently and at a reasonable speed in both the north-south and east-west directions."

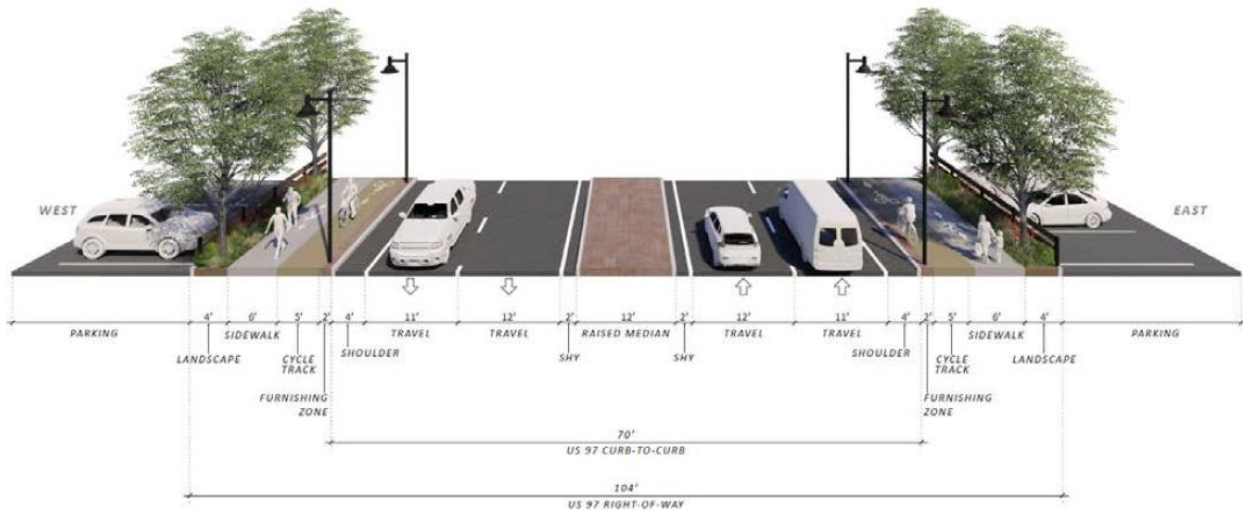
Initial ODOT funding will be used to help develop phasing and begin some of the advanced development work. Most of the remaining construction is intended to begin between 2024 to 2027. While there is currently no agreement in place between the City of Redmond and ODOT stipulating responsibilities, it is assumed that the City will be required to provide funding to complete the project in its entirety to match the Corridor Plan. As such, funds available through the Urban Renewal Area are critical to transforming the US 97 Corridor to the Redmond community's vision.

Figure 4. Concept illustration of the South Gateway



Source: SERA

Figure 5. Proposed US 97 Cross Section



Source: SERA

B. Local Transportation Projects

Local transportation projects include collectors and distributors, and local streets. These projects are informed by the Corridor Plan, the City's TSP, and other information provided by City staff.

Funds available through urban renewal are expected to fund a variety of projects, including:

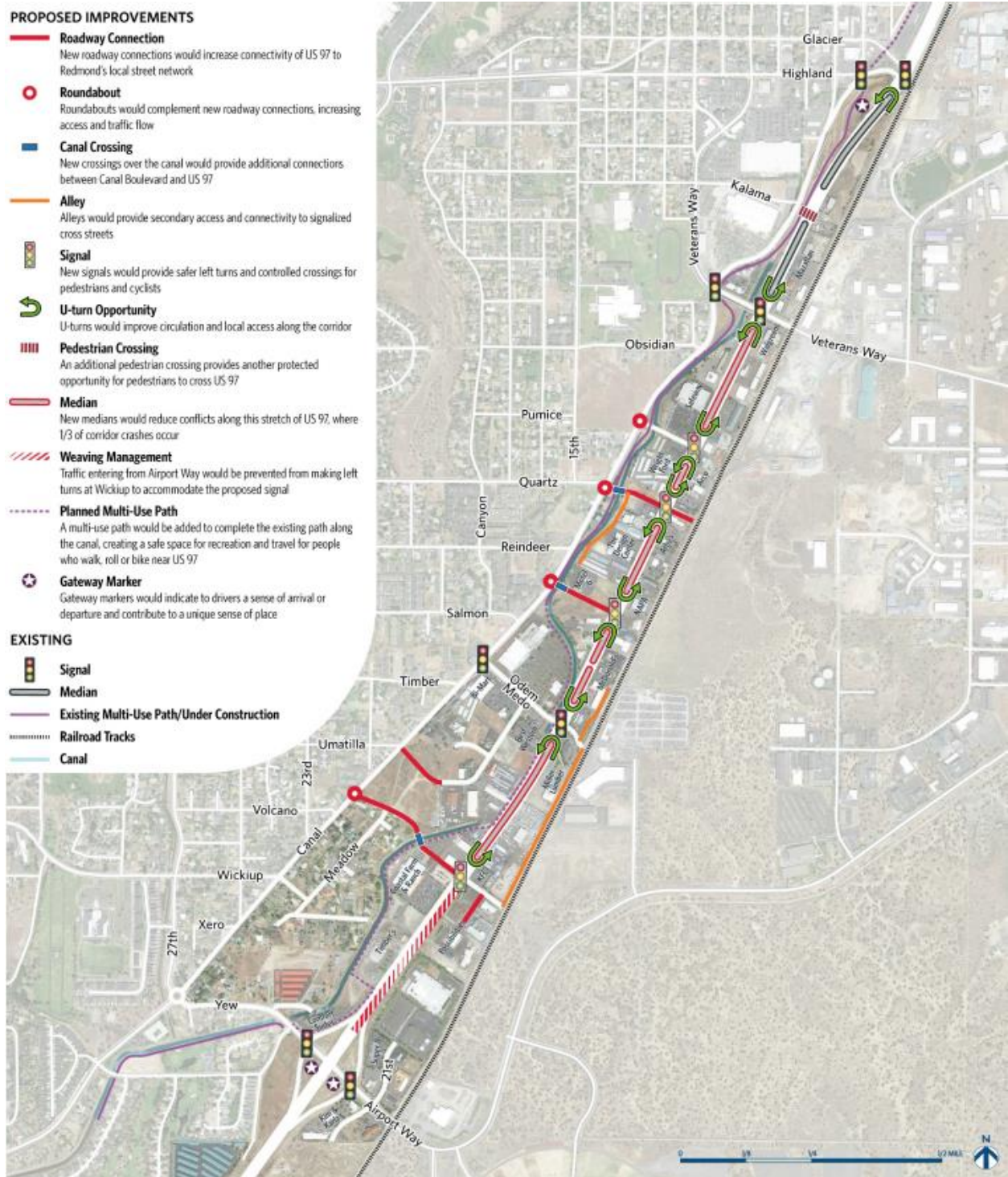
- **Connection road construction.** Three new road connections that cross the canal and connect US 97 to Redmond neighborhoods on the west side of US 97.
- **Connections to the new shared-use path** along Canal Boulevard and the canal itself.
- **A limited number of new access roads or alleyways** to provide alternative access where new connections provide safe ingress and egress nearby.
- **Pedestrian and bicycle facilities.** New sidewalks and cycle track treatments along east/west connecting roads to provide a more well-connected active transportation network.
- **New streets.** Improve connectivity, circulation, and access throughout the Area with new or extended local streets. These streets include those not yet defined, such as the 19th Street extension into the South Redmond Tract.

These transportation projects are intended to provide a transportation network in the Area that supports the efficient movement of traffic, and a vibrant business district that is safe and accessible to customers traveling by car, bus, bike or on foot, with comfortable, interesting, and attractive streetscapes, especially along designated pedestrian streets.

The City is expected to include many of these projects in the Transportation System Plan (TSP) and fund them through system development charges (SDCs) and other sources. However, at present, just one new street connection at Quartz is currently planned and budgeted for in the City's TSP. Urban renewal is not expected to fund the entire cost of each project.

Urban Renewal funds are critical to accelerating the timing of these projects for economic development purposes and realizing currently untapped development and employment potential.

Figure 6. Recommended Corridor Plan Concept



Source: HDR (From Corridor Plan)

C. Public Utilities (Water, Stormwater, and Sewer Improvements)

The following public utility projects are intended to address infrastructure deficiencies in the Area. This list includes the development of sewer, stormwater, and water infrastructure to support the development and expansion of businesses in the Area. It also includes the construction of new stormwater facilities, repair of existing sewer lines, and extension or enlargement of existing water and sewer lines as needed to support desired development.

These projects will be largely funded and implemented by the City using non-TIF sources. However, including these projects in the Plan allows the City to provide gap funding assistance to developer-initiated projects and accelerate implementation as required to serve new development in the Area. As such, additional money, funded through tax increment financing, is available through the programmatic elements of the project list as needed for public utility improvements.

D. Fire Station

In order to better serve the community in the south/southeast part of Redmond, a new fire station will be constructed to reduce response times and serve new and existing commercial and residential users. As development potential is realized in the Area, lower response times are necessary, especially for users with a higher risk of fire and other hazards.

While neither the specific location nor the cost is currently known and could be outside of the proposed boundaries, the Plan includes the possibility of a partnership for the development of a new fire station.³

E. Industrial Development Opportunity Fund

This project activity includes a fund for public investments to support industrial development in the Area. Industrial development is a key component of realizing the City's employment growth opportunities, particularly in the South Redmond Tract. However, major new development is challenging in many places, primarily due to the lack of infrastructure in large vacant tracts of land.

While there is currently an agreement in place for the payment and construction of basic infrastructure on the lands that were recently annexed into the City, additional infrastructure investments and improvements are necessary for the area to better accommodate new industrial development. To support and enhance this development, the Industrial Development Opportunity Fund is a flexible fund to help pay for the cost of public infrastructure required to support new development and business activity.

The Opportunity Fund reduces the financial burden of new development by providing gap financing to help prepare shovel-ready sites, thereby accelerating the timing of desired new employment-focused industrial development in the Area.

The Opportunity Fund will include eligibility and other important funding criteria, to be developed upon the adoption of this Plan. Assistance could take the form of gap financing (low or no interest loans), infrastructure (roads, sidewalks, utilities), and other tools.

³ ORS 457.085 (2)(j) describes additional requirements for public buildings. HB 2174 narrowly defined public buildings as fire station, police station, public library, hospital, capitol building, school, college, university, city hall, etc.

F. Small Loan Program

As part of the City's effort to retain existing businesses within the South Redmond Highway 97 Urban Renewal Area, the Small Loan Program provides direct low-interest and/or interest-free and/or forgivable loans to help small businesses through challenging economic conditions. This program fills a niche not provided through traditional lending markets. This program is available to existing companies maintaining and or expanding operations in Redmond.

The Small Loan Program will include eligibility and other important funding criteria, to be developed upon the adoption of this Plan. The Program is expected to assist business owners with their operating requirements during periods of economic stress created by events beyond the business's control.

The Small Loan Program is anticipated to help retain economic vitality and property values within the Urban Renewal Area and Redmond through the restoration, rehabilitation, or expansion of existing properties and businesses.

G. Incentive Funding

As part of the City of Redmond's effort to enhance business vitality and support desired development within the South Redmond US 97 Urban Renewal Area, Incentive Funding allows the Urban Renewal Agency to partner with property owners and developers to rehabilitate or redevelop property that will better serve the Area and the greater Redmond community. Assistance could take the form of direct developer assistance, grants, reimbursements, and or system development charge (SDC) credits for contributions to the transportation and utility system.

The Incentive Funding program will include eligibility and other important funding criteria, to be developed upon the adoption of this Plan.

The Incentive Funding program is anticipated to help ensure economic growth, vitality, and property value increases within the Urban Renewal Area and Redmond.

H. Natural Gas/Power Improvements

The City may provide funding to accelerate the timing or upgrade the capacity of natural gas or power infrastructure. Investments in both gas and electricity are critical to accommodate a range of uses, including but not limited to industrial manufacturers and other significant employment-generating users.

While the construction of gas and power infrastructure is user-driven and paid for and constructed by Cascade Natural Gas and Pacific Power, respectively, to respond to user demands, this project activity allows the City to incentivize system upgrades that would not otherwise occur. As such, additional money, funded through tax increment financing, is available through the programmatic elements of the project list as needed for gas and power improvements.

I. Communications Improvements

Communications Improvements include telephone and high-speed internet infrastructure. Broadband and other communications improvements are important for economic growth and business vitality. Broadband is the underpinning for some of today's most important transformations in business activity and government services.

While the City is not responsible for the cost of communications upgrades and improvements, this project activity provides seed funding to accelerate the timing of specific improvements to attract desired development projects. As such, additional money, funded through tax increment financing, is available through the programmatic elements of the project list as needed for communications improvements.

J. Canal Improvement Contribution

The Central Oregon Irrigation District (COID) plans to pipe 8.1 miles of canal from Smith Rock to Bend, approximately one-quarter of which is located within the Urban Renewal Area. Once the piping is complete, the land will support road construction without additional structural reinforcements, significantly reducing the cost of construction.

As the new east-west transportation connections identified in Section 700(B) do not include funding for bridge structures, the new streets in this section are directly tied to the piping of the canal. Connections to the new shared-use path along the canal are also directly tied to the piping project.

COID has yet to secure funding for piping the canal in the Area and may not do so for several years. Urban Renewal funding is therefore critical to providing gap financing to accelerate the timing of the piping project and other related transportation projects.

Figure 7. Multi-use Path Concept Illustration*



Source: 2012 Corridor Plan

* Due to new plans for the area since the development of the 2012 Corridor Plan, including the canal piping project, the illustration depicts an open canal, however the canal will eventually be rerouted via underground pipes.

K. Finance Fees and Program Administration

This Plan provides for effective administration to complete the various activities contained within.

Project funds may be utilized to pay indebtedness associated with the preparation of the Plan, to carry out design plans, miscellaneous land use and public facility studies, engineering, market, and other technical studies as may be needed during the duration of the Plan.

This category allows for repayment of costs associated with the implementation of the Plan, including but not limited to ongoing administration and financing costs associated with issuing long and short-term debt, relocation costs, and other administrative costs.

Project funds also may be used to pay for personnel and other administrative costs incurred in the management of the Plan, such as the preparation of annual reports (ORS 457.060, HB 2174).

750. PROPERTY ACQUISITION AND DISPOSITION

The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses, or other rights to use. If a property is acquired it will be identified in the Plan through a Minor Amendment, as described in Section 1000. Identification of property to be acquired and its anticipated disposition is required by ORS 457.085(g).

A. Property Acquisition for Public Improvements

It is anticipated that the acquisition of real property will be necessary to carry out public use objectives of this Plan. These objectives include right-of-way acquisition for streets, roads, alleys, bicycle and pedestrian ways, utility rights-of-way, and other public improvements, uses, and facilities described in Section 700 of this Plan. Before the acquisition, this Plan shall be amended to identify the specific property or interest to be acquired.

The Agency may acquire any property within the Area for the public improvement projects undertaken pursuant to the Plan by all legal means, including the use of eminent domain, as described in ORS 456.145⁴. Good faith negotiations for such acquisitions must occur before the institution of eminent domain procedures.

B. Property Disposition

The Agency will dispose of property acquired for a public improvement project by conveyance to the appropriate public agency responsible for the construction and/or maintenance of the public improvement. The Agency may retain such property during the construction of the public improvement.

The Agency may dispose of property acquired by conveying any interest in property acquired. Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the Urban Renewal Agency, in its discretion, determines such property should be made available so that it may be developed, redeveloped, cleared, conserved, or rehabilitated for the purposes specified in the Plan. Because fair reuse value reflects limitations on the use of the property to those purposes specified in the Plan, the value may be lower than the property's fair market value.

Where property is sold or leased, the purchaser or lessee must agree to use the property for the purposes designated in the Plan, and to complete the building of its improvements within a period of time that the Agency determines is reasonable.

⁴ ORS 456.145 refers to the appropriate use of eminent domain in the State of Oregon (URL: <https://www.oregonlaws.org/ors/456.145>)

800. REDEVELOPER'S OBLIGATIONS

Redevelopers within the Urban Renewal Area will be subject to controls and obligations imposed by the provisions of this Plan. Redevelopers also will be obligated to the following requirements:

1. The Redeveloper shall develop or redevelop the property per the land use provisions and other requirements specified in this Plan.
2. The Urban Renewal Agency may require the redeveloper to execute a development agreement acceptable to the Urban Renewal Agency as a condition of any form of assistance by the Urban Renewal Agency. The Redeveloper shall accept all conditions and agreements as may be required by the Urban Renewal Agency.
3. The Redeveloper shall submit all plans and specifications for the construction of improvements on the land to the Urban Renewal Agency or its designated agent, for review and approval before distribution to reviewing bodies as required by the City.
4. The Redeveloper shall commence and complete the development of such property for the use provided in this Plan within a reasonable period of time as determined by the Agency.
5. The Redeveloper shall not affect any instrument whereby the sale, lease, or occupancy of the real property, or any part thereof, is restricted on the basis of age, race, color, religion, sex, marital status, or national origin.

900. RELOCATION

The Agency will provide required relocation assistance to all persons or businesses displaced by project activities. All persons or businesses which may be displaced will be contacted to determine such relocation needs. Available space information and financial assistance available will be provided based on relocation needs. Those persons or businesses that are displaced will be given financial assistance in finding replacement facilities and moving assistance. All persons or businesses which may be displaced will be contacted to determine such relocation needs. They will be provided information on available space and will be assisted in moving. All relocation activities will be undertaken and payments made per the requirements of ORS 35.500 to 35.530 and any other applicable laws or regulations.

Relocation payments will be made as provided in ORS 35.510.

Payments made to persons displaced from dwellings will assure that they will have available to them decent, safe, and sanitary dwellings at costs or rents within their financial capability. Payment for moving expenses will be made to residences and businesses displaced. The Redmond Renewal Agency may contract with the Oregon Department of Transportation (ODOT), or other appropriate agencies or parties for assistance in administering its relocation program.

1000. FUTURE AMENDMENTS

It is anticipated that this Plan will be reviewed periodically during the execution of the Project. The Plan may be changed, modified, or amended as future conditions warrant. All amendments shall be governed by state and local laws and ordinances.

A. Minor Amendments

Minor changes to the Plan shall be made by a duly approved resolution of the Agency which describes the details of the minor change. Minor changes shall include:

1. Identification of property to be acquired or any purpose outlined in Section 750 of this Plan.
2. Changes to the Plan which are not specifically identified as requiring a Substantial Amendment or a Minor Amendment requiring Council Approval.

B. Minor Amendments Requiring Council Approval

Council-approved amendments to the Plan shall require only approval by the Agency by Resolution and approval by the City Council by Non-Emergency Ordinance. Council-approved amendments are:

1. Addition of a project, activity, or program that differs substantially from a project, program, or activity in the Plan, and is estimated to cost in excess of the equivalent of \$500,000 in 2020 dollars throughout the Plan. The \$500,000 threshold shall be adjusted annually at a rate equal to the Construction Cost Index (CCI), also referred to as the ENR Index for Construction published quarterly by the Engineering News Record.
2. Identification of land for acquisition which requires Council approval per Section 750 of this Plan.
3. Changes or modifications to the goals and objectives of this Plan, which in the Agency's discretion, warrant Council Approval.

C. Substantial Amendments

Substantial Amendments shall require the notice, hearing, and approval procedures required by statute. Substantial amendments consist of:

1. Adding land to the Urban Renewal Area, except for an addition of land that totals not more than one percent (1%) of the existing area of the Plan.
2. Increasing the maximum amount of indebtedness (excluding bonded indebtedness issued to refinance or fund existing bonded indebtedness) to be issued under the Plan.
3. Adding a public building(s) not identified in the Plan.
4. Any amendment defined by statute to be a substantial amendment.

1100. LATEST DATE FOR ISSUE OF BONDED INDEBTEDNESS

This Plan calls for a division of ad valorem taxes under ORS 457.440. No bonded indebtedness shall be issued with respect to the Plan, or any project undertaken with respect to the Plan later than June 30, 2042.

1200. FINANCING METHODS

A. General

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

- Tax increment revenues;
- Advances, loans, grants, and any other form of financial assistance from federal, state, or local governments, or other public bodies;
- Loans, grants, dedications, or other contributions from private developers and property owners, including, but not limited to, assessment districts; and
- Any other public or private source.

Revenues obtained by the Urban Renewal Agency will be used to pay or repay the costs, expenses, advancements, and indebtedness incurred in (1) planning or undertaking project activities, or (2) otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan.

The Urban Renewal Agency may borrow money and accept advances, loans, grants, and other forms of financial assistance from the federal government, the state, city, county or other public body, or from any sources, public or private for the purposes of undertaking and carrying out this Plan. In addition, the Agency may borrow money from, or lend money to a public agency in conjunction with a joint undertaking of a project authorized by this Plan. If such funds are loaned, the Agency may promulgate rules and procedures for the methods and conditions of payment of such loans.

The funds obtained by the Agency shall be used to pay or repay any costs, expenses, advances, and indebtedness incurred in planning or undertaking project activities or in otherwise exercising any of the powers granted by ORS Chapter 457.

B. Tax Increment Financing

It is contemplated that the Plan will be financed in whole or in part by tax increment financing, as authorized in ORS 457.420 through ORS 457.450.

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Agency, as provided in ORS Chapter 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Area is located, shall be divided as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected according to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to the Agency based upon the distribution schedule established under ORS 311.390.

C. Prior Indebtedness

Any indebtedness permitted by law and incurred by the Urban Renewal Agency or the City in connection with preplanning for this Plan may be repaid from tax increment proceeds generated pursuant to this section.

D. Establishment of Maximum Debt

The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion is \$85,458,900. This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness or interest earned on bond proceeds. It does include initial bond financing fees and interest earned on tax increment proceeds, separate from interest on bond proceeds.

1300. CITIZEN PARTICIPATION

This Plan was developed under the guidance of the Redmond Urban Renewal Agency. In the course of formulating the Plan, the Agency conducted meetings on June 9, August 25, and October 6, 2020. All meetings of the Agency were open to the public for discussion and comment.

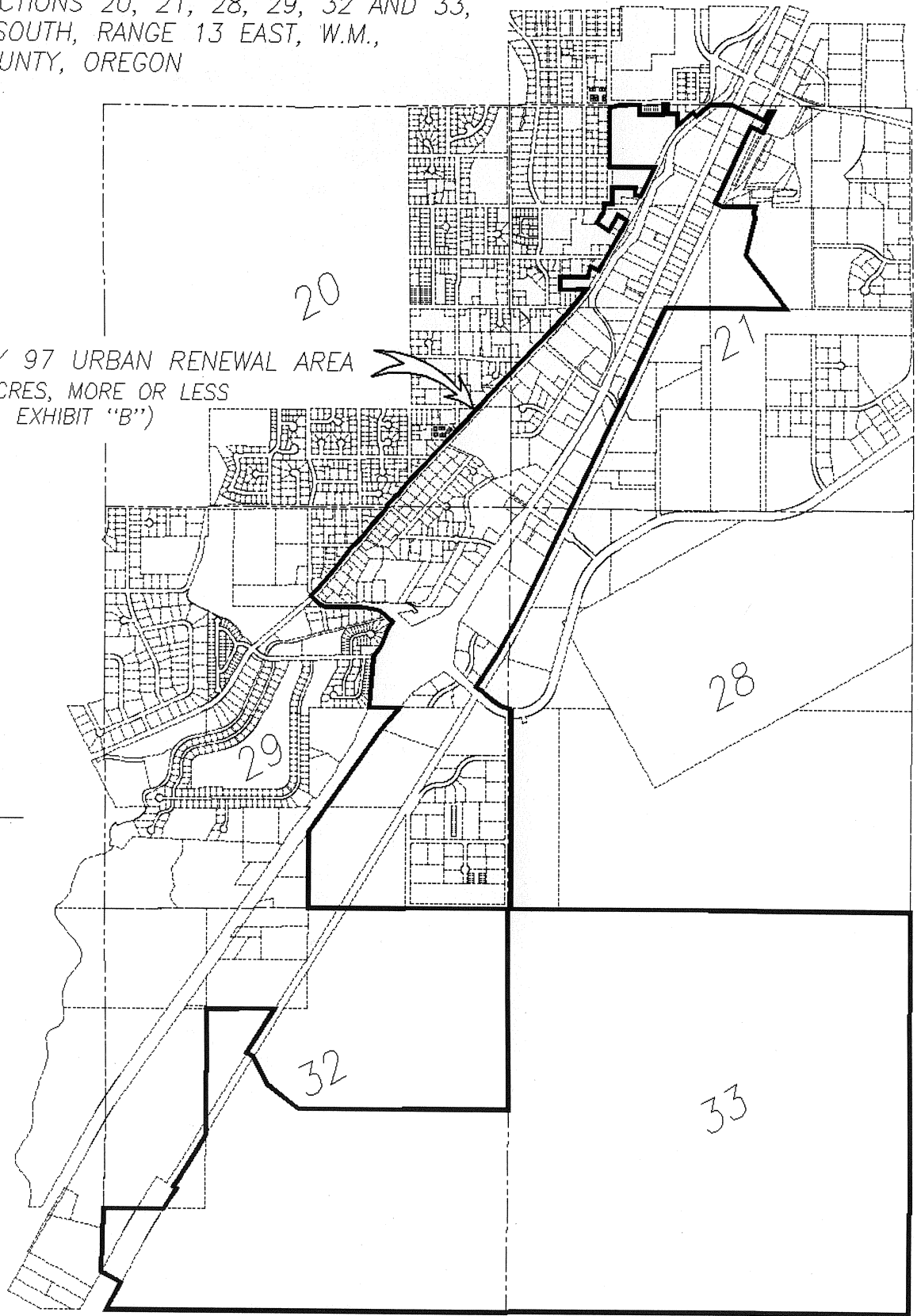
The Redmond Planning Commission met to review the Plan on July 20, 2020. The Redmond City Council held a public hearing on the adoption of this Plan on November 10, 2020. Additional notice on City Council adoption of the Plan was provided, as required by ORS 457.120.

ATTACHMENT A: LEGAL DESCRIPTION OF URBAN RENEWAL BOUNDARY

EXHIBIT "A"

SOUTH HIGHWAY 97 URBAN RENEWAL AREA,
LOCATED IN SECTIONS 20, 21, 28, 29, 32 AND 33,
TOWNSHIP 15 SOUTH, RANGE 13 EAST, W.M.,
DESCHUTES COUNTY, OREGON

SOUTH HIGHWAY 97 URBAN RENEWAL AREA
CONTAINS 1440 ACRES, MORE OR LESS
(SEE DESCRIPTION, EXHIBIT "B")



SCALE:
1" = 2000'

PREPARED JULY 3, 2020

POVEY AND ASSOC. LAND SURVEYORS
P.O. BOX 131, REDMOND, OR 97756
(541) 548-6778 20-078D.DWG

EXHIBIT "B"

DESCRIPTION -

SOUTH HIGHWAY 97 URBAN RENEWAL AREA,
LOCATED IN SECTIONS 20, 21, 28, 29, 32 AND 33,
TOWNSHIP 15 SOUTH, RANGE 13 EAST, W.M.,
DESCHUTES COUNTY, OREGON

DESCRIPTION OF A TRACT OF LAND LOCATED IN SECTIONS
20, 21, 28, 29, 32 AND 33, TOWNSHIP 15 SOUTH, RANGE 13 EAST,
WILLAMETTE MERIDIAN, DESCHUTES COUNTY, OREGON, DESCRIBED AS
FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID SECTION 33;
THENCE WEST ALONG THE SOUTH LINE OF SAID SECTION 33, 5296
FEET TO THE SOUTHWEST CORNER OF SAID SECTION 33; THENCE WEST
ALONG THE SOUTH LINE OF SAID SECTION 32, 5232 FEET TO THE
SOUTHEAST RIGHT-OF-WAY LINE OF THE BURLINGTON NORTHERN -
SANTA FE (BNSF) RAILROAD, BEING 100 FEET FROM THE CENTERLINE
OF SAID RAILWAY; THENCE N29°E ALONG SAID SOUTHEAST RIGHT-OF-
WAY LINE, 406 FEET; THENCE N61°W, PERPENDICULAR TO SAID
CENTERLINE, 300 FEET THE INTERSECTION OF THE NORTHWEST
RIGHT-OF-WAY LINE OF SAID RAILWAY AND THE WEST LINE OF THE
SW1/4 SW1/4 OF SAID SECTION 32, SAID INTERSECTION BEING 200
FEET FROM THE CENTERLINE OF SAID RAILWAY; THENCE N01°E ALONG
SAID WEST LINE, 817 FEET TO THE NORTH LINE OF SAID SW1/4
SW1/4; THENCE EAST ALONG SAID NORTH LINE, 793 FEET TO SAID
SOUTHEAST RIGHT-OF-WAY LINE, BEING 100 FEET FROM THE
CENTERLINE OF SAID RAILWAY; THENCE N32°E ALONG SAID
SOUTHEAST RIGHT-OF-WAY LINE, 310 FEET; THENCE N58°W ALONG
SAID SOUTHEAST RIGHT-OF-WAY LINE, 50 FEET; THENCE N32°E
ALONG SAID SOUTHEAST RIGHT-OF-WAY LINE, BEING 50 FEET FROM
THE CENTERLINE OF SAID RAILWAY, 802 FEET TO THE WEST LINE
OF THE NE1/4 SW1/4 OF SAID SECTION 32; THENCE N01°E ALONG
SAID WEST LINE, 348 FEET; THENCE NORTH ALONG THE WEST LINE
OF THE SE1/4 NW1/4 OF SAID SECTION 32, 1315 FEET TO THE
NORTH LINE OF SAID SE1/4 NW1/4; THENCE EAST ALONG SAID
NORTH LINE, 902 FEET TO SAID NORTHWEST RIGHT-OF-WAY LINE,
BEING 50 FEET FROM THE CENTERLINE OF SAID RAILWAY; THENCE
S32°W ALONG SAID NORTHWEST RIGHT-OF-WAY LINE, 695 FEET;
THENCE S58°E, PERPENDICULAR TO SAID CENTERLINE, 100 FEET TO
THE INTERSECTION OF THE SOUTHEAST RIGHT-OF-WAY LINE OF SAID
RAILWAY, AND THE NORTHEAST EASEMENT LINE OF BONNEVILLE POWER
ADMINISTRATION'S REDMOND-BURNS NO. 1 TRANSMISSION LINE, SAID
INTERSECTION BEING 50 FEET FROM THE CENTERLINE OF SAID
RAILWAY, AND BEING 50 FEET FROM THE CENTERLINE OF SAID POWER
LINE; THENCE S27°E ALONG SAID NORTHEAST EASEMENT LINE, 417
FEET; THENCE S53°E ALONG SAID NORTHEAST EASEMENT LINE, 507
FEET TO THE SOUTH LINE OF SAID SE1/4 NW1/4; THENCE EAST
ALONG SAID SOUTH LINE, AND ALONG THE SOUTH LINE OF THE NE1/4
OF SAID SECTION 32, 2750 FEET TO THE EAST LINE OF SAID
NE1/4; THENCE NORTH ALONG SAID EAST LINE, 2649 FEET TO THE
SOUTHEAST CORNER OF SAID SECTION 29; THENCE WEST ALONG THE
SOUTH LINE OF THE SE1/4 OF SAID SECTION 29, 2634 FEET TO THE

SOUTH HIGHWAY 97 URBAN RENEWAL AREA,
CONTINUED:

WEST LINE OF THE SW1/4 OF SAID SE1/4; THENCE NORTH ALONG SAID WEST LINE, 992 FEET TO THE SOUTHEAST RIGHT-OF-WAY LINE OF U.S. HIGHWAY 97, BEING 90 FEET FROM THE CENTERLINE OF SAID HIGHWAY; THENCE N35°E ALONG SAID SOUTHEAST RIGHT-OF-WAY LINE, 1659 FEET TO ENGINEER'S STATION 125+00, 90 FEET LEFT; THENCE N41°E ALONG SAID SOUTHEAST RIGHT-OF-WAY LINE, 376 FEET TO THE NORTH LINE OF THE NW1/4 SE1/4 OF SAID SECTION 29; THENCE WEST ALONG SAID NORTH LINE, 401 FEET TO THE NORTHWEST RIGHT-OF-WAY LINE OF SAID HIGHWAY (ALSO BEING THE NORTHWEST RIGHT-OF-WAY LINE OF SW 25TH PLACE), AS DESCRIBED IN VOLUME 234, PAGE 1995, DESCHUTES COUNTY DEED RECORDS; THENCE ALONG SAID NORTHWEST RIGHT-OF-WAY LINE AS FOLLOWS: N05°E, 670 FEET; THENCE N33°E, 175 FEET; THENCE N23°E, 255 FEET; THENCE N35°E, 91 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF SW YEW AVENUE, BEING A LINE OF VARIABLE WIDTH FROM THE CENTERLINE OF SAID ROADWAY; THENCE LEAVING SAID NORTHWEST RIGHT-OF-WAY LINE, AND 1190 FEET WESTERLY ALONG SAID SOUTH RIGHT-OF-WAY LINE, AND ALONG ITS NORTHWESTERLY PROLONGATION, TO A POINT WHICH BEARS N73°W, 1131 FEET FROM THE END OF THE PREVIOUS COURSE, SAID POINT BEING ON THE NORTHWEST RIGHT-OF-WAY LINE OF SW CANAL BOULEVARD, AND BEING 30 FEET FROM THE CENTERLINE OF SAID ROADWAY; THENCE 5459 FEET NORTHEASTERLY ALONG SAID NORTHWEST RIGHT-OF-WAY LINE, TO A POINT WHICH BEARS N42°E, 5449 FEET FROM THE END OF THE PREVIOUS COURSE, SAID POINT BEING 40 FEET FROM THE CENTERLINE OF SAID ROADWAY, AND BEING ON THE SOUTH BOUNDARY OF A TRACT OF LAND DESCRIBED IN DOCUMENT 2007-43829, DESCHUTES COUNTY OFFICIAL RECORDS; THENCE ALONG SAID TRACT BOUNDARY AS FOLLOWS: WEST, 345 FEET; THENCE NORTH, 170 FEET; THENCE EAST, 367 FEET TO THE BOUNDARY OF PARCEL 2, AS DESCRIBED IN DOCUMENT NO. 2018-019368, DESCHUTES COUNTY OFFICIAL RECORDS; THENCE LEAVING SAID TRACT BOUNDARY AND ALONG SAID PARCEL 2 BOUNDARY AS FOLLOWS: N13°E, 122 FEET; THENCE N37°E, 30 FEET; THENCE S61°E, 107 FEET TO THE NORTHWEST RIGHT-OF-WAY LINE OF SW CANAL BOULEVARD, BEING 30 FEET FROM THE CENTERLINE OF SAID ROADWAY; THENCE LEAVING SAID PARCEL 2 BOUNDARY, N30°E ALONG SAID NORTHWEST RIGHT-OF-WAY LINE, 751 FEET TO THE BOUNDARY OF A TRACT OF LAND DESCRIBED IN DOCUMENT 2007-64854, DESCHUTES COUNTY OFFICIAL RECORDS; THENCE ALONG THE BOUNDARY OF SAID TRACT AS FOLLOWS: N59°W, 136 FEET; THENCE S31°W, 239 FEET; THENCE N56°W, 184 FEET; THENCE 214 FEET ALONG THE ARC OF A NON-TANGENT 658 FOOT RADIUS CURVE TO THE LEFT, THE CHORD OF WHICH BEARS N28°E, 213 FEET; THENCE LEAVING SAID TRACT BOUNDARY, NORTH, PERPENDICULAR TO THE NORTH LINE OF SAID TRACT, 60 FEET TO THE NORTH RIGHT-OF-WAY LINE OF SW QUARTZ AVENUE, BEING 30 FEET FROM THE CENTERLINE OF SAID ROADWAY; THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE, 105 FEET TO THE BOUNDARY OF A TRACT OF LAND DESCRIBED IN DOCUMENT 2020-06416, DESCHUTES COUNTY OFFICIAL RECORDS; THENCE ALONG THE BOUNDARY OF SAID TRACT AS FOLLOWS: NORTH 214 FEET; THENCE S89°E, 304 FEET; THENCE S01°W, 96 FEET; THENCE S83°E, 74 FEET TO THE NORTHWEST RIGHT-OF-WAY LINE OF

SOUTH HIGHWAY 97 URBAN RENEWAL AREA,
CONTINUED:

SW CANAL BOULEVARD, BEING 30 FEET FROM THE CENTERLINE OF SAID ROADWAY; THENCE LEAVING SAID TRACT BOUNDARY, AND 422 FEET NORTHEASTERLY ALONG SAID NORTHWEST RIGHT-OF-WAY LINE, TO A POINT WHICH BEARS N26°E, 422 FEET FROM THE END OF THE PREVIOUS COURSE, SAID POINT BEING AT THE SOUTHEAST CORNER OF TRACT 1, AS DESCRIBED IN DOCUMENT 2020-10963, DESCHUTES COUNTY OFFICIAL RECORDS; THENCE WEST ALONG THE SOUTH LINE OF SAID TRACT 1, 591 FEET TO THE WEST LINE OF SAID TRACT 1; THENCE NORTH ALONG SAID WEST LINE, AND ALONG THE WEST LINE OF TRACT 2, AS DESCRIBED IN SAID DOCUMENT, 782 FEET TO THE NORTH LINE OF SAID TRACT 2; THENCE N74°E ALONG SAID NORTH LINE, 135 FEET; THENCE EAST ALONG SAID NORTH LINE, 265 FEET TO THE EAST LINE OF SAID TRACT 2; THENCE SOUTH ALONG SAID EAST LINE, 125 FEET TO THE NORTH LINE OF SAID TRACT 1; THENCE EAST ALONG SAID NORTH LINE, 312 FEET TO THE WEST RIGHT-OF-WAY LINE OF SW 13TH STREET, BEING 30 FEET FROM THE CENTERLINE OF SAID ROADWAY; THENCE NORTH ALONG SAID WEST RIGHT-OF-WAY LINE, 125 FEET TO THE NORTH LINE OF THE NE1/4 NW1/4 OF SAID SECTION 21; THENCE EAST ALONG SAID NORTH LINE, 60 FEET TO THE EAST RIGHT-OF-WAY LINE OF SW 13TH STREET, BEING 30 FEET FROM THE CENTERLINE OF SAID ROADWAY; THENCE SOUTH ALONG SAID EAST RIGHT-OF-WAY LINE, 120 FEET TO THE NORTH LINE OF SAID TRACT 1; THENCE EAST ALONG SAID NORTH LINE, 130 FEET TO THE EAST LINE OF SAID TRACT 1; THENCE SOUTH ALONG SAID EAST LINE, 159 FEET TO THE NORTHWEST RIGHT-OF-WAY LINE OF SW CANAL BOULEVARD, BEING 40 FEET FROM THE CENTERLINE OF SAID ROADWAY; THENCE N49°E ALONG SAID NORTHWEST RIGHT-OF-WAY LINE, 280 FEET TO THE SOUTH LINE OF THE NORTH 96 FEET OF SAID NE1/4 NW1/4; THENCE S41°E, PERPENDICULAR TO SAID CENTERLINE, 70 FEET TO THE SOUTHEAST RIGHT-OF-WAY LINE OF SW CANAL BOULEVARD, BEING 30 FEET FROM THE CENTERLINE OF SAID ROADWAY; THENCE N49°E ALONG SAID SOUTHEAST RIGHT-OF-WAY LINE, 228 FEET TO THE NORTH LINE OF THE NW1/4 NE1/4 OF SAID SECTION 21; THENCE EAST ALONG SAID NORTH LINE, 294 FEET TO THE PROLONGATION OF THE NORTHEAST LINE OF A TRACT OF LAND DESCRIBED IN VOLUME 279, PAGE 0839, DESCHUTES COUNTY DEED RECORDS; THENCE S65°E ALONG SAID PROLONGATION, AND ALONG SAID NORTHEAST LINE, 351 FEET TO THE NORTHWEST RIGHT-OF-WAY LINE OF THE BNSF RAILROAD, BEING 50 FEET FROM THE CENTERLINE OF SAID RAILWAY; THENCE S65°E ALONG SAID PROLONGATION, 100 FEET TO THE SOUTHEAST RIGHT-OF-WAY LINE OF THE BNSF RAILROAD, BEING 50 FEET FROM THE CENTERLINE OF SAID RAILWAY; THENCE N26°E ALONG SAID SOUTHEAST RIGHT-OF-WAY LINE, 126 FEET TO THE NORTH LINE OF THE FIRST EXCEPTION TO PARCEL 1, AS DESCRIBED IN DOCUMENT NO. 2018-005171, DESCHUTES COUNTY OFFICIAL RECORDS; THENCE EAST ALONG SAID NORTH LINE, 67 FEET TO THE NORTHWEST LINE OF A TRACT OF LAND DESCRIBED IN DOCUMENT NO. 2009-52569, DESCHUTES COUNTY OFFICIAL RECORDS; THENCE S26°W ALONG SAID NORTHWEST LINE, 306 FEET TO THE SOUTHEAST LINE OF SAID TRACT; THENCE N64°W, PERPENDICULAR TO SAID RAILWAY CENTERLINE, 160 FEET TO SAID NORTHWEST RIGHT-OF-WAY LINE; THENCE S26°W ALONG SAID

SOUTH HIGHWAY 97 URBAN RENEWAL AREA,
CONTINUED:

NORTHWEST RIGHT-OF-WAY LINE, 1110 FEET; THENCE S64°E, PERPENDICULAR TO SAID CENTERLINE, 100 FEET TO THE NORTHWEST CORNER OF PARCEL 4, AS DESCRIBED IN DOCUMENT NO. 2014-042282, DESCHUTES COUNTY OFFICIAL RECORDS; THENCE ALONG THE BOUNDARY OF SAID PARCEL 4 AS FOLLOWS: EAST, 449 FEET; THENCE S14°W, 73 FEET; THENCE S04°E, 82 FEET; THENCE S13°W, 501 FEET; THENCE S36°E, 859 FEET; THENCE WEST, 996 FEET TO THE CENTER 1/4 CORNER OF SAID SECTION 21; THENCE LEAVING SAID TRACT BOUNDARY, WEST ALONG THE SOUTH LINE OF THE SE1/4 NW1/4 OF SAID SECTION 21, 588 FEET TO THE NORTHWEST RIGHT-OF-WAY LINE OF THE BNSF RAILROAD, BEING 50 FEET FROM THE CENTERLINE OF SAID RAILWAY; THENCE 5602 FEET SOUTHWESTERLY ALONG SAID NORTHWEST RIGHT-OF-WAY LINE TO A POINT WHICH BEARS S27°W, 5599 FEET FROM THE END OF THE PREVIOUS COURSE, SAID POINT BEING ON THE NORTHEAST RIGHT-OF-WAY LINE OF SW AIRPORT WAY, AND BEING 55 FEET FROM THE CENTERLINE OF SAID ROADWAY; THENCE S52°E, 101 FEET TO THE INTERSECTION OF THE SOUTHEAST RIGHT-OF-WAY LINE OF THE BNSF RAILROAD AND THE NORTHEAST RIGHT-OF-WAY LINE OF SW AIRPORT WAY, SAID INTERSECTION BEING 50 FEET FROM THE CENTERLINE OF SAID RAILWAY, AND BEING 60 FEET FROM THE CENTERLINE OF SAID ROADWAY; THENCE 444 FEET SOUTHEASTERLY ALONG SAID NORTHEAST RIGHT-OF-WAY LINE TO A POINT WHICH BEARS S60°E, 434 FEET FROM THE END OF THE PREVIOUS COURSE, SAID POINT BEING ON THE EAST LINE OF THE WEST 40 FEET OF THE SW1/4 OF SAID SECTION 28; THENCE SOUTH ALONG SAID EAST LINE (ALSO BEING THE EAST RIGHT-OF-WAY LINE OF SW 19TH STREET), 2624 FEET TO THE NORTH LINE OF SAID SECTION 33; THENCE EAST ALONG SAID NORTH LINE, 5246 FEET TO THE NORTHEAST CORNER OF SAID SECTION 33; THENCE SOUTH ALONG THE EAST LINE OF SAID SECTION 33, 5268 FEET TO THE SOUTHEAST CORNER OF SAID SECTION 33, AND TO THE POINT OF BEGINNING.

THE SAME CONTAINING 1440 ACRES, MORE OR LESS.

A SKETCH OF THE URBAN RENEWAL AREA DESCRIBED ABOVE IS SHOWN ON THE ATTACHED EXHIBIT "A", WHICH IS HEREBY INCORPORATED BY REFERENCE.

PREPARED JULY 3, 2020

POVEY AND ASSOC. LAND SURVEYORS
P.O. BOX 131, REDMOND, OR 97756
(541) 548-6778 20-078D.DWG

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 15, 1983
WILLIAM G. BAHRKE
2039

Renewal Date: 12/31/21