

# Core Area Tax Increment Finance Plan

Adopted by the City of Bend

August 19, 2020

Ordinance No. 2379

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

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SERVING THE PRESENT  
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Ex-Officio appointees from the following  
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Bend La-Pine School District  
Cascade East Transit  
Central Oregon Community College  
Deschutes Library District

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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

<b>Community Outreach Events/Presentations</b>	
<b>Event</b>	<b>Date</b>
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.<sup>1</sup>*

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.

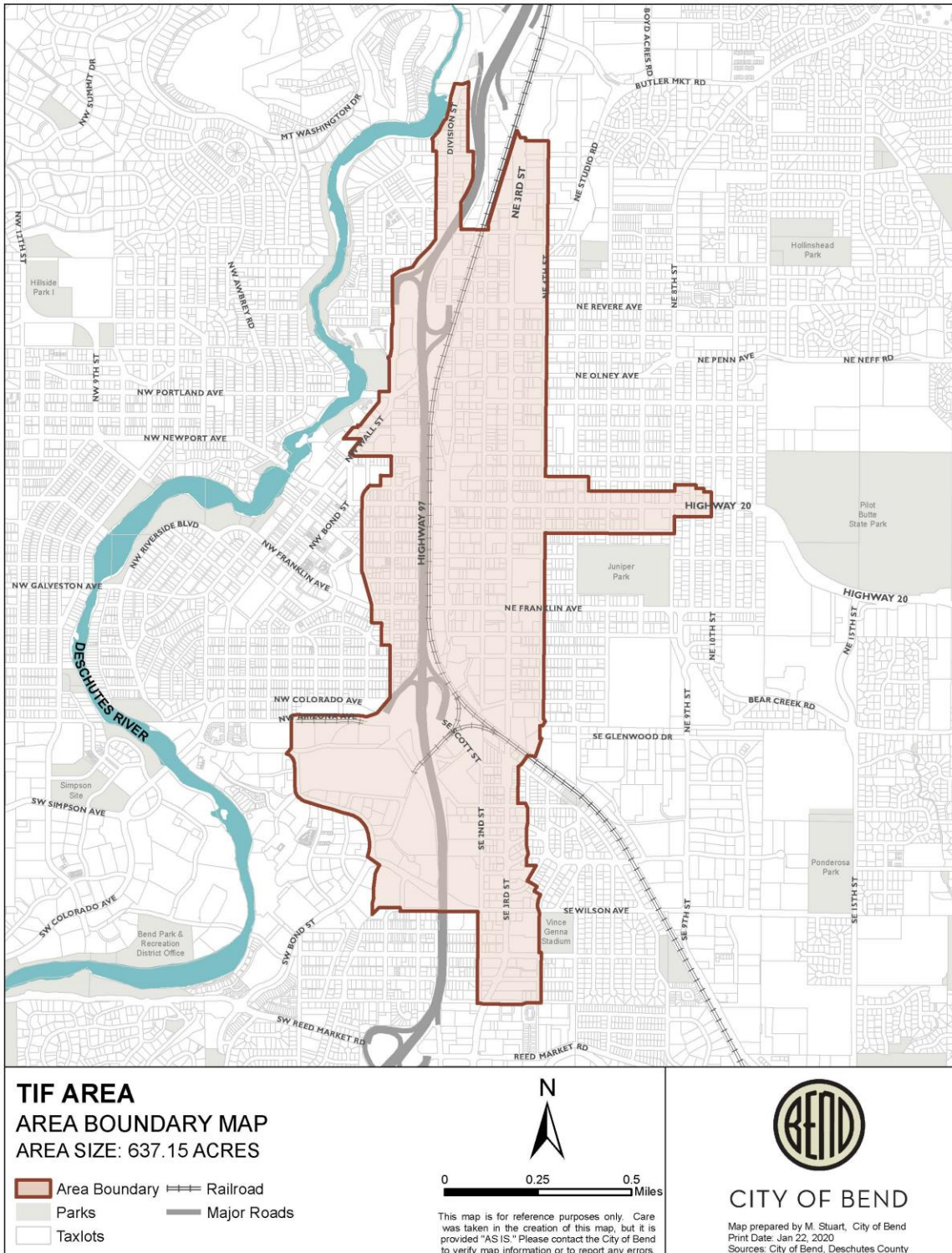
- A. Create a place where you can live, work and play.** This area is transformed into a vibrant mixed-use city center where businesses thrive, people live, and there are community gathering spaces for people to enjoy and recreate.
- B. This plan leads to direct outcomes, it is implemented.** This plan 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 <sup>rd</sup> Street	Two-lane extension of Aune Street to connect 3 <sup>rd</sup> Street and Bond Street. Includes intersection improvement at 3 <sup>rd</sup> 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 <sup>rd</sup> Street & Miller Avenue intersection improvements and 3 <sup>rd</sup> Street modifications	Study and construction of intersection improvements at 3 <sup>rd</sup> 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 <sup>rd</sup> Street at Railroad to connect KorPine	3 <sup>rd</sup> 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:

- 2<sup>nd</sup> Street
- 3<sup>rd</sup> Street
- 4<sup>th</sup> 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;<sup>1</sup> 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.<sup>2</sup>

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<sup>1</sup> 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. .

<sup>2</sup> 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 12<sup>th</sup> (twelfth) and the 16<sup>th</sup> (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 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 3<sup>rd</sup> 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

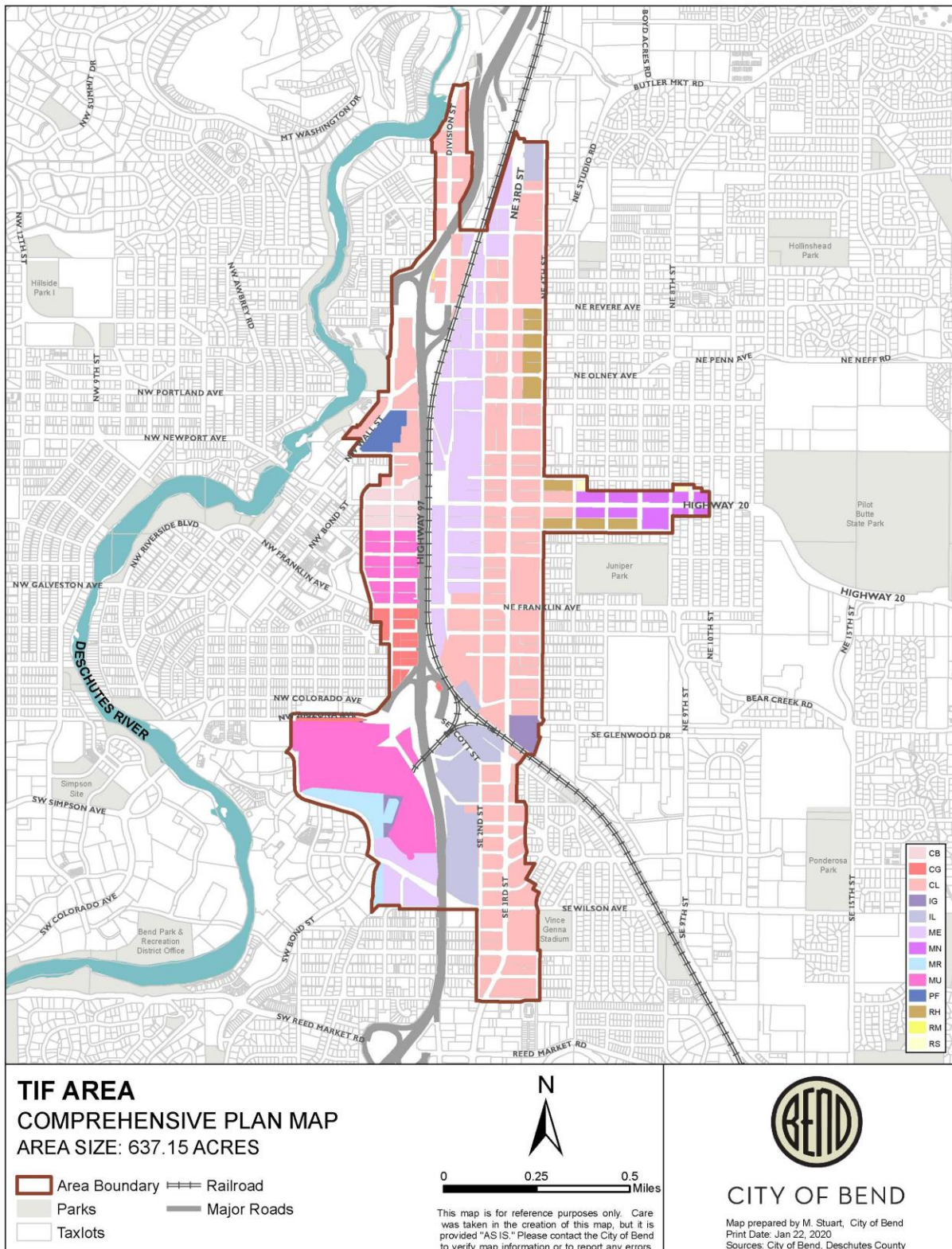
##### *Bend's Central Core*

- 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:

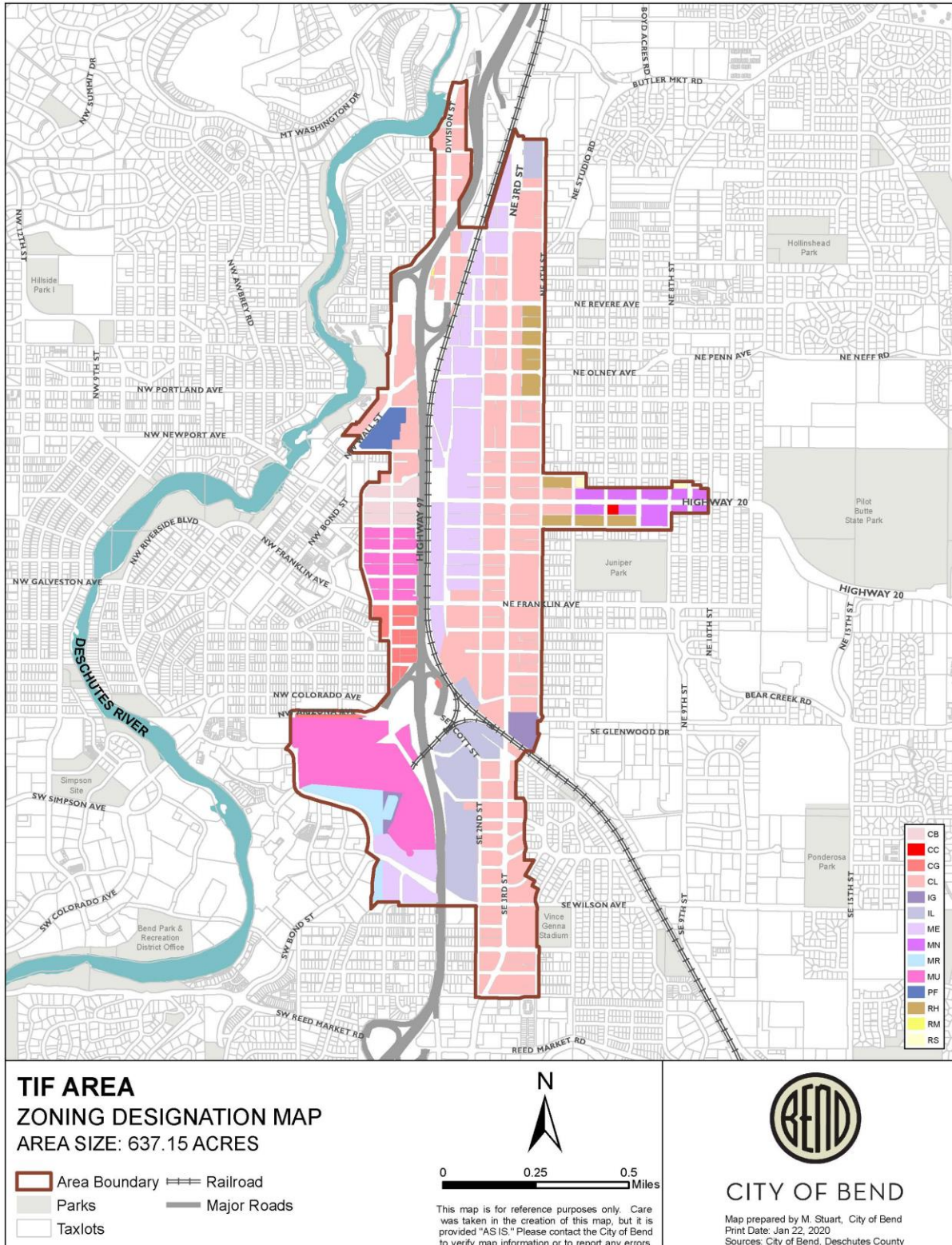
- A. Provide for a wide range of mixed residential, commercial and office uses throughout the area and, depending on the parcel and its surroundings, vertical mixed use (i.e., a mix of uses within the same building), with an emphasis on retail and entertainment uses at the street level.
- B. Provide 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**



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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

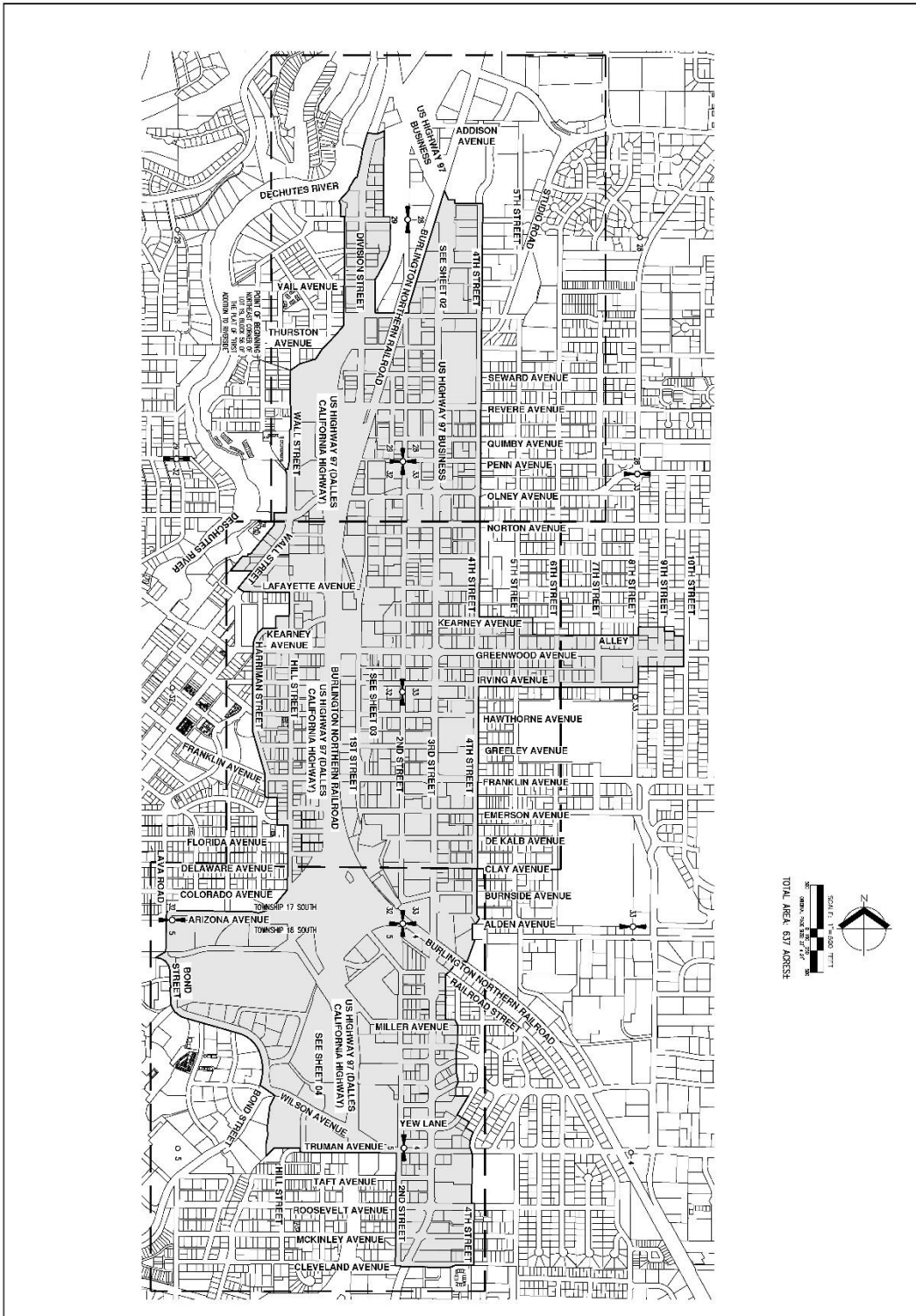


*Michael S. Kalina*

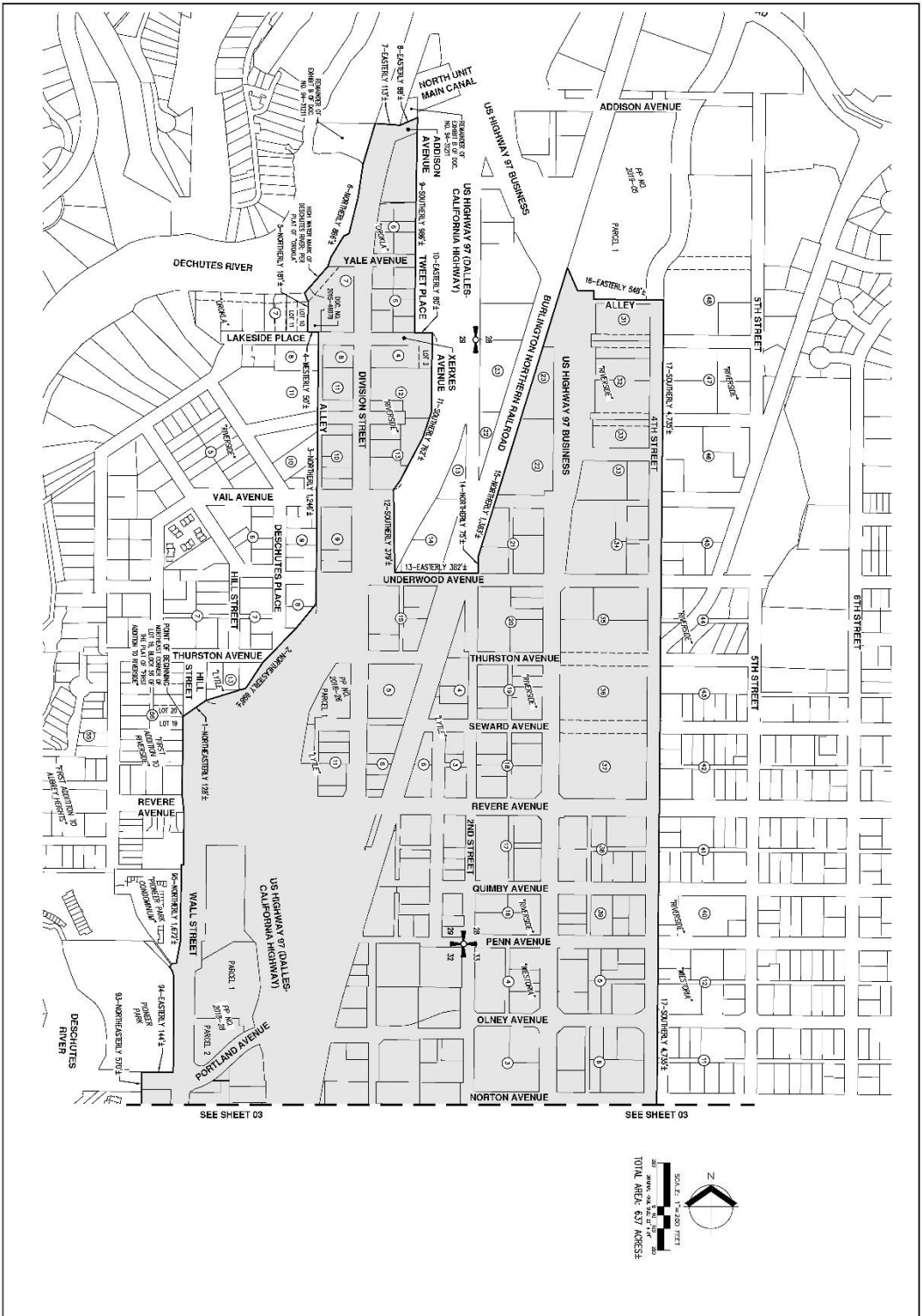


RENEWS: 6/30/21





<p>01</p> <p>US NUMBER 8010</p> <p>SHEET</p>	<p><b>MAP OF TIF AREA COVER SHEET</b></p>	<p><b>CITY OF BEND CORE AREA TIF AREA</b></p> <p><b>BEND OREGON</b></p> <p><small>DECHUTES COUNTY</small></p>	<p><small>AKS ENGINEERING &amp; FORESTRY, LLC 1500 SW HOPKINS RD, SUITE 100 TULASITY, OR 97002 503.685.6575 WWW.AKS-ENG.COM</small></p> <p><b>AKS</b></p> <p><small>ENGINEERING • SURVEYING • NATURAL RESOURCES FORESTRY • PLANNING • LANDSCAPE ARCHITECTURE</small></p>
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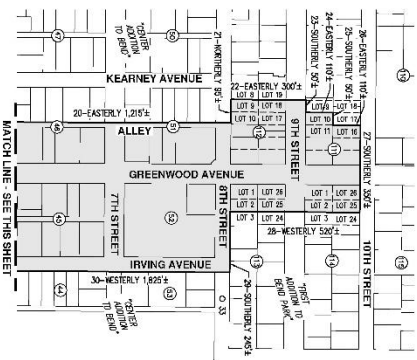


<p><b>02</b></p> <p>SHEET</p>	<p>US NUMBER</p> <p><b>8010</b></p>	<p>DATE: 11/21/17</p> <p>SCALE: AS SHOWN</p> <p>LAND ACQUISITION</p> <p>DATE: 11/21/17</p> <p>PREPARED BY: [Signature]</p> <p>CHECKED BY: [Signature]</p> <p>APPROVED BY: [Signature]</p>	<p><b>MAP OF TIF AREA</b></p>	<p><b>CITY OF BEND</b></p> <p><b>CORE AREA TIF AREA</b></p> <p><b>BEND</b></p> <p>OREGON</p> <p>DESCHUTES COUNTY</p>	<p>AKS ENGINEERING &amp; FORESTRY, LLC</p> <p>15500 SW HANCOCK RD, SUITE 100</p> <p>TUALATA, OR 97052</p> <p>TEL: 503.325.5555</p> <p>WWW.AKS-ENG.COM</p> <p><b>AKS</b></p> <p>ENGINEERING • SURVEYING • NATURAL RESOURCES</p> <p>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 2004
06	WESTERN 2004



<b>03</b>	<p>DATE: 5/17/2010                  DRAWN BY: J. HARRIS                  CHECKED BY: J. HARRIS                  PROJECT: TIF AREA</p>	<p><b>CITY OF BEND</b>  <b>CORE AREA TIF AREA</b>                  BEND OREGON                  BEND COUNTY</p>	<p>AKS ENGINEERING &amp; FORESTRY, LLC                  1500 SW HANCOCK ST. SUITE 100                  TUALATI, OR 97062                  503.345.5555                  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 107°
4	SOUTHWESTLY 107°
5	SOUTHWESTLY 107°
6	SOUTHWESTLY 107°
7	SOUTHWESTLY 107°
8	SOUTHWESTLY 107°
9	SOUTHWESTLY 107°
10	SOUTHWESTLY 107°
11	SOUTHWESTLY 107°
12	SOUTHWESTLY 107°
13	SOUTHWESTLY 107°
14	SOUTHWESTLY 107°
15	SOUTHWESTLY 107°
16	SOUTHWESTLY 107°
17	SOUTHWESTLY 107°
18	SOUTHWESTLY 107°
19	SOUTHWESTLY 107°
20	SOUTHWESTLY 107°



<p><b>AKS</b> ENGINEERING &amp; FORESTRY, LLC 1500 S. WILSON AVENUE, SUITE 200 BEND, OREGON 97702 TEL: 531-325-5555 WWW.AKS-ENG.COM</p>	<p><b>CITY OF BEND</b> <b>CORE AREA TIF AREA</b> <b>BEND</b> OREGON DESIGNATED COUNTY</p>	<p><b>AKS</b> ENGINEERING &amp; FORESTRY, LLC 1500 S. WILSON AVENUE, SUITE 200 BEND, OREGON 97702 TEL: 531-325-5555 WWW.AKS-ENG.COM</p> <p>ENGINEERING • SURVEYING • NATURAL RESOURCES FORESTRY • PLANNING • LANDSCAPE ARCHITECTURE</p>
<p>DATE: 5/17/2023 SCALE: AS SHOWN DRAWN BY: JAC CHECKED BY: JAC</p>	<p><b>MAP OF TIF AREA</b></p>	<p>AKS ENGINEERING &amp; FORESTRY, LLC 1500 S. WILSON AVENUE, SUITE 200 BEND, OREGON 97702 TEL: 531-325-5555 WWW.AKS-ENG.COM</p>
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