

ORDINANCE NO. 2379

AN ORDINANCE RELATING TO URBAN RENEWAL, MAKING CERTAIN DETERMINATIONS AND FINDINGS RELATING TO AND APPROVING THE CORE AREA TAX INCREMENT FINANCE PLAN AND DIRECTING THAT NOTICE OF APPROVAL BE PUBLISHED

Findings.

- A. The Bend Urban Renewal Agency ("BURA"), the duly authorized and acting urban renewal agency of the City of Bend, Oregon ("City") has forwarded to the Bend City Council ("Council") for its approval the Core Area Tax Increment Finance Plan ("TIF Plan"), to create a new urban renewal area known as the Core Area Tax Increment Finance Area ("TIF Area"), along with an accompanying report ("TIF Report"), explaining the need for the TIF Plan.
- B. Council adopted Resolution No. 3114, which directed BURA to take all actions necessary for the development and adoption of an urban renewal plan and area for some or all of the following opportunity areas identified in the Bend Comprehensive Plan: Bend Central District, East Downtown, Inner Highway 20/Greenwood, and KorPine; otherwise known as the Central Area of Bend.
- C. BURA adopted Resolution No. 120 on May 16, 2018, initiating the feasibility assessment for an urban renewal area in the Central Area of Bend, and directed staff to bring forward a resolution to create an advisory committee.
- D. BURA adopted Resolution No. 123 on June 20, 2018, forming the Urban Renewal Advisory Board ("URAB").
- E. On December 19, 2018, BURA authorized a portion of the contract with the Angelo Planning Group to initiate the Core Area Project ("Project"). The Project analyzed the feasibility of an urban renewal area within the Central Area of Bend and reported the findings to URAB for review and recommendation. This analysis is reflected in the Technical Appendix of the Core Area Project Report.
- F. URAB was comprised of stakeholders representing social service organizations, community and business members, developers, financial professionals and Ex-Officio appointees from taxing districts.
- G. URAB met eight times between February 2019 and April 2020 to review the Core Area Project planning and feasibility analysis work and provide input on the Core Area Tax Increment Finance Plan ("Plan") and Report

Accompanying the Core Area Tax Increment Finance Plan ("Report"), and voted to send the draft Plan and Report to BURA and Council for approval and adoption.

- H. BURA has caused the preparation of the TIF Plan, attached hereto as Exhibit A, pursuant to ORS 458.085(2), which authorizes certain development and redevelopment activities within the TIF Area, including transportation, streetscape, and utility infrastructure; affordable housing redevelopment and development assistance, partnership, and support; business redevelopment and development assistance, partnership, and support; open space, facilities, amenities, and wayfinding; and, plan administration, implementation, reporting, planning refinement, and support.
- I. BURA has caused the preparation of a TIF Report, attached hereto as Exhibit B, pursuant to ORS 457.087, which explains the need for the activities set out in the TIF Plan and explains the financial assumptions behind the TIF Plan.
- J. On May 20, 2020, BURA adopted Resolution No. 130, authorizing the forwarding of the TIF Plan and TIF Report to the governing bodies of the affected taxing districts, to the Bend Planning Commission for review of the conformance to the Bend Comprehensive Plan, to the Deschutes County Commission for a briefing, and to the City Council for a public hearing and consideration of a non-emergency ordinance adopting the TIF Plan.
- K. On May 22, 2020, the TIF Plan and TIF Report were forwarded to each of the following affected taxing jurisdictions: Deschutes County; Deschutes Countywide Extension (4-H); Deschutes Countywide Law Enforcement; Deschutes County 911 (911); Deschutes County Library; Bend-La Pine School District (School District #1); High Desert Education School District (High Desert ESD); Central Oregon Community College (COCC); Bend Park and Recreation District (Bend Metro Parks & Rec). After the provision of the TIF Plan and TIF Report, BURA thereafter consulted and conferred with each of the affected taxing districts.
- L. On June 8, 2020, the Bend Planning Commission recommended City Council adopt the TIF Plan, and find that it is in conformance with the Bend Comprehensive Plan.
- M. On June 17, 2020, the Deschutes County Board of Commissioners were briefed of the TIF Plan by the City, including the proposed maximum indebtedness.

- N. On July 24, 2020, pursuant to ORS 457.120, the City caused notice of a public hearing to be held before City Council on August 5, 2020, regarding the TIF Plan. Pursuant to ORS 457.120(3) notices were mailed to property owners within City limits.
- O. On August 5, 2020, the City Council held a public hearing to review and consider the TIF Plan, the TIF Report, the recommendation of the Bend Planning Commission, comments and recommendations from the affected taxing districts, and the public testimony received on or before that date and to receive additional public testimony.
- P. The City Council received written recommendation from the Deschutes County Commissioners, as the governing body of Deschutes County, Deschutes Countywide Extension (4-H), Deschutes Countywide Law Enforcement, Deschutes County 911, and Bend Park and Recreation District. After considering the recommendations, the City Council finds that no amendments are necessary to the Plan and rejects the recommendations pursuant to ORS 457.085(5) and for the reasons identified in the Issue Summary and attachments to the City Council and in the City Council deliberations.
- Q. The TIF Plan complies with all applicable 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 Bend Planning Commission recommendation, and the public testimony before the City Council.
- R. The process for the adoption of the TIF Plan has been conducted in accordance with the applicable provisions of Chapter 457 of the Oregon Revised Statutes and all other applicable legal requirements.
- S. The TIF Area designated in the TIF Plan is blighted, as defined in ORS 457.010(1) and is eligible for inclusion in the TIF Plan because of conditions described in Section XI, "Existing Physical, Social, and Economic Conditions and Impacts on Municipal Services" in the TIF Report.
- T. The rehabilitation and redevelopment projects described in the TIF Plan are necessary to protect the public health, safety, or welfare of the community. The projects in the TIF Plan provide a more efficient and functional transportation system with enhanced rights-of-ways that provide greater safety, increased system capacity, and connectivity for pedestrians and bicycles; incent redevelopment and development of affordable housing units; incent business redevelopment and development assistance; and, secure land for open space and community gathering spaces.

- U. For the reasons set out in Section XIII (A) and (B) of the TIF Plan and in the Bend Planning Commission recommendation, the TIF Plan conforms to the Bend Comprehensive Plan and the economic development plan for the City of Bend (Bend Economic Development Advisory Board Strategic Plan), and provides an outline for accomplishing the urban renewal projects the TIF Plan proposes.
- V. No residential displacement is expected to occur as a result of the acquisition and disposition of land and redevelopment activities proposed in the TIF Plan, and therefore the TIF Plan does not include provisions to house displaced persons. If displacement is expected to occur provisions will be made to house displaced persons within their financial means in accordance with ORS 35.500 to 35.530 and, except in the relocation of elderly individuals or individuals with disabilities, without displacing on priority lists persons already waiting for existing federally subsidized housing.
- W. Any acquisition of real property provided for in the plan is necessary. The TIF Plan does not identify any specific property acquisition and disposition, but does authorize BURA to acquire property, by all legal means, within the TIF Area for public improvement projects undertaken pursuant to the TIF Plan. City Council finds that such acquisition may be necessary for public improvement projects. If BURA acquires occupied property under the TIF Plan, residential or commercial occupants of such property shall be offered relocation assistance as required under applicable state law.
- X. The City's adoption of the TIF Plan and BURA's ability to carry out the projects described in the TIF Plan are economically sound and feasible. BURA will fund the projects identified in the TIF Plan with revenues derived from a division taxes pursuant to ORS 457.440 and Article IX, Section 1c of the Oregon Constitution, and other available funding as more fully described in Sections IV, V, VI, and VII of the TIF Report.
- Y. The City shall assume and complete any activities prescribed to it by the TIF Plan.


Based on these findings,
THE CITY OF BEND ORDAINS AS FOLLOWS:

- Section 1. The attached Exhibit A, Core Area Tax Increment Finance Plan, is approved and adopted, as it meets the requirements of ORS 457.085(2).
- Section 2. The attached Exhibit B, Core Area Tax Increment Finance Report, is accepted as the report demonstrating the basis for the TIF Plan.
- Section 3. The City Recorder shall forward a copy of this ordinance to BURA.
- Section 4. BURA shall cause a copy of the TIF Plan to be recorded in the Records of Deschutes County, Oregon.
- Section 5. The City Recorder, in accordance with ORS 457.115, shall publish notice of the adoption of this ordinance approving the TIF Plan including the provisions of ORS 457.135, in the Bend Bulletin no later than four days following the adoption of this ordinance.

First reading: August 5, 2020
Second reading and adoption by roll call vote: August 19, 2020

YES: Sally Russell, Mayor
Bruce Abernethy
Barb Campbell
Justin Livingston
Gena Goodman-Campbell
Chris Piper

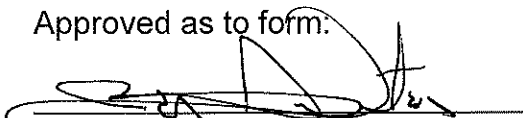
NO: Bill Moseley


Sally Russell, Mayor

ATTEST:


Robyn Christie, City Recorder

Approved as to form:


Mary Winters, City Attorney

Attachments: Exhibit A – Core Area Tax Increment Finance Plan
Exhibit B – Report Accompanying the Core Area Tax Increment Finance Plan

Core Area Tax Increment Finance Plan

Adopted by the City of Bend

DATE

Ordinance No. ____

If Amendments are made to the Plan, the Resolution or Ordinance Number and date will be listed here. The amendment will be incorporated into the Plan and noted through a footnote.



CITY OF BEND

BUILDING ON OUR PAST
SERVING THE PRESENT
SHAPING BEND'S FUTURE

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Mayor

Sally Russell

Mayor Pro tem

Bruce Abernethy

City Council

Barb Campbell

Gena Goodman-Campbell

Justin Livingston

Bill Moseley

Chris Piper

Planning Commission

Jeff Payne, Chair

Joan Vinci, Vice-Chair

Lindsey Hopper

Suzanne Johannsen

Carlos Salcedo

Whitney Swander

Scott Winters

Sally Russell, Council Liaison

City Manager

Eric King

Chief Financial Officer

Sharon Wojda

City Attorney

Mary Winters

Associate City Attorney

Elizabeth Oshel

Economic Development Director

Carolyn Eagan

Urban Renewal Manager

Matt Stuart

Planning Manager

Brian Rankin

Senior Planner

Allison Platt

Bend Urban Renewal Agency

Justin Livingston, Chair

Bruce Abernethy

Barb Campbell

Gena Goodman-Campbell

Bill Moseley

Chris Piper

Sally Russell

Urban Renewal Advisory Board

Dale VanValkenburg, Chair

Whitney Swander, Vice-Chair

Robin Vora

Bart Bowen

Elise Jones

Tim Page

Dennis Pahlisch

Adam Bledsoe

Andrea Breault

Craig Davis

Jim Landin

Sonja Porter

Steve Porter

Ex-Officio appointees from the following
Taxing Districts

Bend Park and Recreation District

Bend La-Pine School District

Cascade East Transit

Central Oregon Community College

Deschutes Library District

Tax Increment Plan Consulting Team

Elaine Howard Consulting, LLC

Tiberius Solutions LLC

Bend Core Area Project Consulting Team

Angelo Planning Group

Cascadia Partners

ECONorthwest

Walker Macy

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I. DEFINITIONS

“Agency” means the Bend Urban Renewal Agency, also called BURA. The Agency is responsible for administration of this Core Area TIF Plan and other TIF/ plans previously adopted in the City of Bend.

“Annual report” is the ORS 457.460 requirement for the production of an annual report that gets distributed to the taxing districts.

“Area” or “TIF Area” means the tax increment finance area established for this Plan pursuant to ORS 457, and described in Section XIV of the Plan, below, including the properties and rights-of-way located therein.

“Blight” is defined in ORS 457.010(1)(a-i) and identified in the ordinance adopting a TIF plan.

“Board of Commissioners” means the Deschutes County Board of Commissioners.

“BURA” means the Bend Urban Renewal Agency, also called Agency. BURA is responsible for the administration of this Core Area TIF Plan and other TIF plans previously adopted in the City of Bend.

“City” means the City of Bend, Oregon.

“City Council” or “Council” means the Bend City Council.

“Comprehensive Plan” means the City of Bend Comprehensive Plan and its implementing ordinances, policies, and standards.

“Core Area Project” or “CAP” means the planning process undertaken in 2019/2020 by the City of Bend for the Bend Core Area.

“County” means Deschutes County, Oregon.

“Fiscal year” or “FYE” means the year commencing on July 1 and closing on June 30.

“Frozen base” means the total assessed value including all real, personal, manufactured, and utility values within a TIF area at the time of adoption. The county assessor certifies the assessed value after the adoption of a TIF area plan.

“Increment” means that part of the assessed value of a taxing district attributable to any increase in the assessed value of the property located in an urban renewal area, or portion thereof, over the assessed value specified in the certified statement from the assessor (frozen base).

“Maximum indebtedness” means the amount of the principal of indebtedness included in a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness. The maximum indebtedness for this Plan is \$195,000,000.

“Municipality” means any county or any city in the state of Oregon.

“ORS” means the Oregon Revised Statutes and specifically Chapter 457, which relates to urban renewal.

“Plan” or “Core Area TIF Plan” means the official plan for the TIF Area pursuant to ORS 457.

“Planning Commission” means the Bend Planning Commission.

“Project(s)” or “TIF Project(s)” means any work or undertaking carried out under the Core Area TIF Plan.

“Report Accompanying Core Area TIF Plan” or “Report” means the official report that accompanies the Core Area TIF Plan pursuant to ORS 457.085(3).

“Revenue sharing” means sharing tax increment proceeds as defined in ORS 457.470.

“Tax increment finance area” or “TIF area” means a blighted area included in a TIF plan.

“Tax increment finance area plan” or “TIF plan” means a plan, as it exists or is changed or modified from time to time, for one or more TIF areas, as provided in ORS 457.

“Tax increment finance area project(s)” or “TIF area project(s)” or “project(s)” means any work or undertaking carried out under ORS 457.170 and ORS 457.180 in a TIF area.

“Tax increment finance area report” or “report” means the official report that accompanies the TIF plan pursuant to ORS 457.085(3).

“Tax increment finance” or “tax increment financing” or “TIF” means the funds that are associated with the division of taxes accomplished through the adoption of a TIF plan.

“Tax increment revenues” means the funds allocated by the assessor to renewal TIF area due to increases in assessed value over the frozen base within the area.

“UGB” means urban growth boundary.

“URAB” means the Urban Renewal Advisory Board set up to help guide the planning process for the Core Area Project.

“Urban Renewal” means the statutory authority provided in ORS 457. In this Plan it is synonymous with TIF.

“Vulnerable” means populations including those who are economically disadvantaged, elderly, underrepresented racial or ethnic groups, uninsured individuals, survivors of abuse or trafficking, or those experiencing substance abuse, other addictions, mental health, and homelessness.

II. INTRODUCTION

The Plan for the Area was developed for the Bend City Council with cooperative input from BURA and the community-based URAB. The Plan also includes input from the taxing districts through individual meetings with each taxing district, community engagement at two public open houses, in public meetings, and in hearings before the Planning Commission, BURA, City Council, and a public briefing with the Deschutes County Board of Commissioners. A full list of community outreach events and presentations is shown in Table 1.

Table 1 - Outreach

Community Outreach Events/Presentations	
Event	Date
Larkspur Neighborhood Association (NA) Annual Meeting	1/21/2019
Orchard NA Annual Meeting	1/29/2019
Southern Crossing NA Meeting	2/7/2019
Larkspur NA Board Meeting	2/18/2019
Urban Renewal Panel Discussion – Central Oregon Land Watch	3/21/2019
Old Bend NA Meeting	4/30/2019
Pop-Up: Box Factory	5/4/2019
Pop-Up: Grocery Outlet	5/6/2019
Affordable Housing Advisory Committee Presentation	5/8/2019
Pop Up: Boneyard Brewery	5/9/2019
Pop Up: Backporch Coffee	5/16/2019
Pop Up: Webskis/Webcyclery	5/20/2019
Pop Up: Humm Kombucha	5/23/2019
Speaker Event: Mary Hanlon	6/13/2019
Online Open House	6/15 to 7/13/2019
Open House - Bend High School	6/15/2019
Coldwell Banker Presentation	7/18/2019
City Club Presentation	8/15/2019
Urban Renewal/TIF & Affordable Housing Brownbag	9/18/2019
Bend Economic Development Advisory Board Presentation	10/1/2019
BURA/Council update	10/16/2019
Bend Park and Recreation District Board	11/5/2019
Central Oregon Community College Board	11/18/2019
Deschutes County Board of Commissioners	12/9/2019
Deschutes County Library Board	1/8/2020

Planning Commission	1/13/2020
Neighborhood Leadership Alliance Meeting	1/14/2020
Neighborhood Leadership Alliance Meeting	2/11/2020
River West NA Meeting	2/17/2020
Historic Landmark Commission	2/18/2020
Central Area Plan (CAP) Open House	2/20/2020
CAP Online Open House	2/20/2020 to 3/12/2020
Council update	4/15/2020
Bend Park and Recreation District Board	4/21/2020
Bend-La Pine School District Board	7/9/2020
Deschutes County Library Board	7/10/2020
Deschutes County Board of Commissioners	7/17/2020

Note on language: This Plan, wherever applicable and permissible, uses the term Tax Increment Finance or TIF rather than “urban renewal”. The term TIF is used consistently in other parts of the nation and does not evoke past practices of other urban renewal agencies throughout the country wherein minorities and vulnerable populations were displaced to clear the way for redevelopment. This Plan aims to avoid those connotations and has been created with intention to avoid those outcomes. Utilizing the term TIF does not affect the statutory authority of ORS 457, as it relates to this Plan.

A. Area Context

The CAP study began in 2019 to create a common vision and implementation plan for a potential TIF area in Bend’s Core Area. In 2019 the City Council directed BURA to establish the URAB to serve as the advisory committee for the CAP process. The 18-member board, representing a broad cross-section of stakeholders and community members, met eight times between February 2019 and March 2020.

The community-driven process had active participation from URAB members, taxing districts, property and business owners, state agency partners, and City officials and staff. In addition to URAB meetings, the process included five “pop-up” outreach events at Bend Core Area businesses, two open houses, an online survey, and discussions with each of the taxing districts. Project staff also provided briefings and work sessions with the Planning Commission, BURA, and City Council. The timeline on this page summarizes the process to-date and shows the planned steps that will be conducted for adoption of the TIF Plan and Report.

Bend’s Comprehensive Plan describes Bend’s Core Area, referred to as the “central core,” as follows:

The central core offers proximity to downtown, the Deschutes River, Mirror Pond, Juniper Park, many other smaller parks, and a variety of

regional destinations; a walkable street grid; neighborhoods with historic character; successful small neighborhood centers and corridors (2nd and 4th Streets, 8th and 9th Streets, Newport Avenue, Galveston Avenue, SW 14th Street); access to a high concentration of jobs by a variety of modes; and transit service.¹

The CAP study area includes four of the nine citywide “opportunities areas” that were identified in the 2016 Comprehensive Plan update. These opportunity areas are locations within the City where growth is encouraged, and include the Bend Central District, KorPine, East Downtown, and Inner Highway 20/Greenwood.

B. Plan Overview

The Guiding Principles of this Plan are intended to guide investment by BURA in the Area over the life of the Plan. Substantial Amendments to the Plan must be approved by City Council as outlined in Section VII. All amendments to the Plan are to be listed numerically on the front page of the Plan and then incorporated into the Plan document and noted by footnote with an amendment number and adoption date.

The relationship between the sections of the Plan and ORS 457.085(2) requirements is shown in Table 2. The specific reference in the table below is the section of this Plan that primarily addresses the statutory reference. There may be other sections of the Plan that also address the statute.

Table 2 - Statutory References

Statutory Requirement	Plan Section
ORS 457.085(2)(a)	V, VI
ORS 457.085(2)(b)	V, VI
ORS 457.085(2)(c)	XIV
ORS 457.085(2)(d)	XIII
ORS 457.085(2)(e)	XIII
ORS 457.085(2)(f)	IX
ORS 457.085(2)(g)	VIII
ORS 457.085(2)(h)	III
ORS 457.085(2)(i)	VII
ORS 457.085(2)(j)	Not applicable

C. TIF Area Overview

ORS 457 allows for the use of tax increment revenues, a financing source that is unique to TIF areas, to fund projects within an area to improve conditions that

impede development. Tax increment revenues - the amount of property taxes generated by the increase in total assessed values within a TIF area from the time an area is first established - are used to repay borrowed funds. The borrowed funds are used to pay for projects within an area and cannot exceed the maximum indebtedness amount set by a TIF plan.

The purpose of a TIF area is to improve specific areas of a municipality that are poorly developed or underdeveloped, called blighted areas in ORS 457. These areas can have property that is undeveloped or underdeveloped, old or deteriorated buildings, streets and utilities in poor condition, a complete lack of streets and utilities altogether, or other obstacles to development. In general, TIF area projects can include construction or improvement of streets, utilities, and other public facilities; assistance for development, rehabilitation or redevelopment of property; acquisition and re-sale of property (site assembly) from willing sellers; and improvements to public spaces.

The Area, shown in Figure 1, contains 637.15 acres. The Area meets the definition of a blighted area due to its infrastructure deficiencies, including deficiencies in the transportation system, sewer system, stormwater system, and water system. In addition, there are many underdeveloped properties within the Area. These blighted conditions are specifically cited in the ordinance adopting this Plan and described in detail in the Report.

The Report contains the information required by ORS 457.085(3), including:

- A description of the physical, social, and economic conditions in the area;
- The expected impact of the Plan, including fiscal impact in light of increased services;
- Reasons for selection of the Area;
- The relationship between each Project to be undertaken and the existing conditions;
- The estimated total cost of each Project and the source(s) of funds to pay such costs;
- The estimated completion date of each Project;
- The estimated amount of funds required in the Area and the anticipated year in which the debt will be retired;
- A financial analysis of the Plan;
- A fiscal impact statement that estimates the impact of tax increment financing upon all entities levying taxes upon property in the Area; and
- A relocation report.

III. MAXIMUM INDEBTEDNESS

Maximum indebtedness is a legal term for the total amount of money that can be spent on projects, programs, and administration throughout the life of 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 \$195,000,000 (One Hundred Ninety Five Million Dollars). 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.

IV. PLAN GUIDING PRINCIPLES

The Guiding Principles of the Plan represent its basic intents and purposes. The Projects identified in Sections V and VI of the Plan are the specific means of meeting the guiding principles. The Guiding Principles were developed by URAB during the CAP planning process. The Guiding Principles will be pursued as economically as is feasible and at the discretion of BURA. They are not listed in any order of importance or priority.

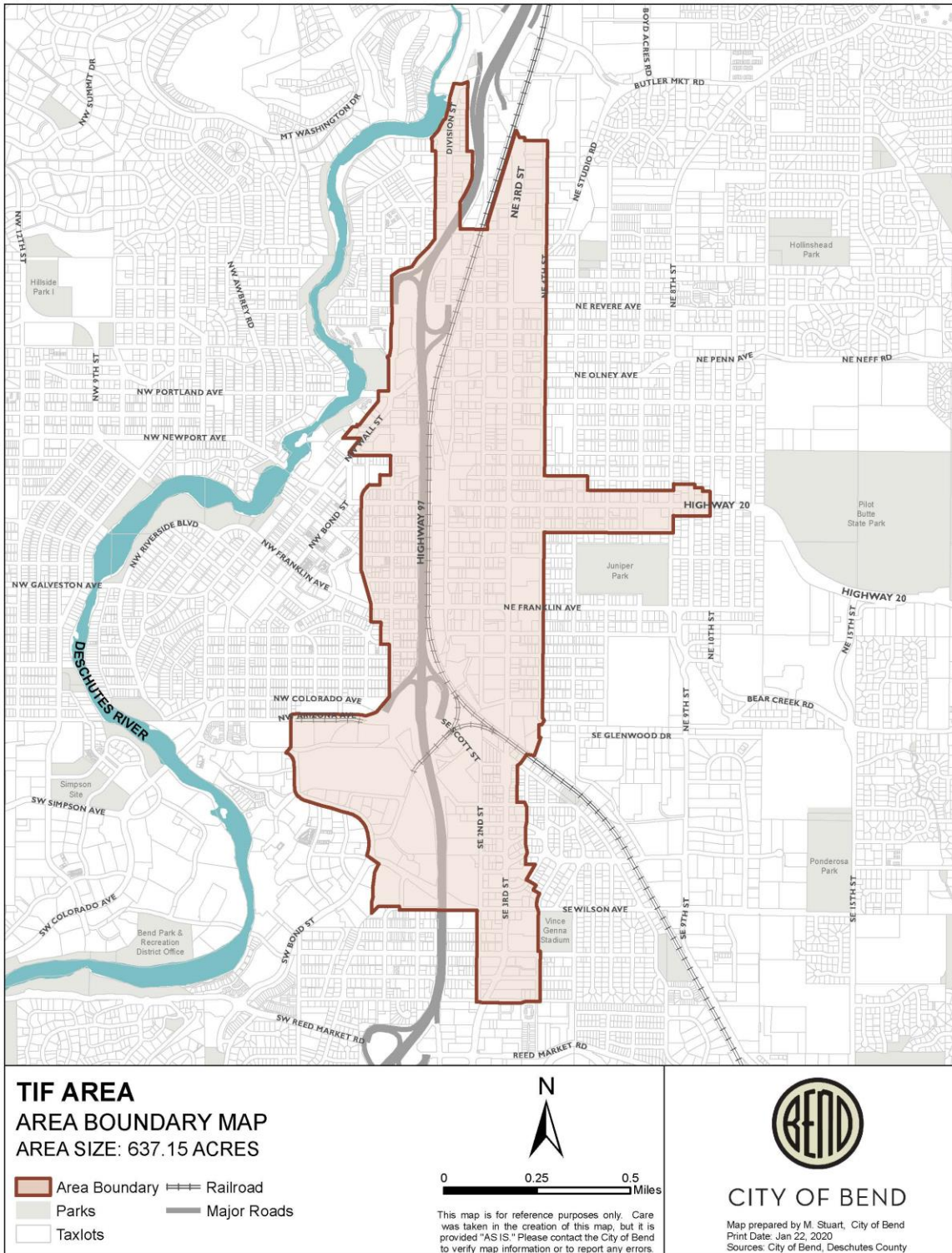
- A. Create a place where you can live, work and play.** This area is transformed into a vibrant mixed-use city center where businesses thrive, people live, and there are community gathering spaces for people to enjoy and recreate.
- B. This plan leads to direct outcomes, it is implemented.** This plan does not sit on a shelf. It leads to feasible, implementable projects and outcomes both in the short and long term.
- C. This area removes barriers and connects the East and West sides of Bend.** This area breaks down physical and socio-economic barriers between the East and West sides of Bend such as US 97, US20, 3rd Street, and the railroad. It also removes north-south barriers such as Greenwood/US20, Franklin, and Revere. This area is full of attractive amenities that draw residents from all sides of Bend.
- D. Affordability is preserved.** This area has a supply and mix of housing types that are affordable to those of all income levels. Strategies to stabilize and maintain affordability for businesses and key services is a priority.
- E. This is a walkable area with a balanced transportation system.** This area is walkable, destinations and services are within an easy and comfortable walk, and you do not need a car to get around. The area provides comfortable transportation options for all users including those that drive in to the area and need to park, bicyclists, and transit users.
- F. Public investments incentivize and catalyze private development.** The appropriate public investments and timing have been identified to attract private investment and create an environment in which developers can thrive.
- G. The planning process is transparent and open to ensure that those affected by the decisions are involved in the process.** Throughout the planning process, community members have a voice in the process to ensure this plan maintains Bend's charm. Project outcomes and trade-offs are developed to spread benefits evenly.
- H. This area incorporates sustainable and low impact development principles and practices.** Incentives are provided to encourage and promote sustainable solutions and low impact designs in order to enhance and protect the environment.

Table 3 shows the project categories and the Guiding Principles to which they relate:

Table 3 - Guiding Principle Matrix

Project Category	Guiding Principle
<p><i>Transportation, Streetscape, and Utility Infrastructure</i></p>	<p>A. Create a place where you can live, work and play.</p> <p>C. This area removes barriers and connects the East and West sides of Bend.</p> <p>E. This is a walkable area with a balanced transportation system.</p> <p>F. Public investments incentivize and catalyze private development.</p>
<p><i>Affordable Housing Redevelopment and Development Assistance, Partnership, and Support</i></p>	<p>A. Create a place where you can live, work and play.</p> <p>D. Affordability is preserved.</p> <p>F. Public investments incentivize and catalyze private development.</p> <p>H. This area incorporates sustainable and low impact development principles and practices.</p>
<p><i>Business Redevelopment and Development Assistance, Partnership, and Support</i></p>	<p>A. Create a place where you can live, work and play.</p> <p>F. Public investments incentivize and catalyze private development.</p> <p>H. This area incorporates sustainable and low impact development principles and practices.</p>
<p><i>Open Space, Facilities, Amenities, and Wayfinding</i></p>	<p>A. Create a place where you can live, work and play.</p> <p>E. This is a walkable area with a balanced transportation system.</p> <p>F. Public investments incentivize and catalyze private development.</p>
<p><i>Plan Administration, Implementation, Reporting, Planning Refinement, and Support</i></p>	<p>B. This plan leads to direct outcomes, it is implemented.</p> <p>G. The planning process is transparent and open to ensure that those affected by the decisions are involved in the process.</p>

Figure 1 - TIF Area Boundary



Source: City of Bend

V. TIF AREA PROJECT CATEGORIES

In relationship to the Guiding Principles described in the previous section, the Projects within the Area fall into the following categories:

- A. Transportation, Streetscape, and Utility Infrastructure***
- B. Affordable Housing Redevelopment and Development Assistance, Partnership, and Support***
- C. Business Redevelopment and Development Assistance, Partnership, and Support***
- D. Open Space, Facilities, Amenities, and Wayfinding***
- E. Plan Administration, Implementation, Reporting, Planning Refinement, and Support***

VI. TIF AREA PROJECTS

TIF Area Projects authorized by the Plan are described below. No project currently includes a public building. If any project considered in the future proposes a public building, the public building criteria in ORS 457.010 and ORS 457.035 to 457.320 will need to be addressed at the time the project is considered. If a public building is proposed, and concurrence is provided by the taxing districts as described in ORS 457.089, then the project and the statutory requirements must be identified in the Plan through a Minor Amendment, as described in Section VII.

A. Transportation, Streetscape, and Utility Infrastructure

1. Transportation

The following projects are intended to provide a more efficient and functional transportation system, aimed at enhancing public rights-of-way and attracting development and redevelopment in the Area by providing greater safety, increased system capacity and connectivity, and a more robust pedestrian and bicycle network.

Table 4 - Transportation Projects

Midtown Bicycle and Pedestrian Crossings	
Greenwood Avenue Undercrossing Sidewalk Widening	Widen US 97 undercrossing to include improved multimodal facilities.
Hawthorne Avenue Overcrossing	Close sidewalk gap along Hawthorne and create a grade-separated footbridge over BNSF RR and US 97.
Franklin Avenue Undercrossing	Shared use path adjacent to roadway- Widen sidewalk paths under BNSF RR and US 97 to modernize design for roadside safety.
Intersection Improvements	Improve safety, access, and mobility for all users and implements improvements at key intersections in the Area.
3rd Street Railroad Undercrossing widening	Widen 3rd Street to 4-lanes under the BNSF RR, including complete street design from Emerson Avenue to Miller Avenue.
Sidewalk Infill	Improve pedestrian safety and connectivity throughout the Area by closing sidewalk gaps, including along key walking and biking routes.

Low Stress Bicycle Network	Implement various bicycle safety and connectivity projects throughout the Area.
Aune Street Extension from Bond Street to 3 rd Street	Two-lane extension of Aune Street to connect 3 rd Street and Bond Street. Includes intersection improvement at 3 rd Street and roundabout (RAB) at the intersection of Bond Street and Industrial Way.
Mobility Hubs	Citywide implementation of mobility hubs in coordination with Cascade East Transit (CET) and High Capacity Transit (HCT) routes.
Sisemore Street Extension	Construct street extension from Arizona Avenue to Bond Street.
Revere Avenue Interchange Improvements	ODOT coordination project to construct roadway upgrades and intersection improvement near the US 97/Revere Avenue interchange, including at the ramp terminals and adjacent Wall Street/Portland Avenue intersection.
Olney Protected Bicycle Lanes and US 97 Undercrossing	Provide protected bicycle lanes on Olney Avenue at US 97 undercrossing.
3 rd Street & Miller Avenue intersection improvements and 3 rd Street modifications	Study and construction of intersection improvements at 3 rd Street/Miller Avenue to address identified safety needs.
Olney Avenue Railroad Crossing Improvements	Upgrade the Railroad crossing to include dedicated sidewalks and low stress bicycle facilities.
Colorado Avenue/ US 97 Intersection	ODOT coordination project to construct roadway upgrades and intersection improvements near the Colorado/US-97 interchange; May include traffic signals or roundabout.
3 rd Street at Railroad to connect KorPine	3 rd Street underpass: Near term enhancements to walking and biking route.
Safety Improvements	Improve safety, access, and livability at key sites including the Colorado Avenue/US 97 improvements.
High Capacity Transit (HCT) (east-west and north-south)	Project would improve City infrastructure on HCT routes in coordination with CET. Project includes improving access to HCT stops within the Area and may also include street improvements at HCT stops.

2. Streetscape

Provide funds to support streetscape enhancements identified in the Core Area Urban Design Framework intended to provide an identity and a safe and effective multimodal transportation network within the Core Area TIF Area. These enhancements include but are not limited to wide sidewalks, curb bulb outs, decorative paving, lighting, landscaping, furnishings - planters, seating, bicycle amenities, curbing, on-street parking.

Examples of rights-of-way eligible for streetscape enhancements include but are not limited to:

- 2nd Street
- 3rd Street
- 4th Street
- Greenwood Avenue
- Franklin Avenue
- Division Street
- Hawthorne Avenue
- Aune Road
- Revere Avenue
- Wall Street
- Olney Avenue

3. Public Utility

The following public utility projects address sewer, stormwater, and water system infrastructure deficiencies in the Area.

Table 5 - Public Utility Projects

Sewer System Improvements	Support projects identified in the 2018 Sewer Public Facility Plan that are located within the Area, including the Drake Lift Station and Force Main and the Drake Downstream Trunk/2nd Street Trunk.
Stormwater System Improvements	Support projects identified in the 2014 Stormwater Master Plan that are located within the Area, including the costs associated with stormwater improvements for the Franklin Avenue and Greenwood Avenue Underpasses.
Water System Improvements	Support projects identified in the 2011 Water Master Plan that are located within the Area, including upgrading and replacement projects for the Norton/Olney Avenue, Revere Avenue, and Division Street.

B. Affordable Housing Redevelopment and Development Assistance, Partnership, and Support

Partner with and offer funds to support housing organizations and developers to create low income, transitional, and affordable housing opportunities. Project funds may be used for activities that support the development, redevelopment, or rehabilitation of transitional, low-income, and affordable housing projects, as well as for other facilities that support vulnerable populations.

Examples of eligible project activities include:

- Land acquisition/assembly
- Environmental review, mitigation and remediation
- Pre-development assistance including contracting with design professionals
- Payment of fees
- Frontage improvements including utility undergrounding
- Off-site infrastructure improvements
- Other direct support for programming and projects

C. Business Redevelopment and Development Assistance, Partnership, and Support

1. Business Development and Redevelopment

Provide funds to partner with and offer funds to support redevelopment and new development projects that support businesses, including housing providers and transit operators within the Area.

Examples of eligible project activities include:

- Land acquisition and assembly
- Environmental review, mitigation and remediation
- Pre-development assistance including contracting with design professionals
- Payment of fees
- Frontage improvements including utility undergrounding
- Off-site infrastructure improvements
- Funding for commercial and residential building rehabilitation and renovation programs and projects, including energy efficiency and accessibility upgrades, through public/private partnerships

- Market-rate housing and mixed-use commercial/residential development projects
- Contracting with design professionals
- Other direct support for programming and projects

2. Business Support and Enhancement

Provide and administer loans and grant programs to assist start-ups, existing local business owners, and property owners in developing, redeveloping, or rehabilitating property.

Examples of eligible project activities include:

- Improve older buildings to meet current code standards
- Assist in assessment and permitting
- Environmental review, mitigation, and remediation
- Feasibility assessment of development or redevelopment
- Assist in other improvements to allow for intensification of under-utilized sites
- Building façade improvements
- Building utilization assistance
- Landscaping enhancements and pedestrian amenities
- Professional engineering, architecture, landscaping, and other building and site design assistance
- Mechanical, electrical, and other building upgrades that will reduce emissions, support energy efficiency.
- Seismic, fire suppression, and other public safety improvements
- Other direct support for programming and projects

D. Open Space, Facilities, Amenities, and Wayfinding

Projects within this category are intended to support the Area as a vibrant mixed-use city center where businesses thrive, people live, and there are community gathering spaces for people to enjoy and recreate.

Projects may include, but are not limited to, the following:

- Parks, plazas, recreation sites, trails, and/or open space land acquisition
- Wayfinding and signage to create a clear Area identity
- Private art installation(s) grants and loans

E. Plan Administration, Implementation, Reporting, and Support

Provide funds for BURA to retain the services of City personnel or other independent professionals or organizations for activities such as:

- General staffing, and office or overhead expenses
- Management and oversight of an appointed advisory board
- Management and oversight of programs designed to support eligible projects
- Preparation of studies to inform project decisions such as the Midtown Crossings
- Preparation of market feasibility, transportation impacts analysis, or other technical or economic studies
- Preparation of design, architectural, engineering, environmental, landscape architectural, planning, platting, or other developmental documents, studies, or plans
- Providing special rehabilitation, restoration or renovation feasibility and cost analysis studies
- Providing appraisals for property acquisition and disposition
- Assisting in the preparation of the annual financial report required by this Plan and ORS 457
- Auditing, insurance, bond counsel, financing fees and other required administrative costs
- Any other powers granted by ORS 457 in connection with the implementation of this Plan

VII. AMENDMENTS TO PLAN

The Plan may be amended as described in this section.

A. Substantial Amendments

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 BURA, 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, as required by ORS 457.120.

Substantial Amendments shall be processed in accordance with ORS 457.095 and 457.115.

Substantial Amendments are amendments that:

1. Add land to the Area, except for an addition of land that totals not more than 1% of the existing area of the Area;¹ or
2. Increase the maximum amount of indebtedness that can be issued or incurred under the Plan.

B. Minor Amendments

Minor Amendments are amendments that are not Substantial Amendments as defined in this Plan and in ORS 457. Minor Amendments require approval by BURA by resolution.

The projects proposed in the Plan and Report are organized by project categories. If BURA determines that the allocation of funds within a project category should be adjusted based on needs within the Area, they may do so through a Minor Amendment.²

¹ Unless otherwise permitted by state law, no land equal to more than 20 percent of the total land area of the original Plan shall be added to the urban renewal area by amendments, and the aggregate amount of all amendments increasing the maximum indebtedness may not exceed 20 percent of the Plan's initial maximum indebtedness, as adjusted, as provided by law, with increases beyond that amount requiring concurrence as stated in ORS 457. .

² Project costs may be impacted by grants, timing, cost savings, inflation, or other external forces unanticipated at this time but which may occur over the 30 year life of this Area.

VIII. 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 property is proposed to be acquired it will first be identified in the Plan through a Minor Amendment, as described in Section VII. Identification of property to be acquired and its anticipated disposition is required by ORS 457.085(2)(g).

A. Property acquisition for public improvements

BURA may acquire property within the Area for the public improvement projects undertaken pursuant to the Plan by all legal means, including use of eminent domain. Good faith negotiations for such acquisitions must occur prior to institution of eminent domain procedures.

B. Property acquisition for private development or redevelopment from willing sellers

The Plan authorizes BURA acquisition of any interest in property within the Area that BURA finds is necessary for private redevelopment or development, but only in those cases where the property owner wishes to convey such interest to BURA. The Plan does not authorize BURA to use the power of eminent domain to acquire property from a private party to transfer property to another private party for private redevelopment or development. Property acquisition from willing sellers may be required to support development of Projects within the Area.

C. Land disposition

BURA will dispose of property acquired under Subsection A of this Section VIII for a public improvement project by conveyance to the appropriate public agency responsible for the construction and/or maintenance of the public improvement. BURA may retain such property during the construction of the public improvement.

BURA may dispose of property acquired under Subsection B of this Section VIII 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 BURA, in its discretion, determines such land should be made available in order 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 land is sold or leased, the purchaser or lessee must agree to use the land for the purposes designated in the Plan and to begin and complete the building of its improvements within a period of time that BURA determines is reasonable.

IX. RELOCATION METHODS

If BURA acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, BURA shall adopt rules and regulations, as necessary, for the administration of relocation assistance. No specific acquisitions that would result in relocation benefits have been identified in the Plan.

X. TAX INCREMENT FINANCING OF PLAN

Tax increment financing consists of using annual tax increment revenues to make payments on debt, usually in the form of bank loans or revenue bonds. The proceeds of the bonds are used to finance the Projects authorized in the Plan. Bonds may be either long-term or short-term.

Tax increment revenues are annual property taxes imposed on the cumulative *increase* in assessed value within the Area over the total assessed value at the time the Plan is adopted, with the exception of property taxes for General Obligation (GO) bonds and local option levies. (Under current law, the property taxes for General Obligation (GO) bonds and local option levies approved after October 6, 2001, are not part of the tax increment revenues.)

A. General description of the proposed financing methods

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, Local Improvement Districts and Reimbursement Districts and
- Any other public or private source

Revenues obtained by BURA 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.

B. Tax increment financing

The Plan may be financed, in whole or in part, by tax increment revenues allocated to BURA, 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 pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to BURA based upon the distribution schedule established under ORS 311.390.

C. Duration

BURA intends that it not collect tax increment revenues for the Area after FYE 2051. BURA shall not initiate any Projects in the Area unless BURA reasonably projects it will be able to pay for those Projects from the proceeds of indebtedness issued on or before FYE 2051, and from other funds available to BURA. Except as provided in the next sentence, all indebtedness that is secured by the tax increment revenues of the Area shall mature no later than FYE 2051, and BURA shall structure all its indebtedness so that it can be paid in full from the tax increment revenues of the Area that BURA reasonably projects it will receive on or before FYE 2051. BURA may issue refunding indebtedness that matures after FYE 2051, only if issuing that refunding indebtedness is necessary to avoid a default on previously-issued indebtedness.

Between the 12th (twelfth) and the 16th (sixteenth) year of the Plan, BURA shall undertake a financial analysis of the Plan, including updated projections for tax increment finance revenues and evaluating the ability of the revenues to achieve or exceed the Plan's maximum indebtedness by the anticipated expiration date in FYE 2051. BURA shall consult and confer with affected taxing districts regarding the results of this financial update and will consider revenue sharing or shortening the time frame of the Plan if revenues are exceeding projections.

D. Under-levy

The Agency may determine to under-levy pursuant to ORS 457.455 notwithstanding any of the foregoing provisions.

XI. VALIDITY

Should a court of competent jurisdiction find any work, clause, sentence, section or part of this Plan to be invalid, the remaining words, clauses, sentences, sections or parts shall be unaffected by such findings and shall remain in full force and effect for the duration of this Plan.

XII. ANNUAL REPORT

BURA shall file an Annual Report in compliance with ORS 457.460.

XIII. RELATIONSHIP TO LOCAL OBJECTIVES

ORS 457.085 requires that the Plan describe the relationship of the plan to definite local objectives. This section provides that analysis. Relevant local planning and development objectives are contained within the *Bend Comprehensive Plan, Bend Economic Development Advisory Board Strategic Plan, and the Bend Development Code*. The following section describes the purpose and intent of these plans, the main applicable goals and policies within each plan, and an explanation of how this Plan conforms to the applicable goals and policies.

The numbering of the goals and policies within this section reflects the numbering that occurs in the original document. The language from the original document is in *italics*.

Comprehensive Plan designations for all land in the Area are shown in Figure 2. All proposed land uses conform to Figure 2. Maximum densities and building requirements for all land in the Area are contained in the Bend Development Code described in subsection C of this Section XIII. The zoning designations are shown in Figure 3.

A. Bend Comprehensive Plan

The analysis of how the Plan conforms to the Comprehensive Plan covers the most relevant sections, but may not cover every section of the Comprehensive Plan that relates to the Plan.

If the Comprehensive Plan policies identified in the Plan are updated in the future, this document will automatically incorporate those updates without the Plan having to be formally amended. If a Substantial Amendment is completed in the future, this section of the Plan should be updated at that point.

Below are applicable Comprehensive Plan policies and statements of the Plan's conformance to Comprehensive Plan policies.

Chapter 1 Citizen Involvement

Policies

- 1-4 *The City and special districts shall work toward the most efficient and economical method for providing their services within the UGB.*
- 1-7 *The City will encourage compact development and the integration of land uses within the Urban Growth Boundary to reduce trips, vehicle miles traveled, and facilitate non-automobile travel.*
- 1-8 *The City and county will encourage infill and redevelopment of appropriate areas within the Bend Central Core, Opportunity Areas and Transit Corridors.*
- 1-15 *The City shall continue to use advisory committees in their planning process, members of which are selected by an open process, and who are widely representative of the community.*
- 1-16 *The City will use other mechanisms, such as, but not limited to, meetings with neighborhood groups, planning commission hearings, design workshops, and*

public forums, to provide an opportunity for all the citizens of the area to participate in the planning process.

Finding: The Plan conforms to Chapter 1 Citizen Involvement as there has been extensive citizen involvement in the preparation of the Plan (see Table 1). BURA created the URAB for the purpose of providing direct input on the creation of a common vision and implementation plan for Bend's Core Area. The URAB was comprised of community members, business owners, developers, and taxing district representatives

In this process, the URAB had direct input on the urban design framework, needed circulation improvements, programs and projects for the area, location, phasing and cost for necessary infrastructure, funding strategies, boundaries for a TIF Area and provided a recommendation to BURA for the adoption of a TIF Plan and Report.

In addition to the URAB, BURA, along with City staff, met with representatives of the affected taxing districts to review the recommendations of the Plan. There were two (2) Open Houses to present information about the Plan and to provide opportunity for input from the general public. The City also met with other groups as identified in the Introduction Section of this Plan (see Table 1).

Chapter 3 Community Connections

Policies

- 3-7 *Sites for small neighborhood parks are not shown on the Land Use Plan Map, but the city shall encourage private or public parties to develop small neighborhood parks.*
- 3-8 *The City shall refer to the park district, for its review and recommendations, all development proposals that include or are adjacent to existing or proposed parks or trails.*

Finding: The Plan conforms to Chapter 3 Community Connections as the development of parks, plazas, recreation sites and/or open space land acquisition within the Area are eligible for funding, including but not limited to, by Bend Park and Recreation District. The City will continue to coordinate with the Bend Park and Recreation District on all development proposals that include or are adjacent to existing or proposed parks or trails.

Chapter 5 Housing

Policies

- 5-7 *The City will continue to create incentives for and remove barriers to development of a variety of housing types in all residential zones, consistent with the density ranges and housing types allowed in the zones. This policy is intended to implement the City's obligation under the State Housing Goal to "encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type, and density".*

- 5-9 *The City and County will support public and private non-profit and for-profit entities that provide affordable housing in Central Oregon.*
- 5-18 *The City will assist in identifying, obtaining and leveraging funding sources for the development of new housing for very low, low, and moderate - income residents, as determined by appropriate percentages of Area Median Family income in the Housing Needs Assessment.*
- 5-20 *When affordable housing development is required by City policy or code or to meet eligibility criteria for a City incentive program or a policy requirement, affordable housing means housing with a sales price or rental amount that is within the means of a household that may occupy moderate- and low-income housing. Unless otherwise specified, affordable housing must meet one of the thresholds defined below. Nothing in this policy prevents the city from providing support for housing at other levels of affordability.*
- *In the case of dwelling units for sale, affordable means housing in which the mortgage, amortized interest, taxes, insurance, and condominium or association fees, if any, constitute no more than 30 percent of such gross annual household income for a family at 80% of the area median income, based upon most recent HUD Income Limits for the Bend Metropolitan Statistical Area (Bend MSA).*
 - *In the case of dwelling units for rent, affordable means housing for which the rent and utilities constitute no more than 30 percent of such gross annual household income for a family at 60% of the area median income, based upon most recent HUD Income Limits for the Bend MSA.*
- 5-31 *Residential areas will offer a wide variety of housing types in locations best suited to a range of housing types, needs and preferences.*
- 5-38 *Medium-and high-density residential developments should have good access to transit, K-12 public schools where possible, commercial services, employment and public open space to provide the maximum access to the highest concentrations of population.*
- 5-42 *Schools and parks may be distributed throughout the residential sections of the community, and all types of dwelling units should have safe and convenient access to schools and parks.*
- 5-45 *Per the City's Transportation Systems Plan, the City will complete or connect priority walkways on routes to schools, parks, or commercial areas.*
- 5-46 *Bikeways shall be considered as a transportation element, and adequate facilities shall be provided as a part of new development.*
- 5-47 *Efforts will be made to extend trails, pedestrian ways, and bikeways through existing residential areas. Existing trails, pedestrian ways, and bikeways will be extended through new developments to allow further extension and promote alternative modes of travel.*

Finding: The Plan conforms to Chapter 5 Housing as there are projects, programs, and expenditures identified for Affordable Housing Redevelopment and Development Assistance, Partnership, and Support; and Business Redevelopment and Development Assistance, Partnership, and Support. In addition to the projects, programs, and expenditures under the affordable housing section of the Plan, the other Projects in the Plan that provide open space, facilities, amenities, wayfinding, business redevelopment and development assistance, and infrastructure improvements, including transportation connectivity, will help encourage the development and retention of housing in the Area.

Chapter 6 Economy

- 6-1 *Bend's economic lands (commercial, industrial and mixed use) serve Bend residents and the needs of a larger region.*
- 6-2 *Bend is a regional center for health care, art and culture, higher education, retail, tourism, and employment. The economic land policies recognize Bend's role in the region, and the need to support uses that bolster the local and regional economy:*
 - Commercial and Mixed Use-designated lands support retail, tourism, and arts and culture uses to serve a local and regional role.*
- 6-3 *Investment in transportation, water, sewer, fiber, and other utility infrastructure should be prioritized to serve economic lands.*
- 6-4 *Infrastructure will be planned, designed and constructed to support continued economic growth and orderly development.*
- 6-25 *The city will encourage vertical mixed-use development in commercial and mixed use zones, especially where those occur within the Central Core, Opportunity Areas and along transit corridors.*
- 6-28 *The City will encourage development and redevelopment in commercial corridors that is transit-supportive and offers safe and convenient access and connections for all transportation modes.*
- 6-29 *New commercially designated areas are encouraged to develop with mixed-use centers to include housing, open space, commercial development, and other employment uses.*
- 6-30 *The City shall strive to retain and enhance desirable existing commercial areas and encourage property owners' efforts to rehabilitate or redevelop older commercial areas.*

Finding: The Plan conforms to Chapter 6 Economy as there are projects, programs, and expenditures identified for Business Redevelopment and Development Assistance, Partnership, and Support. In addition to the projects, programs, and expenditures under the business redevelopment and development section of the Plan, the other Projects in the Plan that provide housing support, open space, facilities, amenities, wayfinding, and infrastructure improvements, including transportation connectivity, will help encourage the development and retention of businesses in the Area.

Chapter 7: Transportation Systems

Objectives:

To promote land use patterns that support fewer vehicle trips and shorter trip lengths

To ensure that future development, including re-development, will not interfere with the completion of Bend's transportation system

- 7-30 *The City shall develop safe and convenient bicycle and pedestrian circulation to major activity centers, including the downtown, schools, shopping areas and parks. East-west access to the downtown area needs particular emphasis across major obstacles, such as 3rd Street, the Bend Parkway and the railroad.*
- 7-31 *The City shall facilitate easy and safe bicycle and pedestrian crossings of major collector and arterial streets. Intersections shall be designed to include pedestrian refuges or islands, curb extensions and other elements where needed for pedestrian safety. Also, bike lanes shall be extended to meet intersection crosswalks.*
- 7-32 *Bike lanes shall be included on all new and reconstructed arterials and major collectors, except where bikeways are authorized by the TSP. Bike lanes shall also be provided when practical on local streets within commercial and industrial areas. Bike lanes shall be added to existing arterial and major collector streets on a prioritized schedule. Specific effort shall be made to fill the gaps in the on-street bikeway system. An appropriate means of pedestrian and bicyclist signal actuation should be provided at all new or upgraded traffic signal installations.*
- 7-35 *The City's top priorities for pedestrian improvements are: identified in the 2015-2025 Strategic Implementation Plan for Walking and Biking Infrastructure. These projects will be identified and prioritized in the CIP.*
- 7-36 *Bicycle and pedestrian facilities shall be designed and constructed to minimize conflicts between transportation modes.*

Public Transportation System

- 7-44 *With the MPO, the City shall support the Cascades East Transit Service's public transportation system to accommodate the needs of Bend residents and visitors in order to reduce reliance on the automobile.*
- 7-45 *The City shall coordinate with the MPO and Central Oregon Intergovernmental Council to evaluate funding alternatives and seek appropriate resources to support a public transportation system. Effort should be made to evaluate creative funding techniques that may include the combination of public and private transportation resources in coordination with other agencies and transportation providers.*
- 7-46 *To accommodate a fixed-route transit system, land use ordinances and other regulations shall be implemented that establish pedestrian and transit-friendly design along potential or existing transit routes.*

Street System

- 7-48 *Streets shall be located, designed, and constructed to meet their planned function and provide space for adequate planting strips, sidewalks, motor vehicle travel, and bike lanes (where appropriate). Specific effort should be made to improve and enhance east-west circulation patterns for all modes of travel throughout the community.*
- 7-55 *The City Council shall involve the public, where appropriate, in the development and redevelopment of street designs prior to their construction.*

Safety

- 7-75 *The City shall improve transportation safety for all modes through approved design practice, sound engineering principles and regulation of vehicle speeds.*
- 7-78 *As a part of the development process, right-of-way shall be acquired as necessary for the correction of street intersections, excessively sharp curves, or as otherwise necessary to improve safety of a road alignment.*

Bend Central District Plan

- 7-83 *The City will partner with property owners and developers to make improvements to transportation facilities within the District Overlay to improve connections for all modes of travel, including implementing a well-connected system for pedestrians, bicyclists, and transit users.*
- 7-86 *The City will work with local businesses and property owners to develop and implement a parking strategy for the District that meets local parking needs while also encouraging use of alternative modes (e.g., bicycling, walking, and transit) to travel to, from, and within the District.*

Transportation Funding and Prioritization

- 7-93 *The Bend City Council should regularly evaluate existing funding sources and explore the use of new funding opportunities to increase resources for maintenance operations and capital improvements.*

Finding: The Plan conforms to Chapter 7 Transportation as there are specific activities, identified for transportation infrastructure improvements including transportation connectivity in the Area. Establishing a TIF Area will provide new funding opportunities for the transportation projects within the Area. The Plan supports and conforms to the existing policies adopted and acknowledged by the current Comprehensive Plan Transportation System Plan (TSP).

Chapter 8: Public Facilities and Services

- 8-2 *The city is the primary provider of sewage collection and treatment services for the City's service area under Statewide Planning Goal 11.*
- 8-13 *The City of Bend is the provider of water service for the City's service area under Statewide Planning Goal 11*

- 8-20 *The City of Bend is the stormwater utility for the city limits and urban growth boundary. As the utility, the City shall review its Stormwater Master Plan and Integrated Stormwater Management Plan as needed for compliance with changes in state or federal requirements and at least every five years.*
- 8-21 *The City will initiate funding options (e.g., SDCs, grants, low-income loans) for stormwater capital projects in accordance with applicable laws.*
- 8-38 *The City shall work to reduce transportation-related sources of water pollution, particularly in stormwater pollution. Any means and actions that result in a reduction in vehicle-miles-traveled would benefit congestion and reduce both air and water pollution.*

General Policies

- 8-47 *The City may consider funding mechanisms and agreements to address on-site and off-site improvements, modernization of existing infrastructure to City's standards and specifications, and impacts to infrastructure inside the current City limits.*

Finding: The Plan conforms to Chapter 8 Public Facilities and Services as there are specific activities identified for infrastructure improvements including sewer, stormwater, and water improvements in the Area.

Chapter 10: Natural Forces

Air Quality

- 10-1 *The city will continue to work towards improving circulation and traffic flow through the city in order to reduce carbon monoxide levels.*

Energy Conservation

- 10-10 *The use of alternative energy sources should be encouraged.*

Finding: The Plan conforms to Chapter 10 Natural Forces as there are projects, programs, and expenditures identified for improving circulation and traffic flow in the Area. In addition, the mobility hubs could employ the use of alternative energy systems such as solar, or the inclusion of charging stations.

Chapter 11: Growth Management

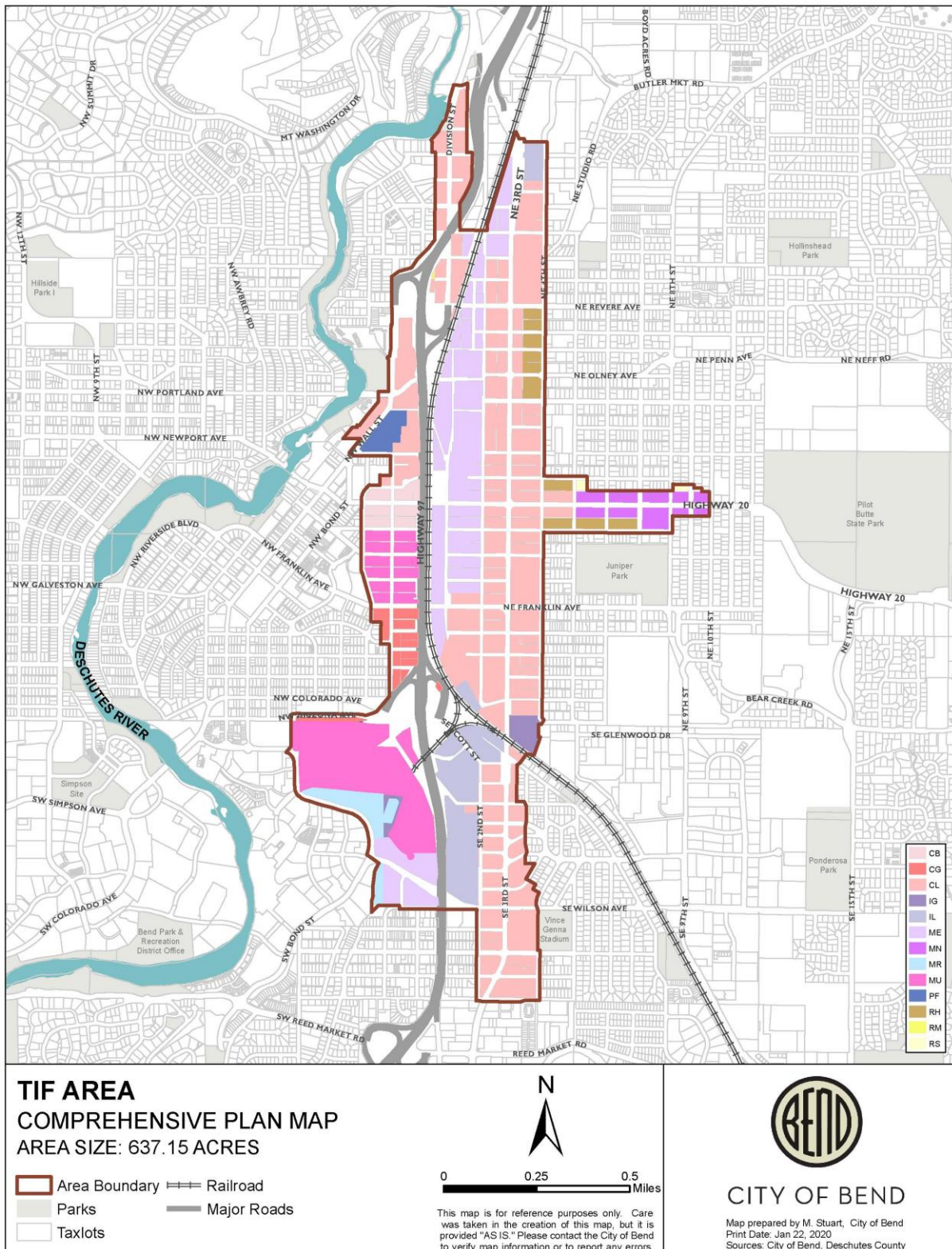
Bend's Central Core

- 11-1 *The City will encourage compact development and the integration of land uses within the Urban Growth Boundary to reduce trips, vehicle miles traveled, and facilitate non-automobile travel.*
- 11-2: *The City will encourage infill and redevelopment of appropriate areas within Bend's Central Core, Opportunity Areas and transit corridors (shown on Figure 11-1).*

- 11-4 *Streets in the Centers and Corridors, Employment Districts, Neighborhoods, and Opportunity Sites will have the appropriate types of pedestrian, biking, and transit scale amenities to ensure safety, access, and mobility.*
- 11-6: *The City will encourage vertical mixed use development in commercial and mixed use zones, especially where those occur within the Central Core, Opportunity Areas and along transit corridors.*
- 11-9 *The City will encourage development and redevelopment in commercial corridors that is transit-supportive and offers safe and convenient access and connections for all modes.*

Finding: The Plan conforms to Chapter 11 Growth Management as there are projects, programs, and expenditures identified for encouraging compact development, infill and redevelopment, constructing streets with appropriate pedestrian, bicycle and transit amenities, encouraging vertical mixed use development and encouraging development and redevelopment in commercial corridors that is transit-supportive, and offers safe and convenient access and connections for all modes in the Area.

Figure 2 - TIF Area Comprehensive Plan Designations



Source: City of Bend; Note: If necessary, figure will be updated during a Substantial Amendment

B. Bend Economic Development Advisory Board Strategic Plan

City code requires the Bend Economic Development Advisory Board (BEDAB) to create a three-year strategic plan, identifying projects and guiding the work of the city's nine-member board as it seeks to:

- Advocate: Provide input into City policy and procedures from a private sector perspective.
- Facilitate: Broker entrepreneurial support among existing community resources.
- Market: Brand and guide marketing efforts of Bend as "Open for Business."
- Coordinate: Organize and oversee City resources applied to economic development.

The following goal and strategy which was developed for the *2019-21 BEDAB Strategic Plan* is directly related to the Plan.

Goal 2: Grow and develop a talented workforce

- Support policy that results in additional housing units

Goal 3: Ensure an adequate supply of land for employment & residential uses

- Support policy that allocates funding for critical infrastructure investment

Finding: The Plan conforms to the Bend Economic Development Strategic Plan as there are projects, programs, and expenditures for creating additional housing units and infrastructure investment identified in the Area.

C. Bend Development Code

The land uses in the Area will conform to the zoning designations in the *Bend Development Code*, including maximum densities and building requirements, and those provisions of the *Bend Development Code*, are incorporated by reference herein. The following zoning districts are currently present in the Area:

Central Business District (CB)
Convenience Commercial District (CC)
General Commercial District (CG)
Limited Commercial District (CL)
General Industrial (IG)
Light Industrial (IL)
Mixed Employment District (ME)
Mixed-Use Neighborhood (MN)
Mixed Use Riverfront District (MR)
Mixed Use Urban (MU)
Public Facilities (PF)
High Density Residential (RH)
Medium Density Residential (RM)

Standard Density Residential (RS)

As the *Bend Development Code* is updated, the references to the Bend Development Code in this document will be deemed to incorporate those updates without the Plan having to be formally amended. If a Substantial Amendment to this Plan is completed in the future, this section will be updated to match the current zoning designations. When any Project is undertaken, the provisions of the Bend Development Code in effect at the time of the Project will apply.

Section 2.1 – RESIDENTIAL DISTRICTS

Section 2.1.100 Purpose, Applicability, Location

Purpose. Residential Districts are intended to promote the livability, stability, safety and improvement of the City of Bend’s neighborhoods based on the following principles:

- *Make efficient use of land and public services, and implement the Comprehensive Plan, by providing minimum and maximum density standards for housing.*
- *Accommodate a range of housing needs, including owner-occupied and rental housing.*
- *Provide for compatible building and site design at an appropriate neighborhood scale which reflects the neighborhood character.*
- *Reduce reliance on the automobile for neighborhood travel and provide options for walking and bicycling.*
- *Provide direct and convenient access to schools, parks and neighborhood services.*

Standard Density Residential (RS) - The Standard Density Residential District is intended to provide opportunities for a wide variety of residential housing types at the most common residential densities in places where community sewer and water services are available. The residential density range in this district is 4.0 to 7.3 dwelling units per gross acre.

Medium Density Residential (RM) - The Medium Density Residential District is intended to provide primarily for the development of multifamily residential in areas where sewer and water service are available. The residential density range in the district is 7.3 to 21.7 units per gross acre and shall provide a transitional use area between other Residential Districts and other less restrictive areas.

High Density Residential (RH) - The High Density Residential District is intended to provide land for primarily high density multifamily residential in locations close to shopping and services, transportation and public open space. The density range of the district is 21.7 to 43.0 units per gross acre and shall provide a transitional use area between other Residential Districts and other less restrictive areas.

Section 2.2. – COMMERCIAL ZONING DISTRICTS

Section 2.2.100 Purpose and Applicability

This chapter applies to all development in the Central Business District (CB), Convenience Commercial District (CC), Limited Commercial District (CL) and the General Commercial District (CG). Collectively, these districts are the City's Commercial Zoning Districts. The purpose of these zoning districts is to:

- Allow a mixture of complementary land uses that may include housing, retail, offices, commercial services, and civic uses, to create economic and social vitality and to reduce vehicle miles traveled;*
- Develop commercial and mixed-use areas that are safe, comfortable and attractive to pedestrians;*
- Provide flexibility in the location and design of new developments and redevelopment to anticipate changes in the market;*
- Reinforce streets as public places that encourage pedestrian and bicycle travel;*
- Provide roadway and pedestrian connections to residential areas;*
- Provide transitions between high traffic streets and neighborhoods;*
- Encourage efficient land use by facilitating compact, high density development and minimizing the amount of land that is needed for surface parking;*
- Facilitate development (land use mix, density and design) that supports public transit, where applicable;*
- Provide appropriate locations and design standards for automobile- and truck-dependent uses;*
- Provide both formal and informal community gathering places;*
- Maintain a distinct storefront character that identifies the Central Business District;*
- Connect the Convenience Commercial District to neighborhoods and other employment areas; and*
- Provide visitor accommodations and tourism amenities.*

Section 2.2.200 Zoning District Locations and Characteristics

Central Business District (CB) - The Central Business District encompasses the historic downtown and central business district that has commercial and/or mixed-use development with a storefront character.

Convenience Commercial District (CC) - The Convenience Commercial District is adjacent and connected to the Residential District(s) it is intended to serve. Convenience Commercial uses are larger in scale and area than neighborhood commercial uses and provide for frequent shopping and service needs of nearby residents. The zone is intended to provide locations for a wide range of small and medium sized businesses and services as a convenience to the neighboring residential areas. New convenience commercial nodes shall develop as commercial centers rather than a commercial strip and be limited in size up to 5 acres.

Limited Commercial District (CL) - The Limited Commercial District provides for a wide range of retail, service, and tourist commercial uses in the community along highways or in new commercial centers.

General Commercial District (CG) - The General Commercial District provides a broad mix of commercial uses that have large site requirements, are oriented to the higher classification roadways and provide services to the entire City and surrounding area.

Section 2.3 – MIXED-USE ZONING DISTRICTS

Section 2.3.100 Purpose and Applicability

The Mixed-Use Districts are intended to provide a balanced mix of residential and employment opportunities to create focal points of activity in the form of mixed-use centers, nodes, or corridors. The Mixed-Use Districts support service commercial, employment, and housing needs of a growing community. The Mixed-Use District standards are based on the following principles:

- Ensure efficient use of land and public services.*
- Create a mix of housing and employment opportunities.*
- Provide transportation options for employees and customers and reduce reliance on the automobile.*
- Provide business services close to major employment centers.*
- Ensure compatibility of mixed-use developments with the surrounding area and minimize off-site impacts associated with development.*
- Create economically successful mixed-use centers and transit corridors.*

The Mixed-Use Districts, Mixed Employment (ME), Mixed-Use Riverfront (MR), Professional Office (PO), Mixed-Use Urban (MU), and Mixed-Use Neighborhood (MN), are identified on the City’s official Zoning Map. The districts serve distinctly different purposes as described below.

Mixed Employment District (ME) - The Mixed Employment Zone is intended to provide a broad mix of uses that offer a variety of employment opportunities. Where Mixed Employment Districts occur on the edge of the City, their function is more transitional in nature providing service commercial businesses and supporting residential uses in an aesthetic mixed environment. In this instance, when residential units are provided, the units shall be within easy walking distance to the commercial and employment uses.

Mixed-Use Riverfront District (MR) - The Mixed-Use Riverfront District is intended to implement the Comprehensive Plan policies for the creative redevelopment of mill site properties adjacent to the Deschutes River. It is intended to allow for a mix of uses that:

- Provide a variety of employment opportunities and housing types;*
- Foster pedestrian and other non-motor vehicle activity;*
- Ensure functionally coordinated, aesthetically pleasing and cohesive site planning and design;*
- Ensure compatibility of mixed-use development with the surrounding area and minimize off-site impacts associated with the development; and*
- Encourage access to, and enjoyment of, the Deschutes River.*

Mixed-Use Urban (MU) - The Mixed-Use Urban Zone is intended to provide opportunities for vibrant mixed-use centers and districts in areas with high-quality connectivity to and within the area. It is intended to allow for a denser level of development of a variety of commercial and residential uses than in surrounding areas with an emphasis on retail and entertainment uses at the street level. It is intended to provide for development that is supportive of transit by encouraging a pedestrian-friendly environment.

Mixed-Use Neighborhood (MN) - The Mixed-Use Neighborhood Zone is intended to provide neighborhood-scaled, pedestrian-oriented mixed-use centers and corridors with a range of residential, retail, service, and office uses that are compatible with adjacent development.

SECTION 2.4 – INDUSTRIAL ZONING DISTRICTS

Section 2.4.100 Purpose

The Industrial Districts are intended to accommodate a range of light and heavy industrial land uses. They are intended to segregate incompatible industrial developments from other districts, while providing a high-quality environment for businesses and employees. This chapter guides the orderly development of industrial areas based on the following principles:

- *Provide for efficient use of land and public facilities and services.*
- *Provide transportation options for employees and customers.*
- *Locate business services close to major employment centers.*
- *Ensure compatibility between industrial uses and nearby commercial and residential areas.*
- *Provide appropriate design standards to accommodate a range of industrial users, in conformance with the Bend Comprehensive Plan.*
- *Conserve industrial zoned lands for industrial uses.*

Section 2.4.200 Applicability and Location

General Industrial - This zone is intended to provide for the establishment of light and heavier industrial uses essential to the development of a balanced economic base in an industrial environment with a minimum conflict between industrial uses and nonindustrial uses.

Light Industrial - This zone is intended to provide for heavier commercial and light industrial uses with easy access to collector and arterial streets.

SECTION 2.6 – PUBLIC FACILITIES

Section 2.6.100 Purpose

The Public Facilities (PF) Zoning District is intended to provide area for buildings and facilities that are owned and operated by Federal, State, or local governments, public utilities, special districts, or nonprofit organizations which are used to provide governmental or public services. This zone also provides for school sites, public park

and recreational facilities, natural areas, trails, wetlands, and similar types of open space owned and managed by a local government or special district.

SECTION 2.7.3200 BEND CENTRAL DISTRICT (BCD)

The Bend Central District is intended to implement the goals and objectives for the creative redevelopment of the central Third Street Corridor and surrounding areas west to the Parkway and east to and including 4th Street as indicated below:

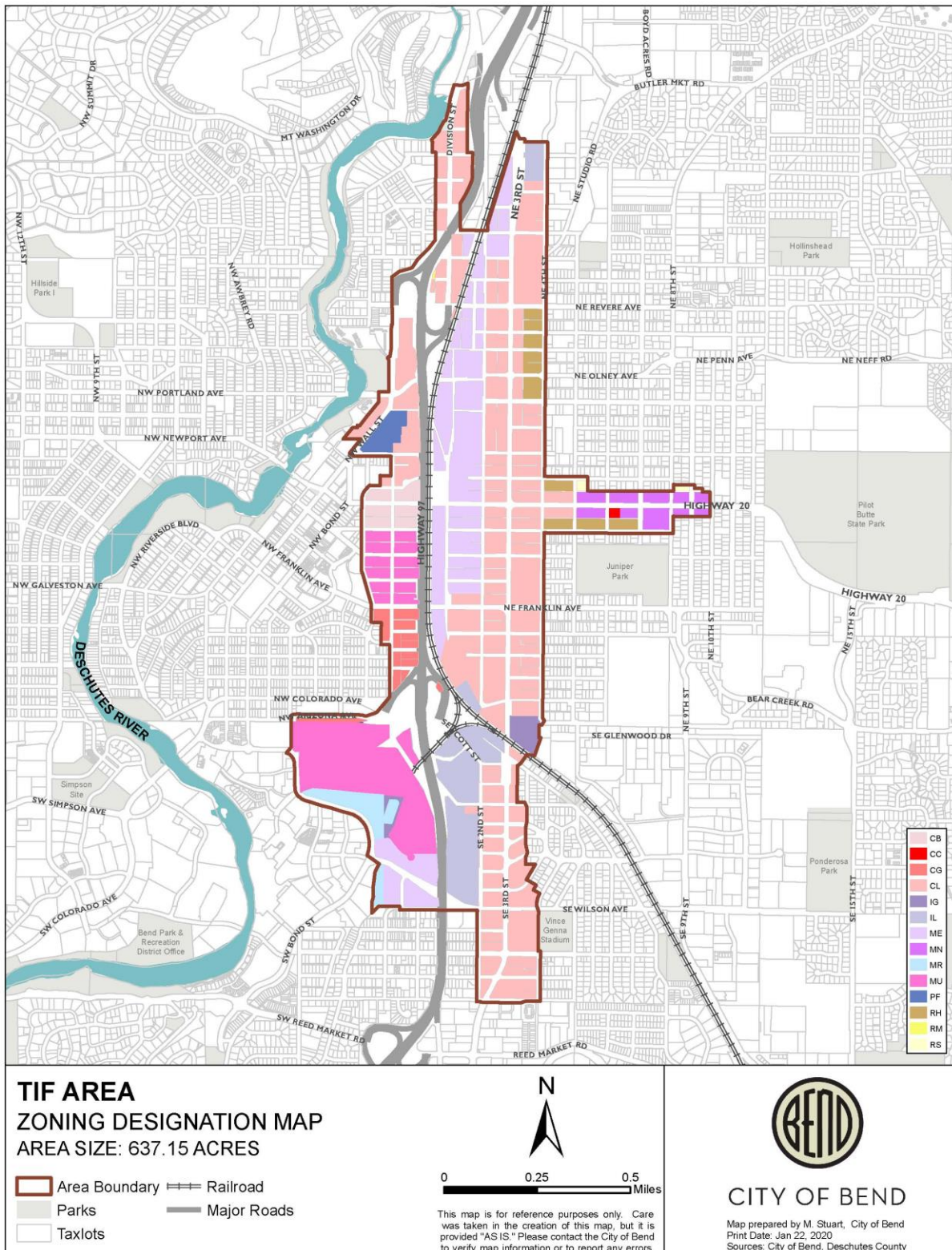
- A. Provide for a wide range of mixed residential, commercial and office uses throughout the area and, depending on the parcel and its surroundings, vertical mixed use (i.e., a mix of uses within the same building), with an emphasis on retail and entertainment uses at the street level.
- B. Provide a variety of residential development types and greater density of development, with a transition area adjacent to the existing residential neighborhood east of 4th Street.
- C. Provide for development that is supportive of transit by encouraging a pedestrian-friendly environment.
- D. Provide development and design standards that support the goals of the Plan.
- E. Limit development of low-intensity uses while allowing continuation of existing industrial and manufacturing uses.
- F. Provide reduced parking standards and encourage alternative parking arrangements.

The Bend Central District has distinctly different characteristics within the Bend Central District boundary. Subdistricts that recognize and support these characteristics are established as follows:

1. 1st/2nd Street Subdistrict. Applies to properties in the vicinity of 1st and 2nd Streets within the BCD and is intended to provide for a mix of office, higher density residential, live/work and small-scale retail uses while also allowing for continuation of existing light industrial/manufacturing uses in the area.
2. 3rd Street Subdistrict. Applies to properties in the vicinity of 3rd Street between Revere and Franklin Streets and is intended to provide a range of mixed uses including large-scale commercial, retail and limited residential uses.
3. 4th Street Subdistrict. Applies to properties in the vicinity of 4th Street within the BCD and is intended to provide a transition between the more intense central area and existing residential neighborhoods to the east.
4. South Subdistrict. Applies to properties south of Franklin Avenue along and between 2nd and 3rd Streets and is intended to provide a range of mixed uses including high density multifamily and office space above ground floor

Finding: The Plan conforms to the Bend Development Code as projects, programs, and expenditures proposed in the Plan conform to the requirements in the Bend Development Code and support the types of uses allowed in the zoning districts present in the Area.

Figure 3 - TIF Area Zoning Designations



Source: City of Bend; Note: If necessary, figure will be updated during a Substantial Amendment

XIV. LEGAL DESCRIPTION



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

AKS Job #8010

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

EXHIBIT A

Core Area TIF Area
Bend, Oregon

A tract of land and road rights-of-way located in the Northwest One-Quarter and the Southwest One-Quarter of Section 28, the Northeast One-Quarter and the Southeast One-Quarter of Section 29, the Northeast One-Quarter, the Southwest One-Quarter and the Southeast One-Quarter of Section 32, and the Northeast One-Quarter, the Northwest One-Quarter and the Southwest One-Quarter of Section 33, Township 17 South, Range 12 East, the Northwest One-Quarter and the Southwest One-Quarter of Section 4, and the Northeast One-Quarter, the Northwest One-Quarter and the Southeast One-Quarter of Section 5, Township 18 South, Range 12 East, Willamette Meridian, City of Bend, Deschutes County, Oregon, and being more particularly described as follows:

Beginning at the northeast corner of Lot 19, Block 56 of the plat of "First Addition to Riverside", also being on the westerly right-of-way line of Hill Street (Assessor's Map 17.12.29DC);

1. Thence leaving said westerly right-of-way line, Northeasterly 128 feet, more or less, to the intersection of the easterly right-of-way line of Hill Street and the northwesterly right-of-way of US Highway 97 (Assessor's Map 17.12.29DD);
2. Thence along said northwesterly right-of-way line, Northeasterly 698 feet, more or less, to the westerly line of a 20.00 foot wide alley per the plat of "Riverside" (Assessor's Map 17.12.29DA);
3. Thence along said westerly line, and continuing along the westerly line of a 20.00 foot wide alley per the plat of "Orokla", and the northerly extension thereof, Northerly 1,246 feet, more or less, to the northerly right-of-way line of Lakeside Place (Assessor's Map 17.12.29AD);
4. Thence along said northerly right-of-way line, Westerly 50 feet, more or less, to the easterly line of Lot 10, Block 7 of said plat, also being the westerly line of Document Number 2015-49076 (Assessor's Map 17.12.29AD);
5. Thence along said westerly line, Northerly 181 feet, more or less, to the Ordinary High Water Line of the Deschutes River (Assessor's Map 17.12.29AD);
6. Thence along said Ordinary High Water Line, and continuing along the westerly right-of-way line of Division Street, Northerly 866 feet, more or less, to the northerly line of the westerly portion of the remainder of Exhibit B of Document Number 94-31211 (Assessor's Map 17.12.29AD);
7. Thence leaving said westerly right-of-way line, Easterly 113 feet, more or less, to the intersection of the easterly right-of-way line of Division Street and the northerly right-of-way line of Addison Avenue (Assessor's Map 17.12.29AD);
8. Thence along said northerly right-of-way line, Easterly 88 feet, more or less, to the westerly right-of-way line of Tweet Place (Assessor's Map 17.12.29AD);
9. Thence along said westerly right-of-way line, Southerly 986 feet, more or less, to the northerly right-of-way line of Xerxes Avenue (Assessor's Map 17.12.29AD);
10. Thence along said northerly right-of-way line, Easterly 80 feet, more or less, to the northerly extension of the easterly line of Lot 3, Block 4 of said plat of "Orokla", also

- being the westerly right-of-way line of US Highway 97 (Dalles-California Highway) (Assessor's Map 17.12.29AD);
11. Thence along said westerly right-of-way line, Southerly 762 feet, more or less, to the northerly right-of-way line of Vail Avenue (Assessor's map 17.12.29DA);
 12. Thence leaving said northerly right-of-way line, Southerly 379 feet, more or less, to the intersection of the easterly right-of-way line of US Highway 97 (Dalles-California Highway) and the northerly right-of-way line of Underwood Avenue (Assessor's Map 17.12.29DA);
 13. Thence along said northerly right-of-way line, Easterly 382 feet, more or less, to the easterly right-of-way line of 2nd Street (Assessor's Map 17.12.28CB);
 14. Thence along said easterly right-of-way line, Northerly 75 feet, more or less, to the easterly right-of-way line of the Burlington Northern Railroad (Assessor's Map 17.12.28CB);
 15. Thence along said easterly right-of-way line, Northerly 1,383 feet, more or less, to the southerly line of Parcel 1 of Partition Plat No. 2019-05 (Assessor's Map 17.12.28BC);
 16. Thence along said southerly line, and the easterly extension thereof, Easterly 548 feet, more or less, to the easterly right-of-way line of 4th Street (Assessor's Map 17.12.28BC);
 17. Thence along said easterly right-of-way line, Southerly 4,735 feet, more or less, to the northerly right-of-way line of Kearney Avenue (Assessor's Map 17.12.33BC);
 18. Thence along said northerly right-of-way line, Easterly 610 feet, more or less, to the northerly extension of easterly line of Lot 3, Block 35 of the plat of "Center Addition to Bend" (Assessor's Map 17.12.33BD);
 19. Thence along said northerly extension and said easterly line, Southerly 200 feet, more or less, to the northerly line of a 20.00 foot wide alley per said plat of "Center Addition to Bend" (Assessor's Map 17.12.33BD);
 20. Thence along said northerly line, and the easterly extension thereof, Easterly 1,215 feet, more or less, to the easterly right-of-way line of 8th Street (Assessor's Map 17.12.33AC);
 21. Thence along said easterly right-of-way line, Northerly 95 feet, more or less, to the northerly line of Lot 9, Block 112 of the plat of "First Addition to Bend Park" (Assessor's Map 17.12.33AC);
 22. Thence along said northerly line, and the easterly extension thereof, Easterly 300 feet, more or less, to the easterly right-of-way line of 9th Street (Assessor's Map 17.12.33AC);
 23. Thence along said easterly right-of-way line, Southerly 50 feet, more or less, to the northerly line of Lot 10, Block 111 of said plat (Assessor's Map 17.12.33AC);
 24. Thence along said northerly line, Easterly 110 feet, more or less, to the easterly line of said Lot 10 (Assessor's Map 17.12.33AC);
 25. Thence along said easterly line, Southerly 50 feet, more or less, to the southerly line of Lot 17 of said Block 111 (Assessor's Map 17.12.33AC);
 26. Thence along said southerly line, Easterly 110 feet, more or less, to the westerly right-of-way line of 10th Street (Assessor's Map 17.12.33AC);
 27. Thence along said westerly right-of-way line, Southerly 350 feet, more or less, to the southerly line of Lot 25, Block 114 of said plat (Assessor's Map 17.12.33AC);
 28. Thence along said southerly line, and the westerly extension thereof, Westerly 520 feet, more or less, to the easterly right-of-way line of 8th street (Assessor's Map 17.12.33AC);
 29. Thence along said easterly right-of-way line, Southerly 245 feet, more or less, to the easterly extension of the southerly right-of-of-way line of Irving Avenue (Assessor's Map 17.12.33AC);
 30. Thence along said easterly extension, and said southerly right-of-way line, Westerly 1,825 feet, more or less, to the easterly right-of-way line of 4th Street (Assessor's Map 17.12.33CB);

31. Thence along said easterly right-of-way line, Southerly 2,667 feet, more or less, to the northerly right-of-way line of Alden Avenue, also being on the most southerly line of Block 12 of the plat of "Keystone Terrace" (Assessor's Map 17.12.33CC);
32. Thence leaving said northerly right-of-way line, Southwesterly 76 feet, more or less, to the most easterly corner of Document Number 2013-01571, also being on the northerly line of Deed Volume 224, Page 378 (Assessor's Map 18.12.04BB);
33. Thence along said northerly line, Westerly 38 feet, more or less, to the westerly line of said Deed (Assessor's Map 18.12.04BB);
34. Thence along said westerly line, Southerly 178 feet, more or less, to the southerly line of said Deed (Assessor's Map 18.12.04BB);
35. Thence along said southerly line, Easterly 32 feet, more or less, to the westerly line of Document Number 2017-44939 (Assessor's Map 18.12.04BB);
36. Thence along said westerly line, Southerly 272 feet, more or less, to the northeasterly right-of-way line of the Burlington Northern Railroad (Assessor's Map 18.12.04BB);
37. Thence leaving said northeasterly right-of-way line, Westerly 105 feet, more or less, to the intersection of the centerline of the Burlington Northern Railroad and the northeasterly extension of the southeasterly line of Lot 5, Block 186 of the plat of "Third Addition to Bend Park" (Assessor's Map 18.12.04BB);
38. Thence along said northeasterly extension and said southeasterly line, Southwesterly 150 feet, more or less, to the northeasterly right-of-way line of Railroad Street (Assessor's Map 18.12.04BB);
39. Thence leaving said northeasterly right-of-way line, Southwesterly 62 feet, more or less, to the westerly line of Lot 26, Block 186 of said plat (Assessor's Map 18.12.04BB);
40. Thence along said westerly line, and the southerly extension thereof, Southerly 518 feet, more or less, to the northerly right-of-way line of Miller Avenue (Assessor's Map 18.12.04BB);
41. Thence along said northerly right-of-way line, Easterly 110 feet, more or less, to the westerly right-of-way line of Heyburn Street (Assessor's Map 18.12.04BB);
42. Thence leaving said westerly right-of-way line, Southeasterly 67 feet, more or less, to the easterly line of Lot 5, Block 190 of said plat (Assessor's Map 18.12.04BB);
43. Thence along said easterly line, and the southerly extension thereof, Southerly 221 feet, more or less, to the northerly right-of-way line of Woodland Boulevard (Assessor's Map 18.12.04BC);
44. Thence leaving said northerly right-of-way line, Southerly 80 feet, more or less, to the intersection of the southerly right-of-way line of Woodland Boulevard, and a line that is parallel with and 15.00 feet westerly of the easterly line of Lot 2, Block 73 of the plat of "Bend Park" (Assessor's Map 18.12.04BC);
45. Thence along said parallel line, Southerly 91 feet, more or less, to the northerly right-of-way line of Lee Lane (Assessor's Map 18.12.04BC);
46. Thence leaving said northerly right-of-way line, Southerly 60 feet, more or less, to a point on the southerly right-of-way line of Lee Lane which bears westerly 43.00 feet, more or less, from the northeasterly corner of Lot 5, Block 74 of said plat (Assessor's Map 18.12.04BC);
47. Thence leaving said southerly right-of-way line, Southerly 100 feet, more or less, to a point on the southerly line of said Lot 5, also being the northwesterly corner of Document Number 89-33825 (Assessor's Map 18.12.04BC);
48. Thence along the westerly line of said Deed, Southerly 102 feet, more or less, to the northerly right-of-way line of Dell Lane (Assessor's Map 18.12.04BC);

49. Thence leaving said northerly right-of-way line, Southerly 69 feet, more or less, to the intersection of the southerly right-of-way line of Dell Lane, and a line that is parallel with and 27.00 feet westerly of the westerly line of Lot 3, Block 79 of said plat (Assessor's Map 18.12.04BC);
50. Thence along said parallel line, Southerly 100 feet, more or less, to the northerly line of Lot 20, of said Block (Assessor's Map 18.12.04BC);
51. Thence along said northerly line, Easterly 142 feet, more or less, to the northwesterly right-of-way line of Yew Lane (Assessor's Map 18.12.04BC);
52. Thence along said northwesterly right-of-way line, Southwesterly 249 feet, more or less, to the northwesterly extension of a line that is parallel with and 28.00 feet northeasterly of the southwesterly line of Lot 9, Block 80 of said plat (Assessor's Map 18.12.04BC);
53. Thence along said northwesterly extension and said parallel line, Southeasterly 160 feet, more or less, to the southeasterly line of said Lot 9 (Assessor's Map 18.12.04BC);
54. Thence along said southeasterly line, and the southwesterly extension thereof, Southwesterly 78 feet, more or less, to the southwesterly line of Lot 27, of said Block 80 (Assessor's Map 18.12.04BC);
55. Thence along said southwesterly line, Southeasterly 100 feet, more or less, to the westerly right-of-way line of 4th Street (Assessor's Map 18.12.04BC);
56. Thence along said westerly right-of-way line, Southerly 169 feet, more or less, to the easterly southeasterly corner of Lot 24, of said Block 80 (Assessor's Map 18.12.04BC);
57. Thence leaving said easterly southeasterly corner, Southeasterly 89 feet, more or less, to the intersection of the southerly right-of-way line of Wilson Avenue and the vacated centerline of 4th Street (Assessor's Map 18.12.04CB);
58. Thence along said vacated centerline, Southerly 570 feet, more or less, to the northerly right-of-way line of Roosevelt Avenue (Assessor's Map 18.12.04CB);
59. Thence along said northerly right-of-way line, Easterly 30 feet, more or less, to the northerly extension of the easterly right-of-way line of 4th Street (Assessor's Map 18.12.04CB);
60. Thence along said northerly extension, said easterly right-of-way line and the southerly extension thereof, Southerly 711 feet, more or less, to the southerly right-of-way line of Cleveland Avenue (Assessor's Map 18.12.04CC);
61. Thence along said southerly right-of-way line, Westerly 915 feet, more or less, to the southerly extension of the westerly right-of-way line of 2nd Street (Assessor's Map 18.12.05DD);
62. Thence along said southerly extension and said westerly right-of-way line, Northerly 1,290 feet, more or less, to the southerly right-of-way line of Truman Avenue (Assessor's Map 18.12.05DA);
63. Thence along said southerly right-of-way line, Westerly 1,100 feet, more or less, to the southerly extension of the westerly right-of-way line of Hill Street (Assessor's Map 18.12.05DA);
64. Thence along said southerly extension, Northerly 49 feet, more or less, to the southeasterly corner of Lot 12 of the plat of "Upper Terrace Phase II" (Assessor's Map 18.12.05A);
65. Thence along the southerly line of said Lot 12, Westerly 431 feet, more or less, to the westerly line of said Lot 12 (Assessor's Map 18.12.05A);
66. Thence along said westerly line, Northerly 711 feet, more or less, to the southerly right-of-way line of Wilson Avenue (Assessor's Map 18.12.05A);
67. Thence leaving said southerly right-of-way line, Northwesterly 210 feet, more or less, to the easterly southeasterly corner of Lot 13 of said plat, also being on the westerly right-of-way line of Bond Street (Assessor's Map 18.12.05AC);

68. Thence along said westerly right-of-way line, and continuing along the southwesterly right-of-way line of Bond Street, Northwesterly 2,233 feet, more or less, to the northwesterly corner of Lot 6 of the plat of "Northside Terrace" (Assessor's Map 18.12.05BA);
69. Thence leaving said northwesterly corner, Northeasterly 136 feet, more or less, to the easterly line of Lot 3, Block 1 of the plat of "Mill 'A' Area of Shevlin Center" (Assessor's Map 18.12.05BA);
70. Thence along said easterly line, Northerly 363 feet, more or less, southerly right-of-way line of Arizona Avenue (Assessor's Map 18.12.05BA);
71. Thence leaving said southerly right-of-way line, Northerly 100 feet, more or less, to the intersection of the northerly right-of-way line of Arizona Avenue and the easterly right-of-way line of Lava Road (Assessor's Map 17.12.32CD);
72. Thence along said northerly right-of-way line, Easterly 1,220 feet, more or less, to the westerly right-of-way line of US Highway 97 (Dalles-California Highway) (Assessor's Map 17.12.32DC);
73. Thence along said westerly right-of-way line, Northeasterly 275 feet, more or less, to the westerly right-of-way line of Hill Street (Assessor's Map 17.12.32DC);
74. Thence along said westerly right-of-way line, Northerly 742 feet, more or less, to the southerly right-of-way line of Georgia Avenue (Assessor's Map 17.12.32DC);
75. Thence along said southerly right-of-way line, Westerly 123 feet, more or less, to the southerly extension of the easterly line of Lot 11, Block 29 of the plat of "Park Addition to Bend" (Assessor's Map 17.12.32DC);
76. Thence along said southerly extension, said easterly line and the northerly extension thereof, Northerly 310 feet, more or less, to the northerly line of Lot 15 of said Block 29 (Assessor's Map 17.12.32DB);
77. Thence along said northerly line, Westerly 102 feet, more or less, to the easterly right-of-way line of Harriman Street (Assessor's Map 17.12.32DB);
78. Thence leaving said easterly right-of-way line, Westerly 41 feet, more or less, to the northeasterly corner of Lot 8, Block 29 of said plat, also being on the westerly right-of-way line of Harriman Street (Assessor's Map 17.12.32DB);
79. Thence along said westerly right-of-way line, Northerly 1,901 feet, more or less, to the intersection of said westerly right-of-way line and the westerly extension of the southerly right-of-way line of Kearney Avenue (Assessor's Map 17.12.32AC);
80. Thence leaving said intersection, Northeasterly 87 feet, more or less, to the intersection of the easterly right-of-way line of Harriman Street and the northerly right-of-way line of Kearney Avenue (Assessor's Map 17.12.32AC);
81. Thence along said northerly right-of-way line, Easterly 150 feet, more or less, to a line that is parallel with and 150.00 feet westerly of the easterly line of Block 8 of the plat of "North Addition to Bend" (Assessor's Map 17.12.32AC);
82. Thence along said parallel line, Northerly 140 feet, more or less, to a line that is parallel with and 140.00 feet northerly of the northerly right-of-way line of Kearney Avenue (Assessor's Map 17.12.32AC);
83. Thence along said parallel line, Easterly 150 feet, more or less, to the westerly right-of-way line of Hill Street (Assessor's Map 17.12.32AC);
84. Thence along said westerly right-of-way line, Northerly 274 feet, more or less, to the southerly right-of-way line of Lafayette Avenue (Assessor's Map 17.12.32AC);
85. Thence along said southerly right-of-way line, Westerly 519 feet, more or less, to the southeasterly right-of-way line of Wall Street (Assessor's Map 17.12.32AC);

86. Thence leaving said southeasterly right-of-way line, Northwesterly 80 feet, more or less, to the southeasterly corner of Lot 7, Block 1 of said plat, also being on the northwesterly right-of-way line of Wall Street (Assessor's Map 17.12.32AC);
87. Thence along said northwesterly right-of-way line, Northeasterly 253 feet, more or less, to the easterly northeasterly corner of Document Number 2009-01315 (Assessor's Map 17.12.32AC);
88. Thence along the northerly line of said Deed, Westerly 246 feet, more or less, to the westerly line of Document Number 2018-14686 (Assessor's Map 17.12.32AB);
89. Thence along said westerly line, Northeasterly 208 feet, more or less, to the northerly line of said Deed (Assessor's Map 17.12.32AB);
90. Thence along said northerly line, Easterly 65 feet, more or less, to the westerly line of Document Number 2018-14687 (Assessor's Map 17.12.32AB);
91. Thence along said westerly line, Northerly 30 feet, more or less, to the northerly line of said Deed (Assessor's Map 17.12.32AB);
92. Thence along said northerly line, Easterly 32 feet, more or less, to the westerly line of Document Number 2019-46106 (Assessor's Map 17.12.32AB);
93. Thence along said westerly line, and continuing along the westerly line of Document Number 2011-15782, and the northerly extension thereof, Northeasterly 570 feet, more or less, to the northerly right-of-way line of Portland Avenue (Assessor's Map 17.12.32AB);
94. Thence along said northerly right-of-way line, Easterly 144 feet, more or less, to the westerly right-of-way line of Wall Street (Assessor's Map 17.12.32AB);
95. Thence along said westerly right-of-way line, Northerly 1,672 feet, more or less, to the True Point of Beginning.

The above described tract of land contains 637 acres, more or less.

The Basis of Bearings for this description is per the Central Oregon Coordinates System (COCS).

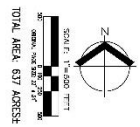
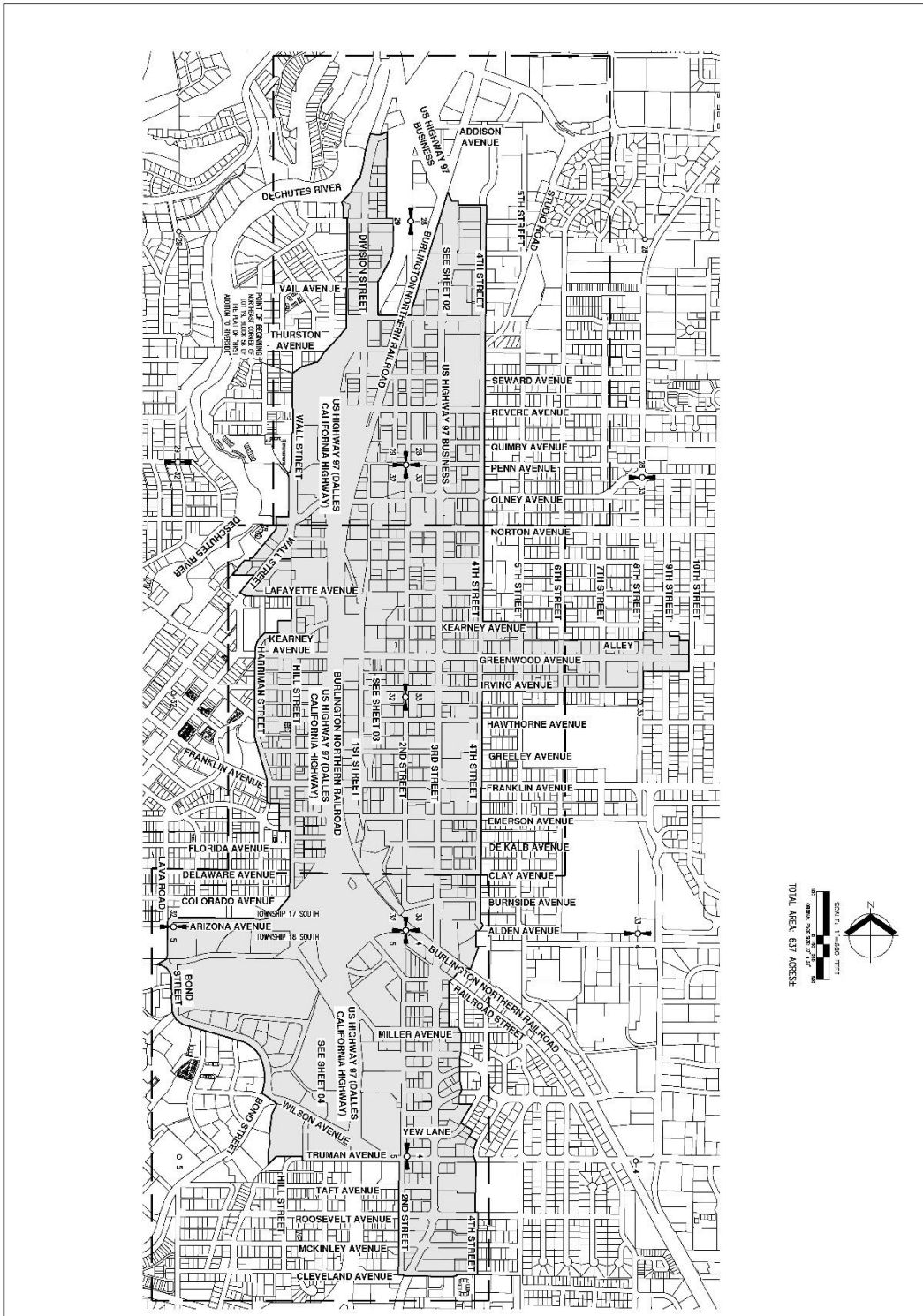
5/4/2020



Michael S. Kalina



RENEWS: 6/30/21



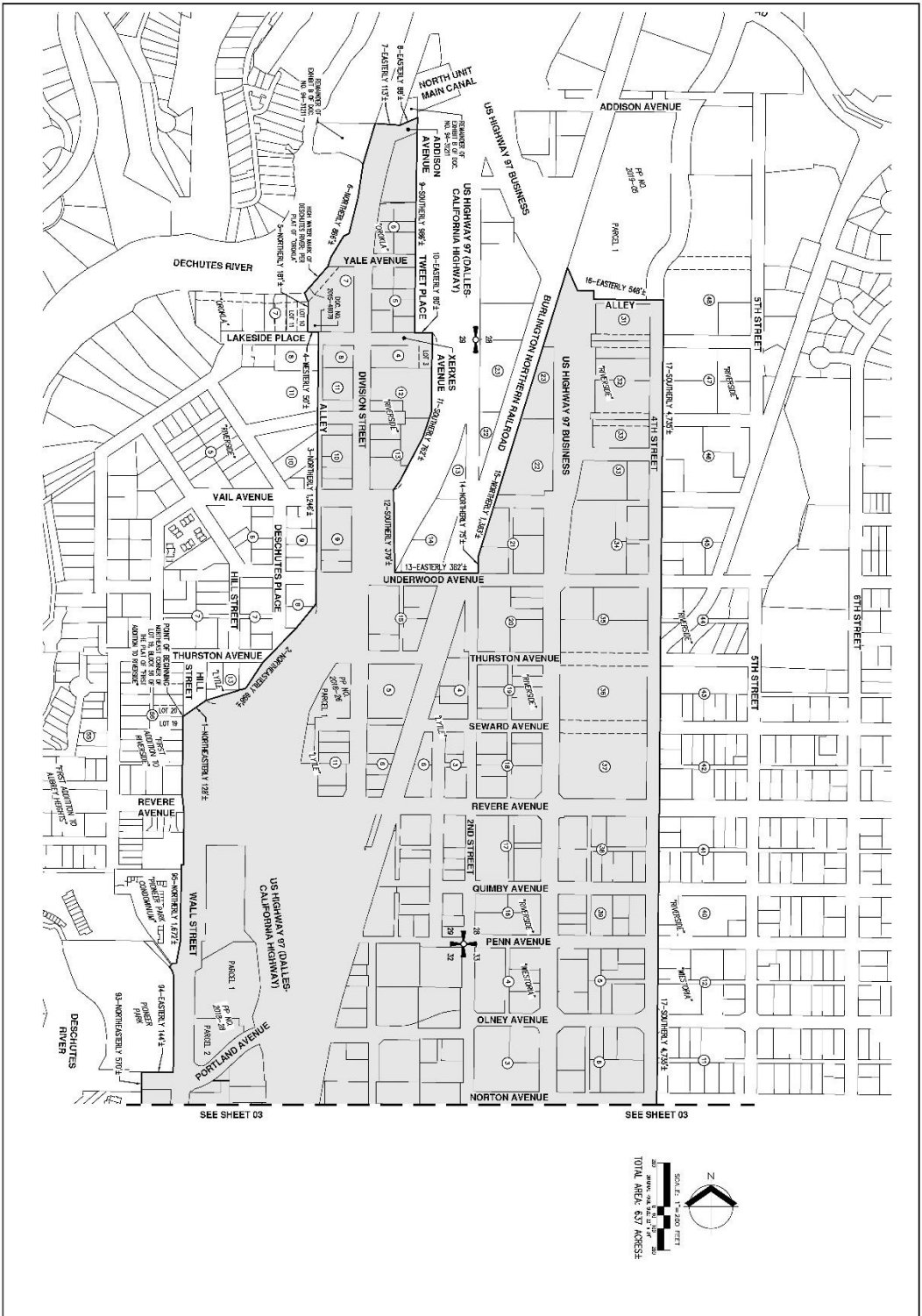
01	11/2015
01	11/2015
01	11/2015

MAP OF TIF AREA COVER SHEET

CITY OF BEND
CORE AREA TIF AREA
BEND OREGON

AKS ENGINEERING & FORESTRY, LLC
 1500 SW HOPKINS RD, SUITE 100
 TULASITY, OR 97002
 503.685.6555
 WWW.AKS-ENG.COM

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 ENGINEERING • SURVEYING • NATURAL RESOURCES
 FORESTRY • PLANNING • LANDSCAPE ARCHITECTURE

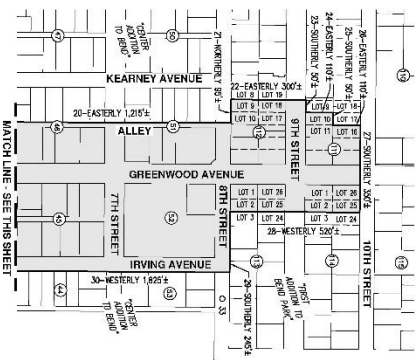


<p>02</p>	<p>MAP OF TIF AREA</p>	<p>CITY OF BEND CORE AREA TIF AREA</p> <p>BEND OREGON</p>	<p>AKS</p> <p>AKS ENGINEERING & FORESTRY, LLC 15500 SW HANCOCK RD, SUITE 100 TUALATIN, OR 97062 503.655.6555 WWW.AKS-ENG.COM</p> <p>ENGINEERING • SURVEYING • NATURAL RESOURCES FORESTRY • PLANNING • LANDSCAPE ARCHITECTURE</p>
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SHEET 03 LINE TABLE

LINE	DESCRIPTION
01	EASTERN 1024
02	NORTHERN 1024
03	EASTERN 1024
04	NORTHERN 1024
05	WESTERN 2024
06	WESTERN 2024



<p>03</p> <p>DATE: 1/15/2010</p> <p>PROJECT: 8010</p> <p>SHEET: 03</p>	<p>MAP OF TIF AREA</p>	<p>CITY OF BEND</p> <p>CORE AREA TIF AREA</p> <p>BEND OREGON</p> <p>DESIGNATED COUNTY</p>	<p>AKS ENGINEERING & FORESTRY, LLC 15000 SW HOPKINS RD, SUITE 100 TUALATA, OR 97052 503.685.6555 WWW.AKS-ENG.COM</p> <p>ENGINEERING • SURVEYING • NATURAL RESOURCES FORESTRY • PLANNING • LANDSCAPE ARCHITECTURE</p>
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SHEET 04 LINE TABLE

LINE	DIRECTION
1	SOUTHWESTLY 71°
2	SOUTHWESTLY 62°
3	SOUTHWESTLY 57°
4	SOUTHWESTLY 50°
5	SOUTHWESTLY 44°
6	SOUTHWESTLY 38°
7	SOUTHWESTLY 32°
8	SOUTHWESTLY 26°
9	SOUTHWESTLY 20°
10	SOUTHWESTLY 14°
11	SOUTHWESTLY 8°
12	SOUTHWESTLY 2°
13	SOUTHWESTLY 34°
14	SOUTHWESTLY 40°
15	SOUTHWESTLY 46°
16	SOUTHWESTLY 52°
17	SOUTHWESTLY 58°
18	SOUTHWESTLY 64°
19	SOUTHWESTLY 70°
20	SOUTHWESTLY 76°

AKS ENGINEERING & FORESTRY, LLC
15000 NE POLK ST. SUITE 100
BEND, OREGON 97702
TEL: 503-338-5858
WWW.AKS-ENG.COM

CITY OF BEND
CORE AREA TIF AREA
BEND OREGON
DESIGNATED CITY

AKS
ENGINEERING • SURVEYING • NATURAL RESOURCES
FORESTRY • PLANNING • LANDSCAPE ARCHITECTURE

MAP OF TIF AREA

DATE: 5/17/2023
SCALE: AS SHOWN
DRAWN BY: JAC
CHECKED BY: JAC

AKS ENGINEERING & FORESTRY, LLC
15000 NE POLK ST. SUITE 100
BEND, OREGON 97702
TEL: 503-338-5858
WWW.AKS-ENG.COM

Report Accompanying the Core Area Tax Increment Finance Plan

Core Area Tax Increment Finance Plan

Adopted by the City of Bend

DATE

Ordinance No. ____



CITY OF BEND

BUILDING ON OUR PAST
SERVING THE PRESENT
SHAPING BEND'S FUTURE

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LIST OF PARTICIPANTS

Mayor

Sally Russell

Mayor Pro tem

Bruce Abernethy

City Council

Barb Campbell

Gena Goodman-Campbell

Justin Livingston

Bill Moseley

Chris Piper

Planning Commission

Jeff Payne Chair

Joan Vinci Vice-Chair

Lindsey Hopper

Suzanne Johannsen

Carlos Salcedo

Whitney Swander

Scott Winters

Sally Russell, Council Liaison

City Manager

Eric King

Chief Financial Officer

Sharon Wojda

City Attorney

Mary Winters

Associate City Attorney

Elizabeth Oshel

Economic Development Director

Carolyn Eagan

Urban Renewal Manager

Matt Stuart

Planning Manager

Brian Rankin

Senior Planner

Allison Platt

Bend Urban Renewal Agency

Justin Livingston Chair

Bruce Abernethy

Barb Campbell

Gena Goodman-Campbell

Bill Moseley

Chris Piper

Sally Russell

Urban Renewal Advisory Board

Dale VanValkenburg Chair

Whitney Swander Vice-Chair

Robin Vora

Bart Bowen

Elise Jones

Tim Page

Dennis Pahlisch

Adam Bledsoe

Andrea Breault

Craig Davis

Jim Landin

Sonja Porter

Steve Porter

Ex-Officio appointees from the following
Taxing Districts

Bend Parks and Recreation District

Bend La-Pine School District

Cascade East Transit

Central Oregon Community College

Deschutes Library District

Tax Increment Plan Consulting Team

Elaine Howard Consulting, LLC

Tiberius Solutions LLC

Bend Core Area Project Consulting Team

Angelo Planning Group

Cascadia Partners

ECONorthwest

Walker Macy

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I. DEFINITIONS

“Agency” means the Bend Urban Renewal Agency, also called BURA. The Agency is responsible for administration of this Core Area TIF Plan and other TIF/ plans previously adopted in the City of Bend.

“Annual report” is the ORS 457.460 requirement for the production of an annual report that gets distributed to the taxing districts.

“Area” or “TIF Area” means the tax increment finance area shown in Figure 1 established for this Plan pursuant to ORS 457, and described in Section XIV of the Plan, including the properties and rights-of-way located therein.

“Blight” is defined in ORS 457.010(1)(a-i) and identified in the ordinance adopting a TIF plan.

“Board of Commissioners” means the Deschutes County Board of Commissioners.

“BURA” means the Bend Urban Renewal Agency, also called Agency. BURA is responsible for the administration of this Core Area TIF Plan and other TIF plans previously adopted in the City of Bend.

“City” means the City of Bend, Oregon.

“City Council” or “Council” means the Bend City Council.

“Comprehensive Plan” means the City of Bend Comprehensive Plan and its implementing ordinances, policies, and standards.

“Core Area Project” or “CAP” means the planning process undertaken in 2019/2020 by the City of Bend for the Bend Core Area.

“County” means Deschutes County, Oregon.

“Fiscal year” or “FYE” means the year commencing on July 1 and closing on June 30.

“Frozen base” means the total assessed value including all real, personal, manufactured, and utility values within a TIF area at the time of adoption. The county assessor certifies the assessed value after the adoption of a TIF area plan.

“Increment” means that part of the assessed value of a taxing district attributable to any increase in the assessed value of the property located in an urban renewal area, or portion thereof, over the assessed value specified in the certified statement from the assessor (frozen base).

“Maximum indebtedness” means the amount of the principal of indebtedness included in a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness. The maximum indebtedness for this Plan is \$195,000,000.

“Municipality” means any county or any city in the state of Oregon.

“ORS” means the Oregon Revised Statutes and specifically Chapter 457, which relates to urban renewal.

“Plan” or “Core Area TIF Plan” means the official plan for the TIF Area pursuant to ORS 457.

“Planning Commission” means the Bend Planning Commission.

“Project(s)” or “TIF Project(s)” means any work or undertaking carried out under the Core Area TIF Plan.

“Report Accompanying Core Area TIF Plan” or “Report” means the official report that accompanies the Core Area TIF Plan pursuant to ORS 457.085(3).

“Revenue sharing” means sharing tax increment proceeds as defined in ORS 457.470.

“Tax increment finance area” or “TIF area” means a blighted area included in a TIF plan.

“Tax increment finance area plan” or “TIF plan” means a plan, as it exists or is changed or modified from time to time, for one or more TIF areas, as provided in ORS 457.

“Tax increment finance area project(s)” or “TIF area project(s)” or “project(s)” means any work or undertaking carried out under ORS 457.170 and ORS 457.180 in a TIF area.

“Tax increment finance area report” or “report” means the official report that accompanies the TIF plan pursuant to ORS 457.085(3).

“Tax increment finance” or “tax increment financing” or “TIF” means the funds that are associated with the division of taxes accomplished through the adoption of a TIF plan.

“Tax increment revenues” means the funds allocated by the assessor to renewal TIF area due to increases in assessed value over the frozen base within the area.

“UGB” means urban growth boundary.

“URAB” means the Urban Renewal Advisory Board set up to help guide the planning process for the Core Area Project.

“Urban Renewal” means the statutory authority provided in ORS 457. In this Plan it is synonymous with TIF.

“Vulnerable” means populations including those who are economically disadvantaged, elderly, underrepresented racial or ethnic groups, uninsured individuals, survivors of abuse or trafficking or those experiencing substance abuse, other addictions, mental health, and homelessness.

II. INTRODUCTION

This Report contains background information and project details that pertain to the Core Area TIF Plan for the Area. The Report is not a legal part of the Plan but is intended to provide public information and support the findings made by the Bend City Council as part of the approval of the Plan.

The Report provides the analysis required to meet the standards of ORS 457.085(3), including financial feasibility. The Report contains the information required by ORS 457.085, including:

- A description of the physical, social, and economic conditions in the area;(ORS 457.085(3)(a))
- Expected impact of the Plan, including fiscal impact in light of increased services; (ORS 457.085(3)(a))
- Reasons for selection of the Area; (ORS 457.085(3)(b))
- The relationship between each project to be undertaken and the existing conditions; (ORS 457.085(3)(c))
- The estimated total cost of each project and the source of funds to pay such costs; (ORS 457.085(3)(d))
- The estimated completion date of each project; (ORS 457.085(3)(e))
- The estimated amount of funds required in the area and the anticipated year in which the debt will be retired; (ORS 457.085(3)(f))
- A financial analysis of the Plan; (ORS 457.085(3)(g))
- A fiscal impact statement that estimates the impact of tax increment financing upon all entities levying taxes upon property in the urban renewal or TIF Area; (ORS 457.085(3)(h)) and
- A relocation report. (ORS 457.085(3)(i))

The relationship of the sections of the Report and the ORS 457.085(3) requirements is shown in Table 1. The specific reference in the table below is the section of this Report that most addresses the statute. There may be other sections of the Report that also address the statute.

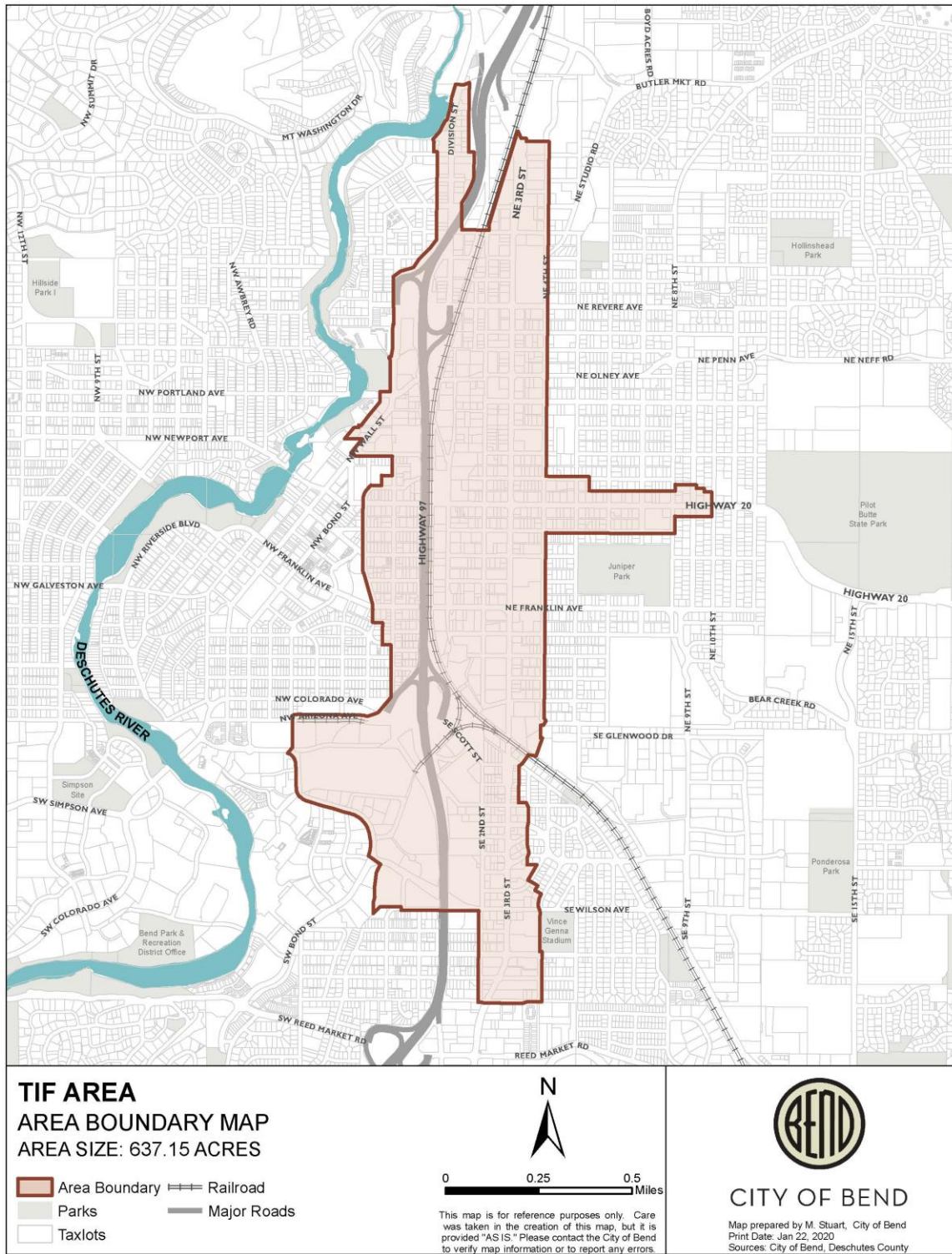
Table 1 - Statutory References

Statutory Requirement	Report Section
ORS 457.085(3)(a)	XI
ORS 457.085(3)(b)	XII
ORS 457.085(3)(c)	III
ORS 457.085(3)(d)	IV
ORS 457.085(3)(e)	VII
ORS 457.085(3)(f)	V,VI
ORS 457.085(3)(g)	V,VI
ORS 457.085(3)(h)	IX
ORS 457.085(3)(i)	XIII

The Report provides guidance on how the Plan might be implemented. BURA has the authority to make adjustments to the implementation assumptions in this Report, as it reviews revenues and potential projects each year. BURA may allocate budgets differently, adjust the timing of the projects, decide to incur debt at different timeframes than projected in this Report, and make other adjustments to the financials as determined by BURA. BURA may also make changes as allowed in the Amendments section of the Plan. These adjustments must stay within the confines of the overall maximum indebtedness of the Plan.

Note on language: This Report, wherever applicable and permissible, uses the term Tax Increment Financing or TIF rather than “urban renewal”. The term TIF is used consistently in other parts of the nation and does not evoke past practices of other urban renewal agencies throughout the country wherein minorities and vulnerable populations were displaced to clear the way for redevelopment. This Report aims to avoid those connotations and has been created with intention to avoid those outcomes. Utilizing the term TIF does not affect the statutory authority of ORS 457, as it relates to this Report.

Figure 1 – TIF Area Plan Boundary



Source: City of Bend

III. THE PROJECTS IN THE AREA AND THE RELATIONSHIP BETWEEN TIF AREA PROJECTS AND THE EXISTING CONDITIONS IN THE AREA.

The Projects identified and authorized for the Area are described below, including how they relate to the existing conditions in the Area. The existing conditions were identified by City staff.

A. Transportation, Streetscape, and Utility Infrastructure

1. Transportation

The following projects are intended to provide a more efficient and functional transportation system, aimed at enhancing public rights-of-way and attracting development and redevelopment in the Area by providing greater safety, increased system capacity and connectivity, and a more robust pedestrian and bicycle network.

Table 2 - Transportation Projects

<p>Midtown Bicycle and Pedestrian Crossings</p> <p>Greenwood Avenue Undercrossing Sidewalk Widening</p> <p>Hawthorne Avenue Overcrossing</p> <p>Franklin Avenue Undercrossing</p>	<p>Widen US 97 undercrossing to include improved multimodal facilities.</p> <p>Close sidewalk gap along Hawthorne and create a grade-separated footbridge over BNSF RR and US 97.</p> <p>Shared use path adjacent to roadway- Widen sidewalk paths under BNSF RR and US 97 to modernize design for roadside safety.</p>
<p>Existing Conditions</p>	<p>The BNSF railroad and US-97/Parkway run north-south through the Area and cut off access east-to-west across the City. Various roads either cross under or are made into dead ends by the railroad and parkway, including Franklin Ave, Greenwood, and Hawthorne Ave. The City, BNSF, and ODOT each control various portions of some of the key bridges and undercrossings. The existing undercrossings on Franklin and Greenwood consist of poorly lit, narrow passages</p>

	with limited visibility that pose safety concerns for pedestrians and bicyclists. In 2016, the City hired a consulting firm to conduct a feasibility study for improving pedestrian and bicycle safety across the railroad and parkway at these two undercrossing locations as well as the feasibility of constructing a new overcrossing at or near Hawthorne Avenue, where connectivity had been removed with the construction of US 97 in the early 2000s. The analysis found significant funding barriers to reconstructing existing undercrossing or building new crossings - especially for the Franklin undercrossing which is identified as a historic structure.
Intersection Improvements	Improve safety, access, and mobility for all users and implements improvements at key intersections in the Area.
Existing Conditions	Multiple intersections such as Revere Avenue/ 4 th Street, Olney Avenue/4 th Street, Greenwood Avenue/2 nd Street within the Area have or are modeled to have future safety and capacity needs that can be addressed with intersection improvements including crossing enhancements as well as full intersection improvements such as roundabouts or traffic signals.
3 rd Street Railroad Undercrossing widening	Widen 3 rd Street to 4-lanes under the BNSF RR, including complete street design from Emerson Avenue to Miller Avenue.
Existing Conditions	3 rd Street is a primary north-south arterial, providing parallel access to US 97. Capacity is constrained at the 3 rd Street Railroad undercrossing, where the roadway reduces from 5 lanes to 2 lanes. 3 rd Street is recognized by ODOT as a critical parallel route in the event of an interruption to traffic flow on US 97. The existing undercrossing also has limited pedestrian and bicycle facilities, limiting north-south connectivity for those walking and biking within the Area.
Sidewalk Infill	Improve pedestrian safety and connectivity throughout the Area by closing sidewalk gaps, including along key walking and biking routes.
Existing Conditions	There are significant sidewalk gaps throughout

	the Area that impact both safety and connectivity for those walking within or through the area.
Low Stress Bicycle Network	Implement various bicycle safety and connectivity projects throughout the Area.
Existing Conditions	Most roads in the Area lack bicycle facilities. Where bicycle facilities do exist, they are often high stress or have gaps in connectivity. Barriers, including the BNSF railroad, and US 97 limit both east-west and north-south bicycle connectivity in the Area. A “Bicycle Level of Traffic Stress” (LTS) analysis was conducted and showed existing high stress locations, facility gaps, and physical barriers to safe bicycling near key bicycle-focused destinations in the Area, especially along 3rd Street/US 20 and Greenwood Avenue.
Aune Street Extension from Bond Street to 3 rd Street	Two-lane extension of Aune Street to connect 3rd Street and Bond Street. Includes intersection improvement at 3rd Street and roundabout (RAB) at the intersection of Bond Street and Industrial Way.
Existing Conditions	Aune Street does not currently provide public through access or multimodal connectivity due to private road restrictions east to west through the Area. An extension of Aune Street would provide additional internal route choices for all users and address existing capacity needs within the Area, including along the Wilson Avenue corridor.
Mobility Hubs	Citywide implementation of mobility hubs in coordination with Cascade East Transit (CET) and High Capacity Transit (HCT) routes.
Existing Conditions	The current transit system in Bend is based on a “hub and spoke” model where all transit routes originate from Hawthorne Station. CET is working on an update to its long-range plan that considers revised route models that would include the concepts of mobility hubs focused on a more robust transit system.
Sisemore Street Extension	Construct street extension from Arizona Avenue to Bond Street.
Existing Conditions	Sisemore Street is a two lane street with

	sidewalks on one side that presently terminates at Arizona Avenue. The roadway extension project meeting complete street design standards will improve local connectivity for all users within the Area and address regional transportation needs by improving access to US 97.
Revere Avenue Interchange Improvements	ODOT coordination project to construct roadway upgrades and intersection improvement near the US 97/Revere Avenue interchange, including at the ramp terminals and adjacent Wall Street/Portland Avenue intersection.
Existing Conditions	ODOT conducted a crash analysis from 2011-2015 as part of its US 97 Parkway Planning process that identified this interchange as a priority for safety improvements. ¹
Olney Protected Bicycle Lanes and US 97 Undercrossing	Provide protected bicycle lanes on Olney Avenue at US 97 undercrossing.
Existing Conditions	East-west bicycle facilities are limited by major barriers such as US 97 and the BNSF railroad. Olney Avenue currently lacks walking and bicycling facilities to provide east-west connectivity.
3 rd Street & Miller Avenue intersection improvements and 3 rd Street modifications	Study and construction of intersection improvements at 3 rd Street/Miller Avenue to address identified safety needs.
Existing Conditions	Identified as top site for safety improvement in the 2019 Bend Transportation Safety Action Plan (TSAP). ² This intersection is used by motorists to avoid congestion at the nearby 3 rd Street/Wilson Avenue intersection. Vehicles turn on and off 3 rd Street at higher rates than the intersection was designed for. Safety concerns are heightened by the presence of multiple driveways and other access points and 3 rd Street narrowing to two-lanes at this location.
Olney Avenue Railroad Crossing Improvements	Upgrade the Railroad crossing to include dedicated sidewalks and low stress bicycle facilities.

¹ City of Bend Area Transportation Safety Action Plan. September 30, 2019, Table 8, pg. 31.

² City of Bend Area Transportation Safety Action Plan. September 30, 2019, Table 8, pg. 31.

Existing Conditions	East-west bicycle facilities are limited by major barriers including US 97 and the railroad. Olney provides important east-west connectivity. Current bicycle facilities on Olney are not low stress.
Colorado Avenue/ US 97 Intersection safety and capacity improvements	ODOT coordination project to construct roadway upgrades and intersection improvements near the Colorado/Us-97 interchange; may include traffic signals or roundabout.
Existing Conditions	The Colorado Avenue/US 97 northbound ramp is currently stop-controlled and near a curve in the roadway. The ramp terminal intersection experiences significant delay and a high volume to capacity ratio. This location was also identified as a safety priority in the US 97 Parkway Plan that evaluated crash data from 2011-2015.
3 rd Street at Railroad to connect KorPine	3 rd Street underpass: Near term enhancements to walking and biking route.
Existing Conditions	The existing 3 rd Street underpass of the railroad has limited pedestrian and bicycle facilities, including narrow sidewalks and no marked bicycle lanes. In addition it lacks lighting and the structure is in visual disrepair.
Safety Improvements	Improve safety, access, and livability at key sites including the Colorado Avenue/US 97 improvements.
Existing Conditions	The current site at the intersection of Colorado Avenue and the western off ramp of US 97 lacks safe walking and bicycling facilities through the intersection of Colorado Avenue and US 97.
High Capacity Transit (HCT)	Project would improve City infrastructure on HCT routes in coordination with CET. Project includes improving access to HCT stops within the Area and may also include street improvements at HCT stops.
Existing Conditions	Cascade East Transit (CET), operated by the Central Oregon Intergovernmental Council (COIC), is the public transportation system providing fixed-route bus service in the City of Bend. CET is currently developing a transit master plan that may modify transit route models

	to provide more frequent transit service along high capacity routes, which have not yet been established.
--	---

2. Streetscape

Provide funds to support streetscape enhancements identified in the Core Area Urban Design Framework intended to provide an identity and a safe and effective multimodal transportation network within the Area. These enhancements include but are not limited to wide sidewalks, curb bulb outs, decorative paving, lighting, landscaping, furnishings - planters, seating, bicycle amenities, curbing, on-street parking.

Examples of rights-of-way eligible for streetscape enhancement projects include but are not limited to:

- 2nd Street
- 3rd Street
- 4th Street
- Greenwood Avenue
- Franklin Avenue
- Division Street
- Hawthorne Avenue
- Aune Road
- Revere Avenue
- Wall Street
- Olney Avenue

Existing Conditions

The existing streetscape within the Area consists of areas with significant missing sidewalks and sidewalk gaps. In addition, the area lacks street trees; lighting; and a safe, connected pedestrian and bicycle network.

3. Public Utility

The following public utility projects are intended to address sewer, stormwater, and water system infrastructure deficiencies in the Area.

Table 3 – Public Utility Projects

Sewer System Improvements	Support projects identified in the 2018 Sewer Public Facility Plan that are located within the Area, including the Drake Lift Station and Force Main and the Drake Downstream Trunk/2nd Street Trunk.
Existing Conditions	The Drake Lift Station and force main require additional capacity to accommodate anticipated growth in the KorPine service area. ³
Stormwater System Improvements	Support projects identified in the 2014 Stormwater Master Plan that are located within the Area, including the costs associated with stormwater improvements for the Franklin Avenue and Greenwood Avenue Underpasses. ⁴
Existing Conditions	There are multiple known flooding locations within the Area. The Franklin undercrossing is the highest priority flooding location followed by the Greenwood undercrossing. The City recently completed a project to address flooding concerns in the 3rd Street undercrossing area. ⁵
Water System Improvements	Support projects identified in the 2011 Water Master Plan that are located within the Area, including upgrading and replacement projects for the Norton/Olney Avenue, Revere Avenue, and Division Street.
Existing Conditions	The primary concern for the Area is the need to upsize pipes and to replace outdated, galvanized and cast-iron piping that will not meet the service level needs as the Area

³ *City of Bend 2018 Collection System Public Facility Plan*, pg. 42.

⁴ *City of Bend 2014 Stormwater Master Plan*, pg. 410.

⁵ <https://www.bendoregon.gov/city-projects/city-infrastructure-projects/recently-completed-projects/3rd-street-underpass-stormwater-project>

	builds out. ⁶
--	--------------------------

B. Affordable Housing Redevelopment and Development Assistance, Partnership, and Support

Partner with and offer funds to support housing organizations and developers to create low income, transitional, and affordable housing opportunities. Project funds may be used for activities that support the development, redevelopment, or rehabilitation of transitional, low-income and affordable housing projects, as well as for other facilities that support vulnerable populations.

Examples of eligible project activities include:

- Land acquisition/assembly
- Environmental review, mitigation and remediation
- Pre-development assistance including contracting with design professionals
- Payment of fees
- Frontage improvements including utility undergrounding
- Off-site infrastructure improvements
- Other direct support for programming and projects

Existing Conditions

Affordable rental housing is currently the most common housing problem in Bend, with “rent burden” playing a significant factor.⁷ Over 35% of renters currently pay rent that exceeds 30% of the area median income, with almost 18% paying rent that exceeds 50% of the area median income.⁸

In addition, median Bend home prices have risen by nearly 50% since 2015, and approximately 175% since 2011,⁹ which was the lowest point in the recession for Bend’s real estate market. From February 2016 to February 2020, Bend’s median home price rose from \$332,000 to \$460,000.¹⁰

Affordable housing continues to be a top priority for City Council and the Bend community.¹¹ The City has an Affordable Housing Advisory Committee (AHAC) and existing policies and programs in place that support affordable housing. These

⁶ *City of Bend 2011 Water Master Plan, pg. 50.*

⁷ *City of Bend Consolidated Plan 2019-2023, pg. 33*

⁸ *City of Bend Consolidated Plan 2019-2023, pg. 41*

⁹ *City of Bend Consolidated Plan 2019-2023, pg. 26*

¹⁰ *Beacon Appraisal Group, LLC. The Beacon Report, March 2020, pg. 1*

¹¹ *Bend City Council 2019-2021 Goals. Revised January 15, 2020. Goal 1, Strategy 2, pg. 2*

include:

1. Affordable Housing program: The City collects one-third of one percent of the total valuation on all building permits submitted to the City, which generates about \$1M per year to leverage state and federal funding to supply affordable housing units in Bend.
2. Community Development Block Grant (CDBG) funding: This funding can be used for acquisition, infrastructure, rehabilitation, and social services. The City allocates about \$300,000 per year of this funding.
3. Density Bonus: See Bend Development Code, Section 3.6.200
4. Height Bonus: See Bend Development Code, Section 3.6.200
5. Parking reduction: Bend Development Code, Section 3.3.300.D.1.d
6. SDC Exemption: City System Development Charges (SDCs) are fully exempted for qualified affordable housing. The Bend Park and Recreation District waives SDCs for up to 400 units of affordable housing until December 31, 2022.

The City's current affordable housing funding sources are limited and subject to market conditions as well as Congressional budgets, for CDBG. These funds can be used for a spectrum of activities to support affordable housing acquisition, rehabilitation, or construction, and are available for rental, ownership, or shelter facilities and services. Additional funding sources are necessary to allow for the development of more affordable housing in the area and to address barriers to development such as infrastructure needs. As of the date of this Plan in 2020, the City is not aware of any affordable housing projects within the Area.

C. Business Redevelopment and Development Assistance, Partnership, and Support

1. Business Development and Redevelopment

Provide funds to partner with and offer funds to support redevelopment and new development projects that support businesses, including housing providers and transit operators within the Area.

Examples of eligible project activities include:

- Land acquisition and assembly
- Environmental review, mitigation and remediation
- Pre-development assistance including contracting with design professionals
- Payment of fees
- Frontage improvements including utility undergrounding
- Off-site infrastructure improvements
- Funding for commercial and residential building rehabilitation and renovation programs and projects, including energy efficiency and accessibility upgrades, through public/private partnerships
- Market-rate housing and mixed-use commercial/residential

development projects

- Contracting with design professionals
- Other direct support for programming and projects

2. Business Support and Enhancement

Provide and administer loans and grant programs to assist start-ups, existing local business owners and property owners in developing, redeveloping, or rehabilitating property.

Examples of eligible project activities include:

- Improve older buildings to meet current code standards
- Assist in assessment and permitting
- Environmental review, mitigation and remediation
- Feasibility assessment of development or redevelopment
- Assist in other improvements to allow for intensification of under-utilized sites
- Building façade improvements
- Building utilization assistance
- Landscaping enhancements and pedestrian amenities
- Professional engineering, architecture, landscaping, and other building and site design assistance
- Mechanical, electrical, and other building upgrades that will reduce emissions, support energy efficiency.
- Seismic, fire suppression, and other public safety improvements
- Other direct support for programming and projects

Existing Conditions

There are 723 active businesses within the Area which represent approximately 11% of all Bend businesses, as of February 2019¹². In 2016, there were approximately 8,011 employees in the Area.¹³ There are many properties within the Area that could benefit from business assistance activities. There is no present funding source for these types of activities.

D. Open Space, Facilities, Amenities, and Wayfinding

Projects within this category are intended to support the Area as a vibrant mixed-use city center where businesses thrive, people live, and there are

¹² Information found using Active Business license data – February 2019

¹³ Data sourced from 2016 Quarterly Census of Employment and Wages (QCEW) data provided by the Oregon Employment Department

community gathering spaces for people to enjoy and recreate.

Projects may include, but are not limited to, the following:

- Parks, plazas, recreation sites, trails, and/or open space land acquisition
- Wayfinding and signage to create a clear Area identity
- Private art installation(s) grants and loans

Existing Conditions

Bend Park and Recreation District (BPRD) is the urban service provider of parks within the Bend City limits, including in the Area. The 2018 BPRD Comprehensive Plan includes a low priority project to secure park land in the Area to develop an urban plaza or “parklet” to support redevelopment of the area.¹⁴ The only BPRD trail planned in the Area is a Rails to Trails project in the BNSF railroad right of way, which is not likely to be completed in the near future since the railroad is still active as a freight line.¹⁵ In addition, BPRD has identified the need for a neighborhood park just south of the KorPine opportunity area to serve the neighborhoods to the south of that site.¹⁶

Wayfinding signage: There is no distinctive wayfinding or signage for the Area.

Private art installations: There are no funding sources to support private art installations in the Area.

E. Plan Administration, Implementation, Reporting, and Support

Provide funds for BURA to retain the services of City personnel or other independent professionals or organizations for activities such as:

- General staffing, and office or overhead expenses
- Management and oversight of an appointed advisory board
- Management and oversight of programs designed to support eligible projects
- Preparation of studies to inform project decisions such as the Midtown Crossings
- Preparation of market feasibility, transportation impacts analysis, or other technical or economic studies
- Preparation of design, architectural, engineering, environmental, landscape architectural, planning, platting, or other developmental documents, studies, or plans
- Providing special rehabilitation, restoration or renovation feasibility and

¹⁴ *Bend Park and Recreation District Comprehensive Plan. Adopted July 2018, pg. 107*

¹⁵ *Bend Park and Recreation District Comprehensive Plan. Adopted July 2018, pg. 114*

¹⁶ *Bend Park and Recreation District Comprehensive Plan. Adopted July 2018, pg. 98*

cost analysis studies

- Providing appraisals for property acquisition and disposition
- Assisting in the preparation of the annual financial report required by this Plan and ORS 457
- Auditing, insurance, bond counsel, financing fees and other required administrative costs
 - Any other powers granted by ORS 457 in connection with the implementation of this Plan

Existing Conditions

There is presently not a TIF Area in this location. Therefore, there is no overall funding for administration in the Area. This project would provide that administrative support.

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

The cost estimates for Projects are shown in Table 4 below. These are all estimates acknowledging that the Area portions of these project activities must fit within the maximum indebtedness. These costs are shown in year of expenditure (YOE) dollars, which assumes inflation of 3.0% annually.

The Plan assumes that BURA/City will use other funds to assist in the completion of the projects within the Area. These sources include but are not limited to City of Bend General Funds, SDCs, local, state and federal grants, and other sources as identified by BURA/City. BURA/City may pursue regional, county, state, and federal funding, private developer contributions and any other sources of funding that may assist in the implementation of the programs.

BURA will be able to review and update fund expenditures and allocations on an annual basis when the annual budget is prepared.

Table 4 - Estimated Cost of Each Project

Project Title	Project Cost (YOE\$)	Percentage of Total Project Cost
Affordable Housing Partnership & Support	\$36,391,670	18%
Business Re/development Partnership & Support	\$28,573,105	15%
Transportation & Bike/Ped, Streetscape, Utility Infrastructure	\$100,521,813	52%
Open Space, Facilities, Amenities, & Wayfinding	\$18,851,202	10%
Plan Administration, Reporting, Refinement, & Finance fees	\$9,700,688	5%
TOTAL:	\$194,038,477	100%

Source: City of Bend and Tiberius Solutions

V. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FYE 2051 are calculated based on projections of the growth assessed value of existing property and new development within the Area, and the consolidated tax rate that will apply to the Area.

Figure 2 shows expected TIF revenues over time and the projected tax revenues after termination of the Area. Table 5 shows the incremental assessed value, tax rates and tax increment revenues each year, adjusted for discounts, and delinquencies, truncation loss, and receipt of delinquent taxes from prior years. The projections assume an annual growth rate of 5.0% for assessed value in the Area. This assumption is supported by an evaluation of the development potential of vacant and redevelopable land within the Area. These projections of growth are the basis for the projections in Table 8, Table 9, Table 10, and Table 11.

The first year of tax increment collections is anticipated to be FYE 2022. Gross TIF¹⁷ is calculated by multiplying the tax rate times the assessed value used. The tax rate is per thousand dollars of assessed value, so the calculation is “tax rate times assessed value used divided by one thousand.” The consolidated tax rate includes permanent tax rates only, and excludes general obligation bonds and local option levies, which will not be impacted by this Plan.

Figure 3 – Funding for Projects over Time shows the projected funding for projects over time.

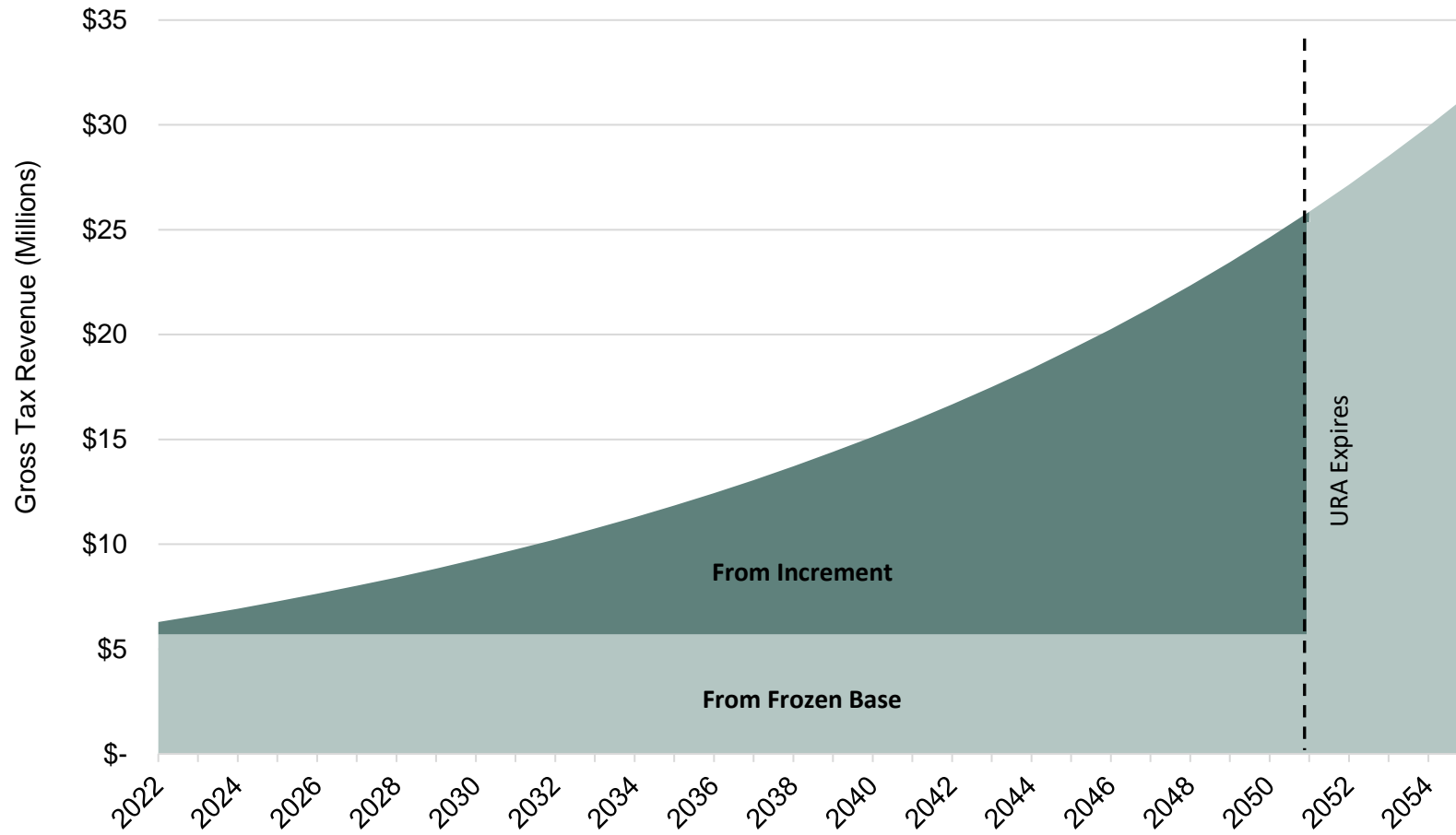
¹⁷ TIF is also used to signify tax increment revenues

Table 5 - Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues

FYE	Total Assessed Value	Frozen Base Assessed Value	Increment (Applied)	Tax Rate	Gross TIF (Current Year)	Adjustments	Net TIF (Current Year)	Net TIF (Prior Year)	Total TIF
2022	484,057,545	439,054,462	45,003,083	12.9779	584,046	(29,202)	554,843	-	554,843
2023	508,260,423	439,054,462	69,205,961	12.9779	898,148	(44,907)	853,241	8,323	861,563
2024	533,673,446	439,054,462	94,618,984	12.9779	1,227,956	(61,398)	1,166,558	12,799	1,179,357
2025	560,357,117	439,054,462	121,302,655	12.9779	1,574,254	(78,713)	1,495,541	17,498	1,513,039
2026	588,374,974	439,054,462	149,320,512	12.9779	1,937,867	(96,893)	1,840,973	22,433	1,863,406
2027	617,793,724	439,054,462	178,739,262	12.9779	2,319,660	(115,983)	2,203,677	27,615	2,231,292
2028	648,683,412	439,054,462	209,628,950	12.9779	2,720,544	(136,027)	2,584,516	33,055	2,617,572
2029	681,117,582	439,054,462	242,063,120	12.9779	3,141,471	(157,074)	2,984,397	38,768	3,023,165
2030	715,173,462	439,054,462	276,119,000	12.9779	3,583,445	(179,172)	3,404,273	44,766	3,449,038
2031	750,932,135	439,054,462	311,877,673	12.9779	4,047,517	(202,376)	3,845,141	51,064	3,896,205
2032	788,478,742	439,054,462	349,424,280	12.9779	4,534,793	(226,740)	4,308,054	57,677	4,365,731
2033	827,902,679	439,054,462	388,848,217	12.9779	5,046,433	(252,322)	4,794,112	64,621	4,858,732
2034	869,297,813	439,054,462	430,243,351	12.9779	5,583,655	(279,183)	5,304,472	71,912	5,376,384
2035	912,762,704	439,054,462	473,708,242	12.9779	6,147,738	(307,387)	5,840,351	79,567	5,919,918
2036	958,400,840	439,054,462	519,346,378	12.9779	6,740,025	(337,001)	6,403,024	87,605	6,490,629
2037	1,006,320,881	439,054,462	567,266,419	12.9779	7,361,927	(368,096)	6,993,831	96,045	7,089,876
2038	1,056,636,925	439,054,462	617,582,463	12.9779	8,014,923	(400,746)	7,614,177	104,907	7,719,085
2039	1,109,468,772	439,054,462	670,414,310	12.9779	8,700,570	(435,028)	8,265,541	114,213	8,379,754
2040	1,164,942,210	439,054,462	725,887,748	12.9779	9,420,499	(471,025)	8,949,474	123,983	9,073,457
2041	1,223,189,320	439,054,462	784,134,858	12.9779	10,176,424	(508,821)	9,667,603	134,242	9,801,845
2042	1,284,348,787	439,054,462	845,294,325	12.9779	10,970,145	(548,507)	10,421,638	145,014	10,566,652
2043	1,348,566,226	439,054,462	909,511,764	12.9779	11,803,553	(590,178)	11,213,375	156,325	11,369,700
2044	1,415,994,537	439,054,462	976,940,075	12.9779	12,678,631	(633,932)	12,044,699	168,201	12,212,900
2045	1,486,794,264	439,054,462	1,047,739,802	12.9779	13,597,462	(679,873)	12,917,589	180,670	13,098,260
2046	1,561,133,978	439,054,462	1,122,079,516	12.9779	14,562,236	(728,112)	13,834,124	193,764	14,027,888
2047	1,639,190,678	439,054,462	1,200,136,216	12.9779	15,575,248	(778,762)	14,796,485	207,512	15,003,997
2048	1,721,150,211	439,054,462	1,282,095,749	12.9779	16,638,910	(831,946)	15,806,965	221,947	16,028,912
2049	1,807,207,721	439,054,462	1,368,153,259	12.9779	17,755,756	(887,788)	16,867,968	237,104	17,105,073
2050	1,897,568,107	439,054,462	1,458,513,645	12.9779	18,928,444	(946,422)	17,982,022	253,020	18,235,042
2051	1,992,446,513	439,054,462	1,553,392,051	12.9779	20,159,767	(1,007,988)	19,151,778	269,730	19,421,509
TOTAL:					\$246,432,046	\$(12,321,602)	\$234,110,444	\$3,224,380	\$237,334,824

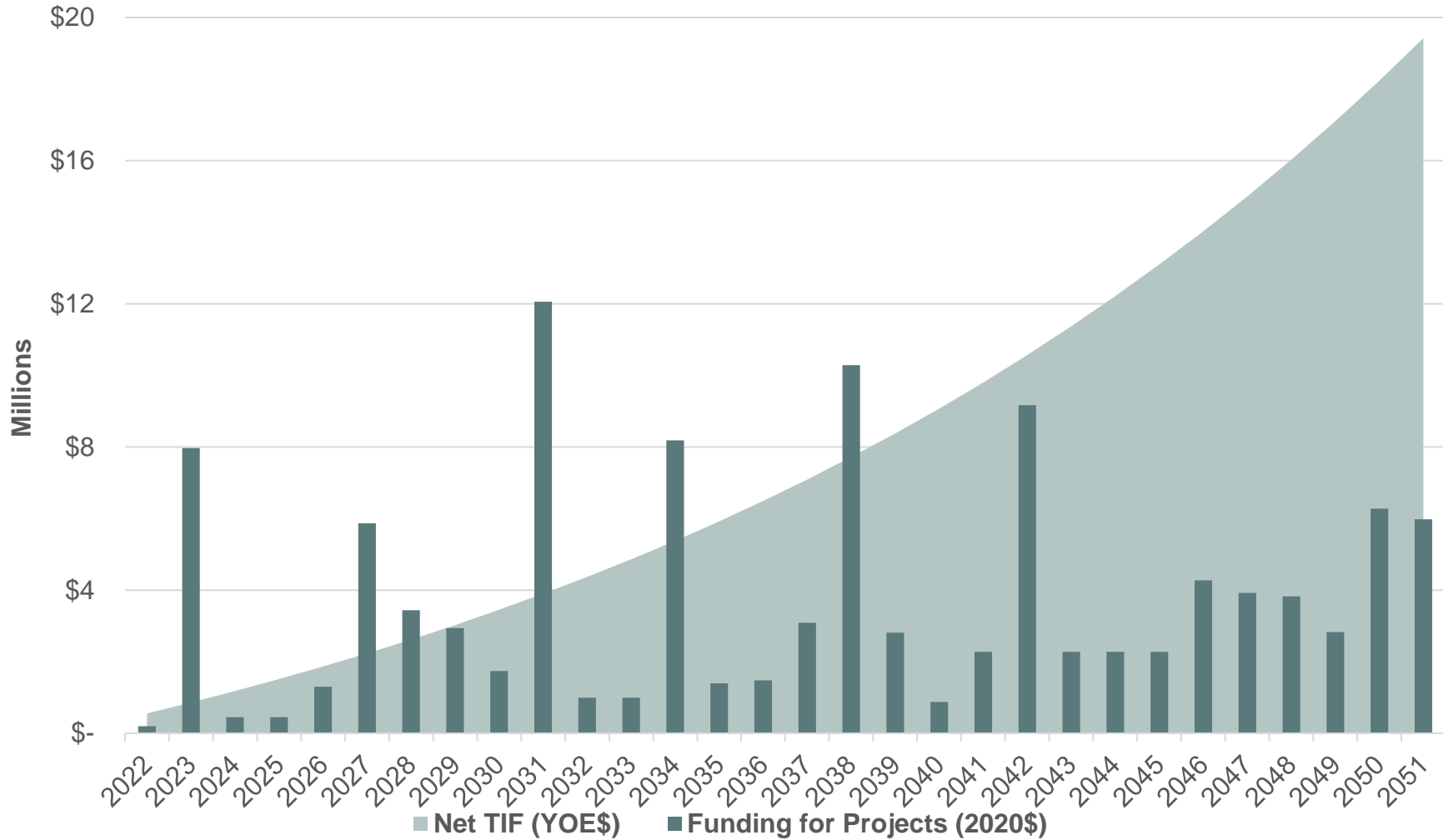
Source: Tiberius Solutions

Figure 2 - TIF Projections over Time



Source: Tiberius Solutions

Figure 3 – Funding for Projects over Time



Source: Tiberius Solutions

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

Table 6 shows a summary of the financial capacity of the Area, including how the total TIF revenue translates to the ability to fund projects in constant FYE 2020 dollars in five-year increments. Table 8, Table 9, Table 10 and Table 11 show more detailed tables on the allocation of tax revenues over time.

The Plan is structured to complete all projects and have sufficient tax increment finance revenue to terminate the Area in FYE 2051, a 30-year duration for the Plan. The time frame of the Plan is not absolute; it may vary depending on the actual ability to meet the maximum indebtedness. If the economy is slower, it may take longer; if the economy is more robust than the projections, it may take a shorter time period. These assumptions show one scenario for financing and that this scenario is financially feasible.

The maximum indebtedness is \$195,000,000 (one hundred ninety five million dollars). The estimated total amount of tax increment revenues required to service the maximum indebtedness of \$195,000,000 is \$237,334,824 and is from the division of taxes from permanent rate levies.

Table 6 - TIF Capacity of the Area

Net TIF (YOE\$)	\$237,334,824
Maximum Indebtedness (YOE\$)	\$195,000,000
Capacity (2020\$)	\$111,876,107
Years 1-5	\$10,367,874
Years 6-10	\$26,042,897
Years 11-15	\$13,044,250
Years 16-20	\$19,331,320
Years 21-25	\$20,264,766
Years 25-30	\$22,825,000

Source: Tiberius Solutions

This financial analysis projects when borrowings might occur as identified in

Table 7. This is only one scenario for how BURA may decide to implement this Plan, and this scenario is financially feasible. BURA may decide to complete borrowings at different times or for different amounts, depending on their analysis at the time. The timeframes on these borrowings are designed to have all borrowings paid off at the estimated termination of the Area in FYE 2051. These are the principal amounts of the borrowings. The total amounts, including interest, are shown in the second column of Table 8.

Table 7 - Estimated Borrowings and Amounts

Name	Loan A	Loan B	Loan C	Loan D	Loan E	Loan F
Principal Amount	\$8,400,000	\$13,300,000	\$16,300,000	\$13,500,000	\$18,100,000	\$17,200,000
Interest Rate	5 %	5 %	5 %	5 %	5 %	5 %
Loan Term	20	20	20	18	14	10
Loan Year	2023	2027	2031	2034	2038	2042
Annual Payment	(674,038)	(1,067,226)	(1,307,954)	(1,154,874)	(1,828,534)	(2,227,479)

Source: Tiberius Solutions

Table 8 - Tax Increment Revenues and Allocations to Debt Service, Page 1

	Total	FYE 2022	FYE 2023	FYE 2024	FYE 2025	FYE 2026	FYE 2027	FYE 2028
Resources								
TIF: Current Year	234,110,444	554,843	853,241	1,166,558	1,495,541	1,840,973	2,203,677	2,584,516
TIF: Prior Years	3,224,380	-	8,323	12,799	17,498	22,433	27,615	33,055
Total Resources	237,334,824	554,843	861,563	1,179,357	1,513,039	1,863,406	2,231,292	2,617,572
Expenditures								
Debt Service								
Loan A	(13,480,755)	-	(674,038)	(674,038)	(674,038)	(674,038)	(674,038)	(674,038)
Loan B	(21,344,528)	-	-	-	-	-	(1,067,226)	(1,067,226)
Loan C	(26,159,083)	-	-	-	-	-	-	-
Loan D	(20,787,732)	-	-	-	-	-	-	-
Loan E	(25,599,474)	-	-	-	-	-	-	-
Loan F	(22,274,787)	-	-	-	-	-	-	-
Total Debt Service	(129,646,359)	-	(674,038)	(674,038)	(674,038)	(674,038)	(1,741,264)	(1,741,264)
Transfer to Area Projects Fund	(107,688,465)	(554,843)	(187,526)	(505,319)	(839,002)	(1,189,369)	(490,028)	(876,307)
Total Expenditures	(237,334,824)	(554,843)	(861,563)	(1,179,357)	(1,513,039)	(1,863,406)	(2,231,292)	(2,617,572)
Debt Service Coverage Ratio			1.27	1.73	2.22	2.73	1.27	1.48

Source: Tiberius Solutions

Table 9 - Tax Incremental Revenues and Allocations to Debt Service, Page 2

	FYE 2029	FYE 2030	FYE 2031	FYE 2032	FYE 2033	FYE 2034	FYE 2035	FYE 2036
Resources								
Beginning Balance	-	-	-	-	-	-	-	-
TIF: Current Year	2,984,397	3,404,273	3,845,141	4,308,054	4,794,112	5,304,472	5,840,351	6,403,024
TIF: Prior Years	38,768	44,766	51,064	57,677	64,621	71,912	79,567	87,605
Total Resources	3,023,165	3,449,038	3,896,205	4,365,731	4,858,732	5,376,384	5,919,918	6,490,629
Expenditures								
Debt Service								
Scheduled Payments								
Loan A	(674,038)	(674,038)	(674,038)	(674,038)	(674,038)	(674,038)	(674,038)	(674,038)
Loan B	(1,067,226)	(1,067,226)	(1,067,226)	(1,067,226)	(1,067,226)	(1,067,226)	(1,067,226)	(1,067,226)
Loan C	-	-	(1,307,954)	(1,307,954)	(1,307,954)	(1,307,954)	(1,307,954)	(1,307,954)
Loan D	-	-	-	-	-	(1,154,874)	(1,154,874)	(1,154,874)
Loan E	-	-	-	-	-	-	-	-
Loan F	-	-	-	-	-	-	-	-
Total Debt Service, Scheduled Only	(1,741,264)	(1,741,264)	(3,049,218)	(3,049,218)	(3,049,218)	(4,204,092)	(4,204,092)	(4,204,092)
Total Debt Service	(1,741,264)	(1,741,264)	(3,049,218)	(3,049,218)	(3,049,218)	(4,204,092)	(4,204,092)	(4,204,092)
Transfer to Area Projects Fund	(1,281,901)	(1,707,774)	(846,987)	(1,316,513)	(1,809,514)	(1,172,292)	(1,715,826)	(2,286,537)
Total Expenditures	(3,023,165)	(3,449,038)	(3,896,205)	(4,365,731)	(4,858,732)	(5,376,384)	(5,919,918)	(6,490,629)
Debt Service Coverage Ratio	1.71	1.96	1.26	1.41	1.57	1.26	1.39	1.52

Source: Tiberius Solutions

Table 10 - Tax Increment Revenues and Allocations to Debt Service, Page 3

	FYE 2037	FYE 2038	FYE 2039	FYE 2040	FYE 2041	FYE 2042	FYE 2043	FYE 2044
Resources								
TIF: Current Year	6,993,831	7,614,177	8,265,541	8,949,474	9,667,603	10,421,638	11,213,375	12,044,699
TIF: Prior Years	96,045	104,907	114,213	123,983	134,242	145,014	156,325	168,201
Total Resources	7,089,876	7,719,085	8,379,754	9,073,457	9,801,845	10,566,652	11,369,700	12,212,900
Expenditures								
Debt Service								
Loan A	(674,038)	(674,038)	(674,038)	(674,038)	(674,038)	(674,038)	-	-
Loan B	(1,067,226)	(1,067,226)	(1,067,226)	(1,067,226)	(1,067,226)	(1,067,226)	(1,067,226)	(1,067,226)
Loan C	(1,307,954)	(1,307,954)	(1,307,954)	(1,307,954)	(1,307,954)	(1,307,954)	(1,307,954)	(1,307,954)
Loan D	(1,154,874)	(1,154,874)	(1,154,874)	(1,154,874)	(1,154,874)	(1,154,874)	(1,154,874)	(1,154,874)
Loan E	-	(1,828,534)	(1,828,534)	(1,828,534)	(1,828,534)	(1,828,534)	(1,828,534)	(1,828,534)
Loan F	-	-	-	-	-	(2,227,479)	(2,227,479)	(2,227,479)
Total Debt Service	(4,204,092)	(6,032,626)	(6,032,626)	(6,032,626)	(6,032,626)	(8,260,105)	(7,586,067)	(7,586,067)
Transfer to Area Projects Fund	(2,885,784)	(1,686,459)	(2,347,128)	(3,040,831)	(6,032,626)	(2,306,547)	(3,783,633)	(4,626,833)
Total Expenditures	(7,089,876)	(7,719,085)	(8,379,754)	(9,073,457)	(3,769,219)	(10,566,652)	(11,369,700)	(12,212,900)
Debt Service Coverage Ratio	1.66	1.26	1.37	1.48	1.60	1.26	1.48	1.59

Source: Tiberius Solutions

Table 11 - Tax Increment Revenues and Allocations to Debt Service, Page 4

	FYE 2045	FYE 2046	FYE 2047	FYE 2048	FYE 2049	FYE 2050	FYE 2051
Resources							
TIF: Current Year	12,917,589	13,834,124	14,796,485	15,806,965	16,867,968	17,982,022	19,151,778
TIF: Prior Years	180,670	193,764	207,512	221,947	237,104	253,020	269,730
Total Resources	13,098,260	14,027,888	15,003,997	16,028,912	17,105,073	18,235,042	19,421,509
Expenditures							
Debt Service							
Loan A	-	-	-	-	-	-	-
Loan B	(1,067,226)	(1,067,226)	-	-	-	-	-
Loan C	(1,307,954)	(1,307,954)	(1,307,954)	(1,307,954)	(1,307,954)	(1,307,954)	-
Loan D	(1,154,874)	(1,154,874)	(1,154,874)	(1,154,874)	(1,154,874)	(1,154,874)	(1,154,874)
Loan E	(1,828,534)	(1,828,534)	(1,828,534)	(1,828,534)	(1,828,534)	(1,828,534)	(1,828,534)
Loan F	(2,227,479)	(2,227,479)	(2,227,479)	(2,227,479)	(2,227,479)	(2,227,479)	(2,227,479)
Total Debt Service	(7,586,067)	(7,586,067)	(6,518,841)	(6,518,841)	(6,518,841)	(6,518,841)	(5,210,886)
Transfer to Area Projects Fund	(5,512,193)	(6,441,821)	(8,485,157)	(9,510,071)	(10,586,232)	(11,716,201)	(14,210,622)
Total Expenditures	(13,098,260)	(14,027,888)	(15,003,997)	(16,028,912)	(17,105,073)	(18,235,042)	(19,421,509)
Debt Service Coverage Ratio	1.70	1.82	2.27	2.42	2.59	2.76	3.68

Source: Tiberius Solutions

VII. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The schedule for construction of projects will be based on the availability of funding. The projects will be ongoing and will be completed as directed by BURA.

The Area is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the Area in FYE 2051, a 30-year program.

The amount of money available for projects in FYE 2020 constant dollars for the Area is \$111,876,107.

Table 12, Table 13, Table 14, and Table 15 show the \$111,876,107 of project costs in FYE 2020 dollars inflated over the life of the Area, including administrative expenses. All costs shown in Table 12, Table 13, Table 14, and Table 15 are in year-of-expenditure dollars, which are adjusted by 3.0% annually to account for inflation. Annual expenditures for program administration is also shown. These are predicated on the fact that the Area activities will start off slowly in the beginning years and increase in the final years.

The 3.0% inflation rate is the rate to use in the future if any amendment to increase maximum indebtedness is pursued in accordance with ORS 457.470.

BURA may change the completion dates in their annual budgeting process or as project decisions are made in administering the Plan.

Table 12 - Programs and Costs in Year of Expenditure Dollars, Page 1

	Total	FYE 2022	FYE 2023	FYE 2024	FYE 2025	FYE 2026	FYE 2027	FYE 2028
Resources								
Beginning Balance		-	342,663	225,406	225,377	543,821	183,578	6,760,990
Interest Earnings	269,279	-	1,713	1,127	1,127	2,719	918	33,805
Transfer from TIF Fund	107,688,465	554,843	187,526	505,319	839,002	1,189,369	490,028	876,307
Bond/Loan Proceeds	86,800,000	-	8,400,000	-	-	-	13,300,000	-
Total Resources	194,757,744	554,843	8,931,902	731,852	1,065,506	1,735,908	13,974,524	7,671,102
Expenditures (YOE \$)								
Utility Infrastructure	(5,482,810)	-	(437,080)	-	-	-	-	-
Transportation & Bike/Ped	(35,180,813)	-	(7,256,621)	(112,550)	(115,930)	(119,410)	(2,480,708)	(253,360)
Streetscape	(59,858,190)	-	(546,350)	-	-	(597,050)	(614,950)	-
Affordable Housing Partnership and Support	(36,391,670)	-	-	-	-	(597,050)	(1,844,850)	(1,900,200)
Business Re/Development Partnership and Support	(28,573,105)	-	(163,905)	(168,825)	(173,895)	-	(1,844,850)	(1,900,200)
Open Space, Facilities , Amenities, and Wayfinding	(18,851,202)	(26,523)	(27,318)	(28,138)	(28,983)	(29,853)	(79,944)	(82,342)
Plan Administration, Reporting, Refinement, Financing Fees	(9,700,688)	(185,658)	(275,223)	(196,963)	(202,878)	(208,968)	(348,233)	(221,690)
Total Expenditures	(194,038,477)	(212,180)	(8,706,496)	(506,475)	(521,685)	(1,552,330)	(7,213,534)	(4,357,792)
Ending Balance		342,663	225,406	225,377	543,821	183,578	6,760,990	3,313,310

Source: Tiberius Solutions

Table 13 - Programs and Costs in Year of Expenditure Dollars, Page 2

	FYE 2029	FYE 2030	FYE 2031	FYE 2032	FYE 2033	FYE 2034	FYE 2035	FYE 2036
Resources								
Beginning Balance	3,313,310	775,666	148,933	606,317	507,290	858,182	3,155,268	2,713,460
Interest Earnings	16,567	3,878	745	3,032	2,536	4,291	15,776	13,567
Transfer from TIF Fund	1,281,901	1,707,774	846,987	1,316,513	1,809,514	1,172,292	1,715,826	2,286,537
Bond/Loan Proceeds	-	-	16,300,000	-	-	13,500,000	-	-
Total Resources	4,611,778	2,487,319	17,296,665	1,925,861	2,319,340	15,534,765	4,886,870	5,013,564
Expenditures (YOE \$)								
Utility Infrastructure	-	-	-	-	-	(605,040)	(623,200)	-
Transportation & Bike/Ped	(260,960)	(134,390)	(138,420)	-	-	(6,352,920)	-	(770,256)
Streetscape	-	-	(12,457,800)	-	-	(3,781,500)	-	-
Affordable Housing Partnership and Support	(1,957,200)	(940,730)	(1,799,460)	(570,280)	(587,400)	(605,040)	(623,200)	(641,880)
Business Re/Development Partnership and Support	(1,304,800)	(940,730)	(1,799,460)	(570,280)	(587,400)	(605,040)	(623,200)	(641,880)
Open Space, Facilities , Amenities, and Wayfinding	(84,812)	(87,354)	(89,973)	(28,514)	(29,370)	(30,252)	(31,160)	(32,094)
Plan Administration, Reporting, Refinement, Financing Fees	(228,340)	(235,183)	(405,235)	(249,498)	(256,988)	(399,705)	(272,650)	(280,823)
Total Expenditures	(3,836,112)	(2,338,386)	(16,690,348)	(1,418,572)	(1,461,158)	(12,379,497)	(2,173,410)	(2,366,933)
Ending Balance	775,666	148,933	606,317	507,290	858,182	3,155,268	2,713,460	2,646,632

Source: Tiberius Solutions

Table 14 - Programs and Costs in Year of Expenditure Dollars, Page 3

	FYE 2037	FYE 2038	FYE 2039	FYE 2040	FYE 2041	FYE 2042	FYE 2043	FYE 2044
Resources								
Beginning Balance	2,646,632	446,760	2,732,533	157,221	1,618,500	1,163,629	3,115,387	2,424,657
Interest Earnings	13,233	2,234	13,663	786	8,093	5,818	15,577	12,123
Transfer from TIF Fund	2,885,784	1,686,459	2,347,128	3,040,831	3,769,219	2,306,547	3,783,633	4,626,833
Bond/Loan Proceeds	-	18,100,000	-	-	-	17,200,000	-	-
Total Resources	5,545,648	20,235,453	5,093,324	3,198,838	5,395,812	20,675,995	6,914,597	7,063,612
Expenditures (YOE \$)								
Utility Infrastructure	-	(680,960)	(701,400)	-	(1,860,300)	(574,830)	-	-
Transportation & Bike/Ped	(677,648)	(5,277,440)	(3,927,840)	(1,264,270)	(2,046,330)	(191,610)	(197,360)	(203,280)
Streetscape	(4,132,000)	(7,660,800)	-	-	-	(2,874,150)	-	-
Affordable Housing Partnership and Support	-	-	-	-	-	(1,916,100)	(1,973,600)	(2,032,800)
Business Re/Development Partnership and Support	-	-	-	-	-	(1,916,100)	(1,973,600)	(2,032,800)
Open Space, Facilities , Amenities, and Wayfinding	-	(3,404,800)	-	-	-	(9,580,500)	-	-
Plan Administration, Reporting, Refinement, Financing Fees	(289,240)	(478,920)	(306,863)	(316,068)	(325,553)	(507,318)	(345,380)	(355,740)
Total Expenditures	(5,098,888)	(17,502,920)	(4,936,103)	(1,580,338)	(4,232,183)	(17,560,608)	(4,489,940)	(4,624,620)
Ending Balance	446,760	2,732,533	157,221	1,618,500	1,163,629	3,115,387	2,424,657	2,438,992

Source: Tiberius Solutions

Table 15 - Programs and Costs in Year of Expenditure Dollars, Page 4

	FYE 2045	FYE 2046	FYE 2047	FYE 2048	FYE 2049	FYE 2050	FYE 2051
Resources							
Beginning Balance	2,438,992	3,199,985	438,340	207,087	966,976	4,900,930	1,410,956
Interest Earnings	12,195	16,000	2,192	1,035	4,835	24,505	7,055
Transfer from TIF Fund	5,512,193	6,441,821	8,485,157	9,510,071	10,586,232	11,716,201	14,210,622
Bond/Loan Proceeds	-	-	-	-	-	-	-
Total Resources	7,963,380	9,657,805	8,925,689	9,718,193	11,558,043	16,641,636	15,628,633
Expenditures (YOE \$)							
Utility Infrastructure	-	-	-	-	-	-	-
Transportation & Bike/Ped	(209,380)	(215,660)	(222,130)	(2,516,690)	(235,650)	-	-
Streetscape	-	(4,313,200)	(2,443,430)	-	-	(10,436,960)	(10,000,000)
Affordable Housing Partnership and Support	(2,093,800)	(2,156,600)	(2,665,560)	(2,745,480)	(2,827,800)	(2,912,640)	(3,000,000)
Business Re/Development Partnership and Support	(2,093,800)	(2,156,600)	(1,332,780)	(1,372,740)	(1,413,900)	(1,456,320)	(1,500,000)
Open Space, Facilities , Amenities, and Wayfinding	-	-	(1,665,975)	(1,715,925)	(1,767,375)	-	-
Plan Administration, Reporting, Refinement, Financing Fees	(366,415)	(377,405)	(388,728)	(400,383)	(412,388)	(424,760)	(437,500)
Total Expenditures	(4,763,395)	(9,219,465)	(8,718,603)	(8,751,218)	(6,657,113)	(15,230,680)	(14,937,500)
Ending Balance	3,199,985	438,340	207,087	966,976	4,900,930	1,410,956	691,130

Source: Tiberius Solutions

VIII. REVENUE SHARING

Revenue sharing is defined in ORS 457.470. The statute identifies certain thresholds where the impacted taxing jurisdictions will receive a share of the incremental growth in the Area. The first threshold is when annual tax increment finance revenues exceed 10% of the original maximum indebtedness of the Plan (10% of \$195,000,000 is \$19,500,000). In the year after reaching the 10% threshold, BURIA will receive the full 10% of the initial maximum indebtedness plus 25% of the increment above the 10% threshold, and the taxing jurisdictions will receive 75% of the increment above the 10% threshold. The threshold is projected to be met in the final year of the Plan, FYE 2051. If projections are realized, no revenue sharing would commence because the Area would close. If assessed value increases in the Area exceed projections, revenue sharing would be a component of the Plan, as required by statute.

The second threshold is when annual tax increment finance revenues exceed 12.5% of the maximum indebtedness (\$24,375,000). If this threshold is met, revenue for the Area would be capped at 12.5% of the maximum indebtedness, with all additional tax revenue being shared with affected taxing districts. This threshold is not projected to be met.

IX. IMPACT OF THE TAX INCREMENT FINANCING

This section describes the impact of tax increment financing of the maximum indebtedness, both until and after the indebtedness is repaid, upon all entities levying taxes upon property in the Area.

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value in the Area. These projections are for impacts estimated through FYE 2051 and are shown in Table 16 and Table 17.

The Bend La Pine School District and the High Desert Education Service District are not *directly* affected by the tax increment financing, but the amounts of their taxes divided for the Plan are shown in the following tables. Under current school funding law, property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes foregone, due to the use of tax increment financing, are substantially replaced with State School Fund revenues, as determined by a funding formula at the state level.

Table 16 and Table 17 show the projected impacts to permanent rate levies of taxing districts as a result of this Plan. Table 16 shows the general government levies, and Table 17 shows the education levies.

Table 16 - Projected Impact on Taxing District Permanent Rate Levies - General Government

FYE	Deschutes County	County Library	Countywide Law Enforcement	Countywide Extension	911	City of Bend	Bend Metro Parks & Rec	Subtotal
2022	(52,086)	(23,514)	(46,173)	(958)	(15,468)	(119,858)	(62,462)	(320,519)
2023	(80,879)	(36,513)	(71,698)	(1,487)	(24,019)	(186,116)	(96,991)	(497,703)
2024	(110,712)	(49,981)	(98,144)	(2,036)	(32,878)	(254,766)	(132,767)	(681,284)
2025	(142,037)	(64,122)	(125,913)	(2,612)	(42,181)	(326,848)	(170,332)	(874,044)
2026	(174,927)	(78,971)	(155,070)	(3,216)	(51,948)	(402,535)	(209,775)	(1,076,442)
2027	(209,462)	(94,562)	(185,685)	(3,851)	(62,204)	(482,006)	(251,190)	(1,288,960)
2028	(245,724)	(110,932)	(217,830)	(4,518)	(72,973)	(565,451)	(294,676)	(1,512,104)
2029	(283,800)	(128,121)	(251,583)	(5,218)	(84,280)	(653,067)	(340,336)	(1,746,405)
2030	(323,778)	(146,169)	(287,023)	(5,953)	(96,153)	(745,065)	(388,279)	(1,992,421)
2031	(365,756)	(165,120)	(324,236)	(6,725)	(108,619)	(841,663)	(438,619)	(2,250,738)
2032	(409,833)	(185,019)	(363,309)	(7,535)	(121,709)	(943,090)	(491,476)	(2,521,971)
2033	(456,113)	(205,912)	(404,336)	(8,386)	(135,453)	(1,049,589)	(546,977)	(2,806,765)
2034	(504,708)	(227,850)	(447,414)	(9,280)	(149,884)	(1,161,412)	(605,252)	(3,105,799)
2035	(555,732)	(250,885)	(492,646)	(10,218)	(165,036)	(1,278,827)	(666,441)	(3,419,785)
2036	(609,308)	(275,071)	(540,140)	(11,203)	(180,947)	(1,402,113)	(730,689)	(3,749,470)
2037	(665,562)	(300,467)	(590,008)	(12,237)	(197,653)	(1,531,563)	(798,150)	(4,095,639)
2038	(724,629)	(327,133)	(642,370)	(13,323)	(215,194)	(1,667,485)	(868,984)	(4,459,117)
2039	(786,649)	(355,132)	(697,350)	(14,464)	(233,612)	(1,810,204)	(943,359)	(4,840,769)
2040	(851,771)	(384,531)	(755,079)	(15,661)	(252,951)	(1,960,058)	(1,021,453)	(5,241,503)
2041	(920,148)	(415,400)	(815,694)	(16,918)	(273,257)	(2,117,405)	(1,103,452)	(5,662,274)
2042	(991,944)	(447,812)	(879,340)	(18,238)	(294,579)	(2,282,620)	(1,189,551)	(6,104,084)
2043	(1,067,330)	(481,845)	(946,168)	(19,624)	(316,966)	(2,456,095)	(1,279,955)	(6,567,984)
2044	(1,146,486)	(517,579)	(1,016,338)	(21,080)	(340,473)	(2,638,244)	(1,374,879)	(7,055,079)
2045	(1,229,599)	(555,101)	(1,090,016)	(22,608)	(365,155)	(2,829,500)	(1,474,550)	(7,566,529)
2046	(1,316,868)	(594,498)	(1,167,378)	(24,212)	(391,072)	(3,030,320)	(1,579,203)	(8,103,551)
2047	(1,408,500)	(635,865)	(1,248,609)	(25,897)	(418,284)	(3,241,180)	(1,689,090)	(8,667,424)
2048	(1,504,714)	(679,301)	(1,333,900)	(27,666)	(446,857)	(3,462,583)	(1,804,471)	(9,259,492)
2049	(1,605,738)	(724,909)	(1,423,457)	(29,524)	(476,858)	(3,695,056)	(1,925,621)	(9,881,162)
2050	(1,711,814)	(772,796)	(1,517,491)	(31,474)	(508,359)	(3,939,153)	(2,052,828)	(10,533,916)
2051	(1,823,194)	(823,078)	(1,616,227)	(33,522)	(541,436)	(4,195,455)	(2,186,396)	(11,219,307)
TOTAL:	\$(22,279,800)	\$(10,058,188)	\$(19,750,623)	\$(409,643)	\$(6,616,459)	\$(51,269,325)	\$(26,718,204)	\$(137,102,241)

Source: Tiberius Solutions

Table 17 - Projected Impact on Taxing District Permanent Rate Levies – Education

FYE	Bend La Pine School District	High Desert ESD	COCC	Subtotal Education	Total All
2022	(203,679)	(4,121)	(26,524)	(234,325)	(554,843)
2023	(316,274)	(6,400)	(41,186)	(363,860)	(861,563)
2024	(432,934)	(8,760)	(56,378)	(498,073)	(1,179,357)
2025	(555,427)	(11,239)	(72,330)	(638,995)	(1,513,039)
2026	(684,044)	(13,841)	(89,079)	(786,964)	(1,863,406)
2027	(819,092)	(16,574)	(106,665)	(942,332)	(2,231,292)
2028	(960,893)	(19,443)	(125,131)	(1,105,468)	(2,617,572)
2029	(1,109,784)	(22,456)	(144,520)	(1,276,760)	(3,023,165)
2030	(1,266,119)	(25,620)	(164,879)	(1,456,617)	(3,449,038)
2031	(1,430,271)	(28,941)	(186,256)	(1,645,467)	(3,896,205)
2032	(1,602,630)	(32,429)	(208,701)	(1,843,760)	(4,365,731)
2033	(1,783,608)	(36,091)	(232,269)	(2,051,967)	(4,858,732)
2034	(1,973,635)	(39,936)	(257,015)	(2,270,585)	(5,376,384)
2035	(2,173,162)	(43,973)	(282,998)	(2,500,133)	(5,919,918)
2036	(2,382,666)	(48,212)	(310,280)	(2,741,159)	(6,490,629)
2037	(2,602,646)	(52,664)	(338,927)	(2,994,236)	(7,089,876)
2038	(2,833,624)	(57,337)	(369,006)	(3,259,967)	(7,719,085)
2039	(3,076,151)	(62,245)	(400,589)	(3,538,985)	(8,379,754)
2040	(3,330,805)	(67,398)	(433,751)	(3,831,954)	(9,073,457)
2041	(3,598,191)	(72,808)	(468,571)	(4,139,570)	(9,801,845)
2042	(3,878,947)	(78,489)	(505,132)	(4,462,568)	(10,566,652)
2043	(4,173,740)	(84,454)	(543,521)	(4,801,716)	(11,369,700)
2044	(4,483,274)	(90,718)	(583,830)	(5,157,821)	(12,212,900)
2045	(4,808,283)	(97,294)	(626,154)	(5,531,731)	(13,098,260)
2046	(5,149,543)	(104,199)	(670,594)	(5,924,337)	(14,027,888)
2047	(5,507,867)	(111,450)	(717,256)	(6,336,573)	(15,003,997)
2048	(5,884,106)	(119,063)	(766,252)	(6,769,421)	(16,028,912)
2049	(6,279,157)	(127,057)	(817,697)	(7,223,911)	(17,105,073)
2050	(6,693,961)	(135,450)	(871,714)	(7,701,126)	(18,235,042)
2051	(7,129,506)	(144,263)	(928,432)	(8,202,201)	(19,421,509)
TOTAL:	\$(87,124,021)	\$(1,762,926)	\$(11,345,636)	\$(100,232,583)	\$(237,334,824)

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

Table 18 shows the projected increased revenue to the taxing jurisdictions after tax increment proceeds are projected to be terminated. These projections are for FYE 2052.

The Frozen Base is the assessed value of the Area established by the county assessor at the time the Area is established. Excess Value is the increased assessed value in the Area above the Frozen Base.

Table 18 - Additional Revenues Obtained after Termination of Tax Increment Financing, FYE 2052

Taxing District	Type	Tax Rate	From Frozen Base	From Excess Value	Total
General Government					
Deschutes County	Permanent	1.2183	534,900	2,013,867	2,548,767
County Library	Permanent	0.55	241,480	909,158	1,150,638
Countywide Law Enforcement	Permanent	1.08	474,179	1,785,255	2,259,434
Countywide Extension	Permanent	0.0224	9,834	37,027	46,861
911	Permanent	0.3618	158,850	598,061	756,911
City of Bend	Permanent	2.8035	1,230,889	4,634,226	5,865,115
Bend Metro Parks & Rec	Permanent	1.461	641,459	2,415,054	3,056,513
Subtotal		7.497	3,291,591	12,392,648	15,684,239
Education					
Bend La Pine School District	Permanent	4.7641	2,091,699	7,875,126	9,966,825
High Desert ESD	Permanent	0.0964	42,325	159,351	201,676
COCC	Permanent	0.6204	272,390	1,025,530	1,297,920
Subtotal		5.4809	2,406,414	9,060,007	11,466,421
TOTAL:		12.9779	5,698,005	21,452,655	27,150,660

Source: Tiberius Solutions

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

State law limits the percentage of both a municipality’s total assessed value and the total land area that can be contained in a TIF area at the time of its establishment to 15% for municipalities over 50,000 in population. As noted below, the frozen base (assumed to be FYE 2020 values), including all real, personal, personal, manufactured, and utility properties in the Area, is projected to be \$439,054,462. The Deschutes County Assessor will set the frozen base once the Plan is adopted. The total assessed value of the City of Bend in FYE 2020 is \$12,362,179,543. The excess value, or increased assessed value over the frozen base, of the existing TIF areas is \$145,845,139.

The two existing TIF areas in Bend, Juniper Ridge and Murphy Crossing are shown below in Table 19.

The percentage of assessed value of the three TIF areas in Bend is 4.3%, below the 15% threshold.

The Area contains 637.15 acres, including public rights-of-way, and the City of Bend contains 21,278 acres. Juniper Ridge is 721.95 acres and Murphy Crossing is 275.15 acres. This puts 7.67% of the City’s acreage in TIF areas, which is below the 15% statutory threshold.

Table 19 – TIF Area Conformance with Assessed Value and Acreage Limits

	Assessed Value	Frozen Base	Excess Value
City of Bend	\$12,362,179,543		
Juniper Ridge	\$119,538,917	\$13,752,568	\$105,786,349
Murphy Crossing	\$112,743,982	\$72,685,192	\$40,058,790
Core Area TIF Area		\$439,054,462	
TOTAL:		\$525,492,222	\$145,845,139
% in Urban Renewal/TIF Area	4.30%		
	Acreage		
City of Bend	21,315.8 ¹⁸		
Juniper Ridge	721.95		
Murphy Crossing	275.15		
Core Area TIF Plan	637.15		
TOTAL:	1,634.25		
% in Urban Renewal/TIF Area	7.67%		

Source: Compiled by Elaine Howard Consulting, LLC with data from City of Bend and Deschutes County Department of Assessment and Taxation (FYE 2020)

¹⁸ Matt Stuart, City of Bend e mail December 5, 2019

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

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

A. Physical Conditions

1. Land Use

The Area measures 637.15 total acres in size, which is composed of 916 individual parcels encompassing 387.74 acres, and an additional 249.42 acres in public rights-of-way. An analysis of FYE 2019-2020 property classification data from the Deschutes County Department of Assessment and Taxation database was used to determine the land use designation of parcels in the Area. By acreage, Commercial uses account for the most prevalent land use within the Area (56.10%). This was followed by Industrial (25.05%). Detailed land use designations in the Area can be seen in Table 20.

Table 20 - Land Use in the Area

Land Use	Parcels	Acreage	Percent of Acreage
Commercial	551	217.52	56.10%
Industrial	120	97.13	25.05%
Exempt	72	36.34	9.37%
Residential	138	21.66	5.59%
Miscellaneous	23	13.9	3.59%
Multi-Family	12	1.18	0.30%
TOTAL:	916	387.74	100%

Source: Compiled by Elaine Howard Consulting, LLC with data from the City of Bend using the Deschutes County Department of Assessment and Taxation database (FYE 2020)

2. Comprehensive Plan Designations

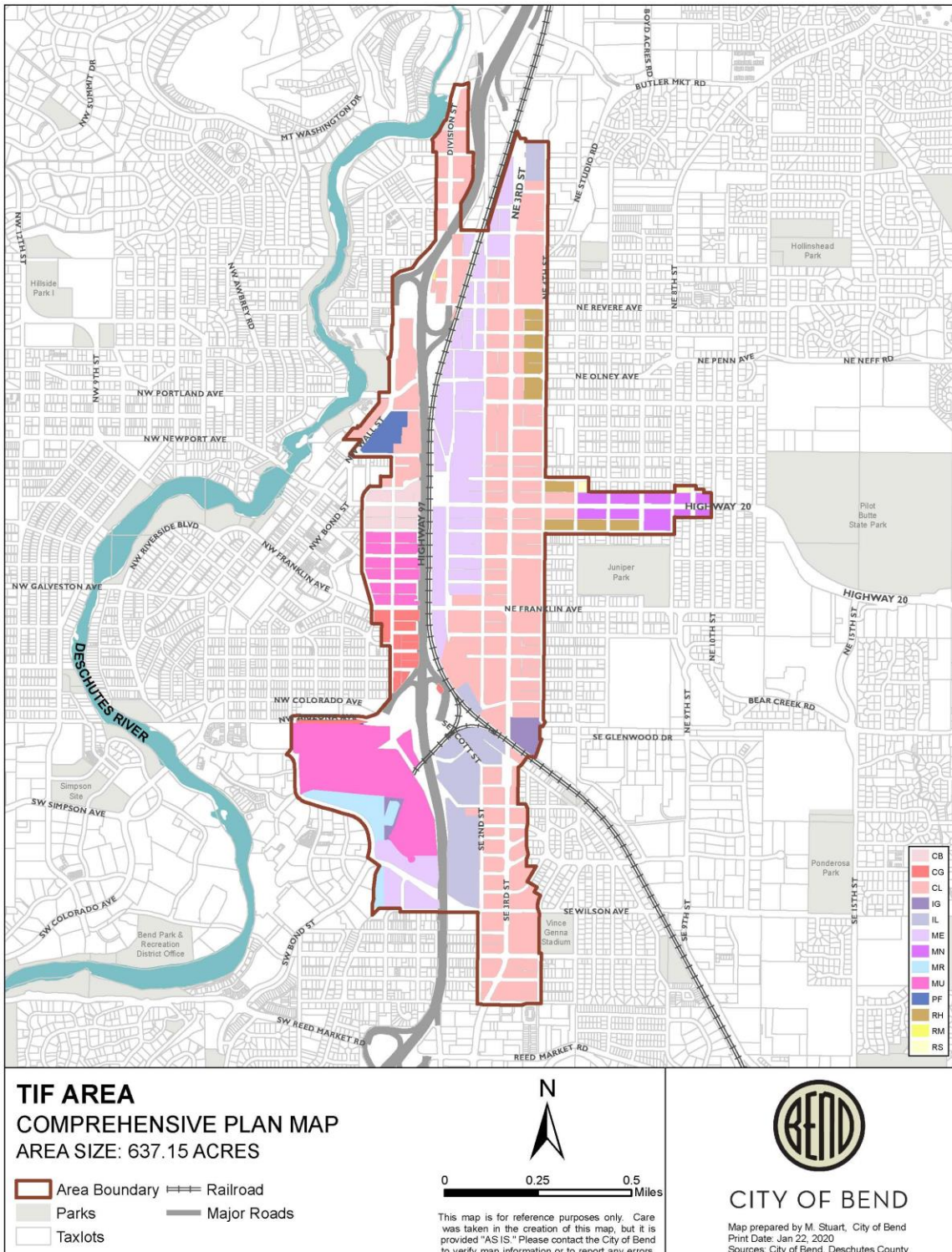
The most prevalent comprehensive plan designation by acreage in the Area is Limited Commercial (44.18%). The second most prevalent comprehensive plan designation in the Area is Mixed Employment (17.91%). Detailed comprehensive plan designations in the Area can be seen in Table 19. If a parcel has more than one comprehensive plan designation, the most dominant designation is used.

Table 21 – Comprehensive Plan Designations in the Area

Comprehensive Plan Designation	Parcels	Acres	Percent of Acreage
Limited Commercial	453	171.31	44.18%
Mixed Employment	142	69.44	17.91%
Mixed-Use Urban	92	57.40	14.80%
Light Industrial	31	31.65	8.16%
High Density Residential	46	11.21	2.89%
Mixed-Use Neighborhood	32	11.13	2.87%
Mixed-Use Riverfront	12	9.88	2.55%
General Commercial	56	8.70	2.24%
Central Business	35	7.12	1.84%
Public Facilities	9	4.26	1.10%
General Industrial	3	4.13	1.07%
Standard Density Residential	3	1.05	0.27%
Convenience Commercial	2	0.46	0.12%
TOTAL:	916	387.74	100%

Source: Compiled by Elaine Howard Consulting, LLC with data from the City of Bend

Figure 4 – TIF Area Comprehensive Plan Designations



Source: City of Bend; Note: If necessary, figure will be updated during a Substantial Amendment

3. Zoning Designations

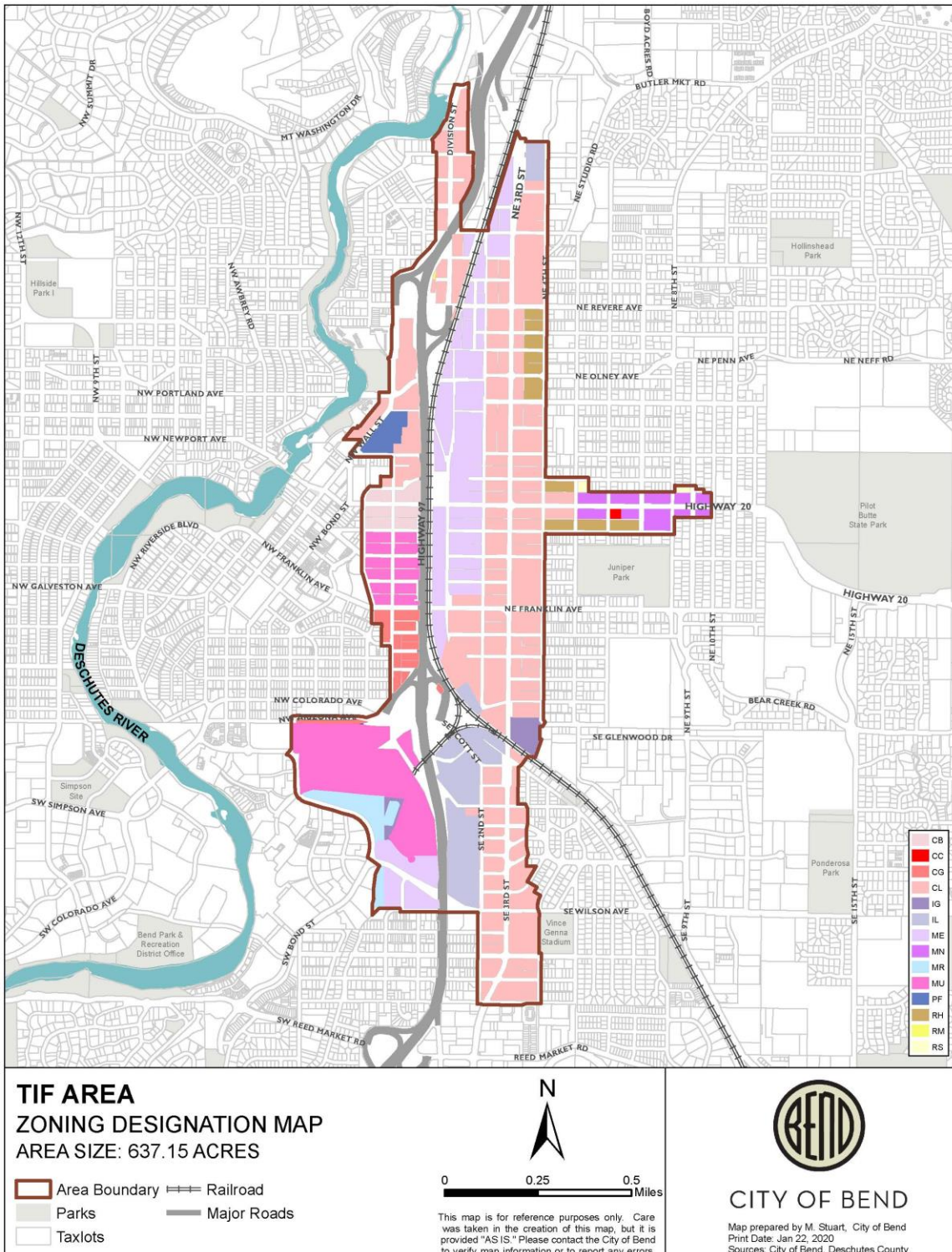
The most prevalent zoning designation by acreage in the Area is Limited Commercial (44.18%). The second most prevalent zoning designation in the Area is Mixed Employment (17.91%). Detailed zoning designations in the Area can be seen in Table 22. If a parcel has more than one zoning designation, the most dominant designation is used.

Table 22 - Zoning Designations in the Area

Zoning Designations	Parcels	Acreage	Percent of Acreage
Limited Commercial	453	171.31	44.18%
Mixed Employment	142	69.44	17.91%
Mixed-Use Urban	92	57.40	14.80%
Light Industrial	31	31.65	8.16%
High Density Residential	46	11.21	2.89%
Mixed-Use Neighborhood	32	11.13	2.87%
Mixed-Use Riverfront	12	9.88	2.55%
General Commercial	56	8.70	2.24%
Central Business	35	7.12	1.84%
Public Facilities	9	4.26	1.10%
General Industrial	3	4.13	1.07%
Standard Density Residential	3	1.05	0.27%
Convenience Commercial	2	0.46	0.12%
TOTAL:	916	387.74	100%

Source: Compiled by Elaine Howard Consulting, LLC with data from the City of Bend

Figure 5 – TIF Area Zoning Designations



Source: City of Bend; Note: If necessary, figure will be updated during a Substantial Amendment

B. Infrastructure

This section identifies the existing conditions in the Area to assist in **establishing blight in the ordinance adopting the Plan.** There are projects listed in several City of Bend infrastructure master plans that relate to these existing conditions, including but not limited to the 2018 City of Bend Collection System Public Facility Plan, the 2014 City of Bend Stormwater Master Plan, the 2011 City of Bend Water System Master Plan – Update, and the 2019 City of Bend Transportation Safety Action Plan. In addition, much of the information also comes from information compiled by City staff and included in the 2020 City of Bend Core Area Report, Technical Appendix - Existing Conditions & Applicable Plans, Projects Programs.

There are also deficiencies in the transportation system that have been identified by City staff for inclusion. **This does not mean that all of these projects are included in the Plan.** The specific projects that are included in the Plan are listed in Sections II and III of this Report.

1. Transportation

The Area contains 23.7 centerline roadway miles, primarily owned and maintained by the City. The Oregon Department of Transportation (ODOT) maintains two highways within the Area: the US 97 parkway which runs north/south, bisecting the Area; and US 20 which runs north/south on NE 3rd Street with a southern terminus at the intersection of NE 3rd Street and NE Greenwood Avenue, where it proceeds to run east/west along NE Greenwood Avenue to the eastern City limits and beyond. There are several private roadway sections within the Area, including SE Aune Street, SW Scalehouse Loop, and SW Industrial Way.

The existing streetscape within the Area consists of areas with significant missing sidewalks and sidewalk gaps. In addition, the area lacks street trees; lighting; and a safe, connected pedestrian and bicycle network.

The Area is largely divided by the Burlington Northern Santa Fe (BNSF) railroad. The key east-west connectivity rights-of-way within the Area such as the Franklin undercrossing, Greenwood undercrossing, and the 3rd Street underpass, are owned and maintained in some capacity by the City, ODOT, and BNSF. There are three at grade railroad crossings in the Area at Revere Avenue, Olney Avenue, and SE Scott Street. Wilson Avenue crosses over US 97 only. BNSF owns most of the railroad bridges in the City including the Franklin and Greenwood railroad undercrossing bridges. In 2016, the City hired a consulting firm to conduct a feasibility study for improving

pedestrian and bicycle safety across the railroad and parkway at three locations (Franklin, Greenwood, and Hawthorne) which found significant funding barriers to reconstructing existing underpasses - especially for the Franklin underpass which is considered a historic structure.

BNSF does not allow new at grade railroad crossings unless additional at grade crossings are closed. New railroad crossings and designs must be reviewed and approved by BNSF and ODOT rail authorities with a strong preference for overcrossings.¹⁹

The 2019 Bend Area Transportation Safety Action Plan (TSAP) identifies the following locations for safety improvements within the Area²⁰:

- Highway 20 & 8th Street
- NE Third Street & NE Olney Avenue
- NE Third Street & NE Franklin Avenue
- SE Wilson Avenue & SE Third Street
- NW Greenwood & NW Hill Street
- Highway 20 & NE 10th Street
- 3rd Street & Division Street/Revere Avenue
- 3rd Street Area (near Miller Avenue and Woodland Boulevard)

The projects listed in Table 23 identify deficiencies in the transportation system within the Area.²¹ These specific transportation projects are identified as projects in the Plan.

Table 23 - Transportation Projects in the Area

<p>Midtown Bicycle and Pedestrian Crossings</p> <p>Greenwood Avenue Undercrossing Sidewalk Widening</p>	<p>Widen US 97 undercrossing to include improved multimodal facilities.</p>
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¹⁹ City of Bend Core Area Report – Technical Appendix, Existing Conditions & Applicable Plans, Projects, Programs. Dated April 2019, Revised February 2020, pg. TA-57.

²⁰ City of Bend Area Transportation Safety Action Plan. September 30, 2019, Table 8, pg. 31.

²¹ Projects were identified by the Citywide Transportation Advisory Committee, and proposed as part of the City’s 2020 TSP update. The TSP update is scheduled for completion by 2020 year end.

Hawthorne Avenue Overcrossing	Close sidewalk gap along Hawthorne and create a grade-separated footbridge over BNSF RR and US 97.
Franklin Avenue Undercrossing	Shared use path adjacent to roadway- Widen sidewalk paths under BNSF RR and US 97 to modernize design for roadside safety.
Intersection Improvements	Improve safety, access, and mobility for all users and implements improvements at key intersections in the Area.
3 rd Street Railroad Undercrossing widening	Widen 3 rd Street to 4-lanes under the BNSF RR, including complete street design from Emerson Avenue to Miller Avenue.
Sidewalk Infill	Improve pedestrian safety and connectivity throughout the Area by closing sidewalk gaps along key routes and streets.
Low Stress Bicycle Network	Implement various bicycle safety and connectivity projects throughout the Area.
Aune Street Extension from Bond Street to 3 rd Street	Two-lane extension of Aune Street to connect 3 rd Street and Bond Street. Includes intersection improvement at 3 rd Street and roundabout at the intersection of Bond Street and Industrial Way.
Mobility Hubs	Citywide implementation of mobility hubs in coordination with Cascade East Transit (CET) and High Capacity Transit (HCT) routes.
Sisemore Street Extension	Construct street extension from Arizona Avenue to Bond Street.
Revere Avenue Interchange Improvements	ODOT coordination project to construct roadway upgrades and intersection improvement near the US 97/Revere Avenue interchange, including at the ramp terminals and adjacent Wall Street/Portland Avenue.
Olney Protected Bicycle Lanes and US 97 Undercrossing	Provide protected bicycle lanes on Olney Avenue at US 97 undercrossing.
3 rd Street/Miller Intersection	Study and construction of intersection improvements at 3 rd Street/Miller Avenue to address identified safety needs.
Olney Avenue Railroad Crossing Improvements	Upgrade the Railroad crossing to include dedicated sidewalks and low stress bicycle facilities.

Colorado Avenue/ US 97 Intersection	Includes traffic signal or RAB.
3 rd Street at Railroad to connect KorPine	3 rd Street underpass: Near term enhancements to walking and biking route.
Safety Improvements	Improve safety, access, and livability at key sites including the Colorado Avenue/US 97 improvements.
High Capacity Transit (HCT)	Project would improve City infrastructure in conjunction with HCT transit service that may be established by CET. Project would improve transit connections from Area to HCT stops.

Source: City of Bend

Streetscape: The existing streetscape within the Area consists of areas with significant missing sidewalks and sidewalk gaps. In addition, the area lacks street trees; lighting; and a safe, connected pedestrian and bicycle network.

2. Stormwater

The City's 2014 Stormwater Master Plan identifies stormwater problem areas and potential solutions. Currently the City has a dispersed system of handling stormwater and primarily uses Underground Injection Control (UIC) stormwater treatments. The City works to minimize the discharge of stormwater run-off into the Deschutes River and Tumalo Creek and towards treating the remainder. The Area intersects eight stormwater major basins (MB17, 18A, 18B, 37, 8C, 18C, 20, 14B). The Department of Environmental Quality (DEQ) issues the City a permit for stormwater piped to the river, and places limitations on stormwater treatments within Drinking Water Protection Areas (DWPA) and environmental clean-up sites. This limits the use of UIC treatments in these areas.

There are 518 public underground injection control (UIC) treatments within the Area. In addition, the City measures the amount of impervious surface in commercial, mixed use, and high density residential zones within the City in order to develop a monthly stormwater service charge based on impervious surface coverage. The City of Bend defines impervious surface as a *hard surface area that either prevents or retards the entry of water into the soil mantle*. Common impervious surfaces include building roofs, walkways, patios, driveways, parking lots, concrete or asphalt paving, gravel roads, and packed earthen materials. The Area currently contains 596.67 acres of impervious surface, making it 93.6 % impervious. The City's current design standards requires that stormwater infrastructure be sized to

address a 25- year storm event with safe passage for a 100-year 24-hour storm, and water quality for a 6-month 24-hour storm.

There are multiple known flooding locations within the Area. The Franklin undercrossing is the highest priority flooding location followed by the Greenwood undercrossing. The City completed a project to address flooding concerns in the 3rd Street undercrossing area by adding drainage swales in the 55-acre drainage basin to improve filtration, replacing drill holes in the spill risk area, and constructing a vault pump station and pipe to a regional retention basin at the Colorado interchange.

There are approximately thirty-three (33) DEQ environmental clean-up sites such as former gas stations or dry cleaning locations within the Area. A large portion of these sites are clustered along the 1st Street corridor. Many of these sites do not require any further action by DEQ; however DEQ recommends conducting site screenings.

There is only one Resource Conservation and Recovery Act (RCRA) designated environmental clean-up site in the Area.²²

3. Sewer

The 2018 Collection System Public Facility Plan (PFP) identifies the types and levels of urban sewer facilities and services appropriate for the needs and requirements to ensure future development within the City of Bend's UGB.

The PFP looked at three project implementation timeframes based on the system's capacity constraint: Short-term (1-5 years), Mid-term (6-10 years), and Long-term (11-20 years). The Area is dependent on several improvement projects being completed in order to meet capacity requirements of higher intensity development:²³

- **Drake Lift Station and Force Main – Short-term:** Expansion of the Drake Lift Station and force main capacity will accommodate growth in the KorPine service area. The City is pursuing a project that combines elements of this project and Drake Downstream Trunk project to ensure sewer capacity needed to serve the KorPine opportunity area.
- **Drake Downstream Trunk – Mid to Long-term:** The gravity sewer between Drake Lift Station and the Central Interceptor requires upsizing to serve buildout densities for the KorPine

²² *City of Bend Core Area Report – Technical Appendix, Existing Conditions & Applicable Plans, Projects, Programs. Dated April 2019, Revised February 2020, pg. TA-44.*

²³ *City of Bend Core Area Report – Technical Appendix, Existing Conditions & Applicable Plans, Projects, Programs. Dated April 2019, Revised February 2020, pg. TA-41.*

development site. The project is recommended between the mid- and long-term timeframes to accommodate phased development of the site in a 5-15 year period. To minimize traffic disruptions through busy commercial areas, the City is pursuing an alternate improvement route from the Drake Lift Station to an improved 2nd Street Trunk line*, which is being developed through the Drake Lift Station and Force Main project.

*Due to the City's investment in the Drake Lift Station and force main, this trunk line will only need to be replaced for rehabilitation and operations/maintenance purposes in the future.

- **Central Interceptor – Mid to Long-term:** The Central Interceptor requires upsizing to accommodate buildout densities in a combination of the West UGB expansion area, Shevlin UGB expansion area, Central Business District, KorPine site, OSU Cascades, and Century Drive area. Similar to the Drake Trunk the interceptor improvement is recommended between the mid- and long-term timeframes to accommodate phased development in a 5-15 year period. This project could be phased incrementally over time most likely starting from the northeast portion.

4. Water

The 2011 Water Master Plan (WMP) identifies the types and levels of urban water facilities and services appropriate for the needs and requirements to ensure future development within the City of Bend's UGB.

The WMP identifies the following upgrade and/or replacement projects within the Area.²⁴

- Norton Avenue (L5-7)
- Olney Parallel (L5-8)
- Revere Avenue (L5-10)
- Division Street (L5-11)

5. Utility Providers

The following utility providers have services within the City of Bend: Bend Broadband, Cascade Natural Gas Corporation, Central Electric Cooperative, Fatbeam LLC, Lightspeed Networks, TDS Telecom, as

²⁴ City of Bend Water System Master Plan Update Optimization Study, Final Report, February 2011, Appendix G – Master Plan Improvements – Detail.

well as Pacific Power.²⁵ Other telecommunications providers may also be present within the City.

6. Parks and Open Space

BPRD is the urban service provider of parks within the Bend City limits. Riverview Park, located between the Deschutes River and Division Street, is the only developed park within the Area. Other parks are located just outside the Area, including Juniper Swim & Fitness Center and Juniper Park, Kiwanis Park, and Pioneer Park. The 2018 BPRD Comprehensive Plan includes a low priority project to secure park land in Area to develop an urban plaza or “parklet” to support redevelopment of the Area.²⁶

The only trail plan for the BPRD in the Area is a Rails to Trails project which is not foreseeable in the near future since the rail line is active by BNSF.²⁷

In addition, BPRD has identified the need for a neighborhood park just south of the KorPine opportunity area to serve the neighborhoods to the south.²⁸

²⁵ *City of Bend Core Area Report – Technical Appendix, Existing Conditions & Applicable Plans, Projects, Programs. Dated April 2019, Revised February 2020, pg. TA-50.*

²⁶ *Bend Park and Recreation District Comprehensive Plan. Adopted July 2018, pg. 107*

²⁷ *Bend Park and Recreation District Comprehensive Plan. Adopted July 2018, pg. 114*

²⁸ *Bend Park and Recreation District Comprehensive Plan. Adopted July 2018, pg. 98*

C. Social Conditions

1. Police, Fire and Safety

Between 2015-2019 police calls within the Area have averaged approximately 13,000 per year. The most prominent police calls were traffic related, including traffic stops (proactive policing). Unwanted persons and suspicious circumstances calls are the highest dispatched calls in the Area.²⁹

2. Demographics

It is estimated that there are approximately 340 households or housing units and 546 people residing within the Area.³⁰ The Area is primarily commercial in character with limited residential uses.

The Area is split into two separate Census Tracts, which do not match the Area boundaries. The Area south of Franklin Avenue is located in Census Tract 15 and the northern half of the Area is located in Census Tract 16.

- The median household income for the Area is \$46,284 which is 27% less than the citywide median income.
- The Area is located in Census Tracts that have a higher percentage of persons living in poverty and persons that identify as Hispanic or Latino than citywide, particularly the northern half of the Area.
- The Area has a higher percentage of disabled persons than citywide.

²⁹ *Provided by City of Bend staff*

³⁰ *City of Bend Building Lands Inventory (BLI) Analysis, 2014; Envision Tomorrow model analysis.*

Table 24 – Demographics in the Area

	Census Tract 15 (South of NE Franklin Avenue)	Census Tract 16 (North of NE Franklin Avenue)	Bend, OR (Citywide)
Median Household Income	\$46,284	\$46,284	\$63,468
% Persons in Poverty	10%	21.50%	10.30%
% White Alone (not Hispanic or Latino)	82%	73%	85.60%
% Hispanic or Latino	13%	21%	9.10%
Median age	33	33	38.6
% Population 65 years or older	11.50%	9.50%	16.50%
% Population with disability	13.30%	12.30%	10.40%
Households with no car	7.70%	7.30%	5.20%

Source: City of Bend, American Community Survey (ACS) 2014-2018 5-year estimates

D. Economic Conditions

It is estimated that there are approximately 723 job sites and 8,011 employees within the Area.³¹

The Area presents itself as an area with relatively low rents compared to Downtown and the Old Mill District for businesses. While a large portion of the Area was re-zoned in 2016, there has been little redevelopment to date.

1. Taxable Value of Property within the Area

The estimated total assessed value of the Area calculated with data from the Deschutes County Department of Assessment and Taxation for FYE 2020, including all real, personal, manufactured, and utility properties, is estimated to be \$439,054,462.

2. Building to Land Value Ratio

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

Table 25 shows the improvement to land ratios (I:L) for properties within the Area. There are 72 parcels that are "exempt" from taxation as they are owned by governmental agencies or non-profits. This is 9.37% of the total acreage. There are 617 parcels representing 64.39% of the acreage that have I:L ratios less than 1.0. In other words, the improvements on these properties are worth less than the land they sit on. A reasonable I:L ratio for properties in the Area is 2.0, or an improvement worth twice as much as the land it is on. Only 68 of the 916 parcels in the Area, totaling less than one percent of the acreage, have I:L ratios of 2.0 or more in FYE 2020. In summary, the area is underdeveloped and not contributing significantly to the tax base in the City.

³¹ 2018 Quarterly Census of Employment and Wages (QCEW) employment data from Organization for Economic Co-operation and Development (OED).

Table 25 - Improvement to Land Ratios in the Area

I:L Ratio	Parcels	Acreage	Percent of Acreage
Exempt	72	36.34	9.37%
No Improvement Value	87	49.01	12.64%
0.01-0.50	288	109.08	28.13%
0.51-1.00	242	91.57	23.62%
1.01-1.50	103	41.80	10.78%
1.51-2.00	56	28.27	7.29%
2.01-2.50	19	8.01	2.07%
2.51-3.00	16	8.67	2.24%
3.01-4.00	21	7.69	1.98%
> 4.00	12	7.29	1.88%
TOTAL:	916	387.74	100%

Source: Compiled by Elaine Howard Consulting, LLC with data from the Deschutes County Department of Assessment and Taxation (FYE 2018-2019)

E. Impact on Municipal Services

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

The projects being considered for future use of tax increment funding are for transportation, streetscape, and utility infrastructure; affordable housing redevelopment and development assistance, partnership, and support; business redevelopment and development assistance, partnership, and support; open space, facilities, amenities, and wayfinding; and plan administration, implementation, reporting, planning refinement, and support. Tax increment financing is a method for funding projects that would otherwise be funded by the City general fund or SDCs, or delayed until resources are available.

It is anticipated that these improvements will catalyze development on the undeveloped and underdeveloped parcels in the Area. This development will require City services. However, since the property is within the City limits, and the level of redevelopment has been planned for based on the Comprehensive Plan and zoning designations, the City has anticipated the need to provide services to the Area. As the development will be new construction or rehabilitation, it will be constructed to current building codes, which will aid in the needs for fire protection and lessen the burden on fire response.

The financial impacts from tax increment collections will be countered by future economic development, and, in the future, adding increases in assessed value to the tax base for all taxing jurisdictions, including the City.

XII. REASONS FOR SELECTION OF EACH TIF AREA IN THE PLAN

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

The City's 2016 Comprehensive Plan identified several opportunity areas in which more intense development and redevelopment should occur to meet the City's employment and housing needs associated with the 2016 urban growth boundary expansion. In 2019 the City embarked on a planning process to address Bend's Core Area to create a common vision and implementation plan for an area within and adjacent to several of these identified opportunity areas. The CAP process set out to explore the use of TIF as a supporting funding mechanism for the planned development and redevelopment in the Core Area. The opportunity areas identified include the Bend Central District, East Downtown, KorPine, and Inner Highway 20/Greenwood. Based on the existing conditions in the Core Area and the Comprehensive Plan policies and designations for the area, URAB identified the guiding principles for the Plan, TIF area boundary, and projects to be implemented in the Area, and established TIF as an appropriate and viable funding source to complete the projects. There is extensive need to improve the transportation system, streetscape, and utility infrastructure; to provide assistance for affordable housing, as well as business development and redevelopment; create open space, facilities, amenities and wayfinding; and provide for plan administration, implementation, reporting, planning refinement and support in the Area.

XIII. RELOCATION REPORT

When BURA acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance as required under applicable state law. Prior to such acquisition, BURA shall adopt rules and regulations, as necessary, for the administration of relocation assistance. BURA will comply with all applicable state laws in providing these potential benefits.

There are plans to acquire land for infrastructure in the Area which may trigger relocation benefits in the future. However, no specific acquisitions that would result in relocation benefits have been identified in the Plan. All acquisitions will be reviewed for the potential of applicable relocation benefits.