

ORDINANCE NO. 4502

TITLE: AN ORDINANCE APPROVING THE ALBANY ECONOMIC DEVELOPMENT DISTRICT URBAN RENEWAL PLAN AND REPORT.

WHEREAS, under the provisions of ORS Chapter 457, the City Council of the City of Albany has established an Urban Renewal Agency and designated the City Council as the agency to carry out the provisions of ORS Chapter 457; and

WHEREAS, reports have been made by the "Albany-Millersburg Economic Development Commission" recommending that certain commercial and industrial areas within the city of Albany be considered for urban renewal projects; and

WHEREAS, after careful study and widespread public input, including public meetings, have been held and the Council has become fully informed of the requirements and necessities to remove blighted areas within the city of Albany, the Council does hereby make the following findings:

1) That a proposed Urban Renewal Plan and Report has been prepared and submitted to the City Council and after public notice and hearing, including public testimony, has been duly considered;

2) That the Albany Planning Commission has considered the Plan and recommended its adoption;

3) That each urban renewal area within the Plan is found to be blighted;

4) That rehabilitation and redevelopment is necessary to protect the public health, safety, and welfare of the citizens of the city of Albany;

5) That the Urban Renewal Plan conforms to the Comprehensive Plan and economic development portion thereof of the city of Albany as a whole and provides an outline for accomplishing the urban renewal projects the urban plan proposals;

6) That provisions have been made to house displaced persons, if any, within their financial means in accordance with ORS 281.045 to 281.105 and, except in the relocation of elderly or handicapped individuals, without displacing on priority lists persons already waiting for existing federally subsidized housing;

7) That acquisition of real property is provided for and is necessary;

8) Adoption and carrying out of the Urban Renewal Plan is economically sound and feasible;

9) The City of Albany shall assume and complete any activities prescribed it by the Urban Renewal Plan.

NOW, THEREFORE, THE PEOPLE OF THE CITY OF ALBANY DO ORDAIN AS FOLLOWS:

Section 1. The people of the city of Albany, based on the foregoing findings of the City Council, do hereby adopt the Albany Economic Development District Urban Renewal Plan and Report, which are attached hereto as Exhibit "A" and by this reference incorporated within the body of this ordinance.

Section 2. Notice of the adoption of this ordinance and approval of the Urban Renewal Plan and notice of filing of an annual financial statement required under the provisions of ORS 457.460 shall be published in the Albany Democrat Herald, the paper having the greatest circulation in the city of Albany, as defined in ORS 193.010, within four days of adoption of this ordinance.

PASSED BY THE COUNCIL: May 26, 1982

APPROVED BY THE MAYOR: May 26, 1982

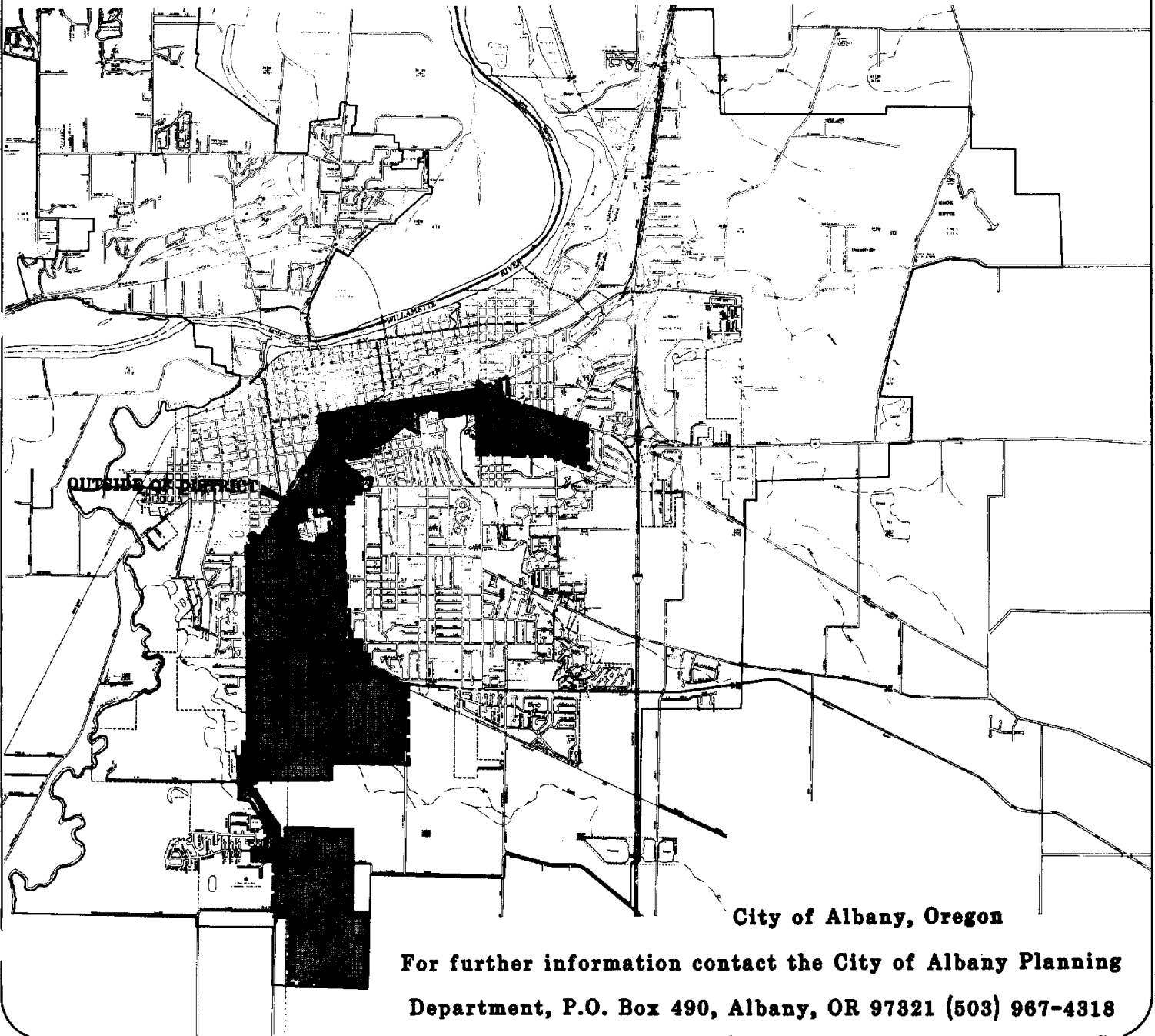
EFFECTIVE DATE: June 25, 1982

ATTEST;

[Signature]
City Recorder

[Signature]
Mayor

ALBANY ECONOMIC DEVELOPMENT DISTRICT URBAN RENEWAL PLAN & REPORT MAY 1982



City of Albany, Oregon

**For further information contact the City of Albany Planning
Department, P.O. Box 490, Albany, OR 97321 (503) 967-4318**

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PART ONE: THE PLAN

ARTICLE I - INTRODUCTION

1.010 Background. On February 24, 1982, the Albany-Millersburg Economic Development Commission (EDC) recommended to the Albany City Council that an Economic Development-Urban Renewal District be formed encompassing the blighted commercial and industrial areas within the city of Albany. The EDC's recommendation followed several months of careful study and widespread public input including an informational meeting on February 11, 1982, at which over 100 leading citizens were briefed on the proposal and indicated their enthusiastic support. This Plan is heavily based upon the EDC's proposal and is, therefore, aimed at the creation of new jobs, enticement of new industry, and support of existing businesses through the provisions of improved public facilities and the elimination of blight.

1.020 Legal Authority. The Urban Renewal Plan for the Albany Economic District consists of the text and exhibits included herein. The Plan is for a specific area located entirely within the corporate limits of the city of Albany and which is further described in Article II. This Plan has been prepared by staff of the City of Albany for the Albany City Council which shall administer this Plan acting in its capacity as the Albany Urban Renewal Authority, otherwise known as the Albany Redevelopment Agency (ARA), pursuant to Oregon Revised Statute (ORS) Chapter 457, the Oregon Constitution, and all other applicable laws and ordinances. All such applicable laws are made a part of this Plan, whether expressly referred to in the text or not.

1.030 Definitions.

1. "Agency" means the Urban Renewal Agency of the City of Albany as otherwise known as the Albany Redevelopment Agency (ARA).
2. "ARA" means the Albany Redevelopment Agency, which serves as the Urban Renewal Authority pursuant to ORS 457.035-457.045.
3. "Blight" shall have the same meaning in this Plan as is defined by ORS 457.010.
4. "City" means the City of Albany, Oregon.
5. "Comprehensive Plan" means the Albany Comprehensive Plan adopted by the Albany City Council on December 17, 1980, and as subsequently amended.
6. "County" means the County of Linn, State of Oregon.
7. "District" means the Albany Economic Development District Urban Renewal Area.

8. "Economic Development District" means the Albany Economic Development District Urban Renewal Area.
9. "ORS" means Oregon Revised Statutes.
10. "Persons" means any individual, family, business, firm, association, or corporate entity.
11. "Plan" or "This Plan" means the Urban Renewal Plan, also referred to as the "Albany Economic Development District Urban Renewal Plan," including the text and exhibits.
12. "Planning Commission" means the Planning Commission of the City of Albany.
13. "Project Area" means the area included within the boundaries of the Urban Renewal Area.
14. "Redeveloper" means any individual or group which acquires property or which receives financial assistance for the physical improvement of privately held structures and land from the Urban Renewal Agency.
15. "Text" means the text of the Albany Economic Development District Urban Renewal Plan.

1.040 Declaration of Need and Intent. Within the boundaries of the Albany Economic Development District as hereinafter described, the Albany City Council has found there exists conditions of blight which are detrimental to the safety, health, and welfare of the community. Specifically, the subject district is characterized by the following blighted factors described in ORS 457.010:

- 1) "The existence of buildings and structures, used or intended to be used for living, commercial, industrial, or other purposes or any combination of those, which are unfit or unsafe to occupy for those purposes because of any one or a combination of the following conditions: (A) Defective design and quality of physical construction; ...(E) Obsolescence, deterioration, dilapidation, mixed character, or shifting of uses."¹
- 2) "An economic dislocation, deterioration, or disuse of property resulting from faulty planning."²
- 3) "The division or subdivision and sale of property or lots of irregular form and shape and inadequate size or dimensions for proper usefulness and development;..."³
- 4) "The existence of inadequate streets and other rights-of-way, open spaces, and utilities;..."⁴
- 5) "The existence of property or lots or other areas which are subject to inundation by water;..."⁵
- 6) "A growing or total lack of proper utilization of areas, resulting in a stagnant and unproductive condition of land potentially useful and valuable for contributing to the public health, safety, and welfare;..."⁶

The Albany City Council further finds that to correct the conditions hereinabove stated and to realize the Plan objectives set forth in Section 1.070, that it is necessary and in the public interest to declare the Albany Economic Development District as an Urban Renewal Area and to utilize therein the urban renewal and redevelopment provisions of Chapter 457 of the Oregon Revised Statutes and the Oregon Constitution.

1.050 Citizen Participation. The activities and projects identified in this Plan and the report following, the development of subsequent plans and regulations, and the adoption of amendments to this Plan shall be undertaken with the participation of citizens, owners, and tenants as individuals and organi-

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1. ORS 457.010(1)(a)
 2. ORS 457.010(1)(b)
 3. ORS 457.010(1)(c)
 4. ORS 457.010(1)(e)
 5. ORS 457.010(1)(f)
 6. ORS 457.010(1)(h)

zations with interests in the Urban Renewal Area. Before the adoption of the Plan and any amendments thereto, at least one public hearing will be held before the the Albany City Council with public notice of such hearing(s) published in a newspaper of general circulation in accordance with ORS 457.095. Prior to any such hearing, the Albany Planning Commission shall review and make recommendations on the proposal to the City Council.

1.060 Nondiscrimination Provision. In the preparation, adoption, and implementation of this Urban Renewal Plan, no public official or private party shall take any action or cause any person, group, or organization to be discriminated against on the basis of age, race, color, religion, sex, marital status, or national origin.

1.070 Relationship to Local Objectives. The primary objectives of this Plan are to improve the overall appearance, condition, and function of the Project Area and to eliminate existing blight and blighting influences in order to stimulate business expansion, redevelopment, and new development and to otherwise implement the goals and objectives of the City of Albany Comprehensive Plan.

The following specific statements from the Comprehensive Plan reflect the objectives of this Urban Renewal Plan:

Economic Development

- | | |
|----------|--|
| GOALS | <p>Diversify the economic base in the city of Albany and strengthen Albany's role as a regional economic center.</p> <p>Maintain the median income of Albany's residents at or near state and county levels and provide jobs for Albany's residents.</p> |
| POLICIES | <ol style="list-style-type: none"> 1. Provide trade and service establishments for the residents of Albany which include a variety of levels of service ranging from neighborhood to regional needs. 2. Encourage the expansion of existing business and industry. 3. Encourage diversification of the local economy beyond the three existing major industrial sectors (rare metals, food products, and lumber and wood products). 4. Encourage tourist service related activities and services such as motor inns, restaurants, parks, and recreation facilities. 5. Encourage business and industry to locate in Albany that will employ Albany's existing labor force. 6. Encourage the provision of regional shopping facilities in the city of Albany. |

7. Encourage compact, commercial areas for highway-related businesses with each area having controlled access to arterials.
8. Encourage business and industry to locate within the Albany city limits to decrease the proportional share of city taxes paid by residential properties.
9. Encourage industrial development preferring firms that:
 - a. meet or exceed state or local environmental standards;
 - b. utilize the existing labor force and help to reduce seasonal unemployment fluctuations;
 - c. are low producers of industrial wastewater;
 - d. are on state and local lists of "desirable" firms; and
 - e. are low consumers of energy.
10. Reserve the light industrial area east of Linn-Benton Community College for large scale light industrial park development utilizing attractive architecture and extensive landscaping.

IMPLEMENTATION METHODS

1. Designate lands in suitable locations for future commercial and industrial development.
2. Provide funding for administration of economic development activities.
3. Pursue local, state, and federal funding and technical assistance to plan and develop facilities and attract prospective firms.
4. Maintain a Capital Improvements Program which will assure the provision of services to selected commercial and industrial sites.
5. Work with the Chamber of Commerce to:
 - a. update the industrial site survey every two years;
 - b. work with economic development interests to assist them with information regarding location or expansion in Albany; and

- c. maintain and provide current industrial site survey information such as available public services, surrounding land uses, land use trends, transportation land capabilities, and census information.
6. Encourage viable and diverse industrial opportunities by allowing variety and innovation in industrial developments.

Natural Resources

GOAL Ensure vegetation is an integral part of Albany's environment by protecting and utilizing existing vegetation and by including new plantings in existing and new developments.

- POLICIES
1. Where feasible, protect the existing vegetation for its environmental, wildlife support, and aesthetic qualities, particularly along waterways.
 2. Encourage new vegetation to be planted to reduce or eliminate the detrimental effects of older, existing vegetation.
 3. Require new developments to utilize landscaping to:
 - a. reduce water runoff and maintain soil stability;
 - b. buffer incompatible land uses;
 - c. reduce energy uses by altering the microclimate using vegetation for windbreaks, for shading, for insulation, etc.; and
 - d. visually enhance developments.
 4. Encourage upgrading of all existing developments to meet present landscaping requirements.
 5. Encourage tree-planting programs for city streets.

IMPLEMENTATION METHODS

1. Ensure trees are a part of landscape design in all developments.
2. Require landscaping of setback areas to provide aesthetic frontage and to minimize the adverse effects of large amounts of paved surfaces.
3. Require landscaped areas, especially tree plantings, to be distributed throughout parking areas and to ensure their protection and maintenance.

4. Require trees along street rights-of-way, parks, and other areas where buffers, separation, and beautification are appropriate and desirable.
5. Develop a tree planting program for the City which includes the following features:
 - a. the planting of trees along arterial and collector streets;
 - b. a specific program for Pacific and Santiam Boulevards where certain landscaping and street tree improvements are encouraged for each establishment, the improvements to be designed with architectural assistance, finished within five years, and funded in part with city or federal funds; and
 - c. continue the street tree program which ensures trees in new subdivisions.

Transportation

GOAL Provide a safe, diversified, and efficient transportation system which protects and enhances our local economy, environment, scenery, and neighborhoods.

- POLICIES**
1. When reviewing development proposals or transportation plans, determine the relationships between land uses and transportation systems, i.e., how will proposed developments affect existing or proposed transportation and how will transportation plans affect future land use patterns.
 2. Ensure that various transportation types are coordinated with each other and with county, regional, state, and federal plans. Notify applicable agencies as part of any planning or development procedure.
 3. As part of any development review process, evaluate the adequacy of transportation to, from, and within the site.
 4. Encourage and work with local public transportation providers to combine their central departure facilities into a transit center or area to facilitate transfers and increase commuter convenience.
 5. Improve the efficiency and effectiveness of existing and future roadways and bikeways.
 6. Maintain the carrying capacity and viability of major arterials and other major streets.

7. Limit access onto major arterials (reducing curb cuts and other street intersections); ensure adequate rights-of-way and setback lines; and discourage on-street parking.
8. Ensure the provision of adequate bicycle and pedestrian ways in conjunction with all new street improvement projects.

IMPLEMENTATION METHODS

1. For major arterials limit access to frontage or side streets (if possible) and where frontage on side streets is not available attempt to develop shared access.
2. On arterials and other major streets, restrict or reduce curb cuts and other street intersections, require adequate rights-of-way and setback lines as part of the development process, and discourage on-street parking.
3. Develop special access criteria for selected arterial streets and highways. Utilize the following criteria for Pacific Boulevard (99E) and Santiam Highway:
 - a. Whenever possible, properties should develop access to frontage roads or side streets as opposed to access to the highway.
 - b. Developments should have deep setbacks in order to combine access points or construct an access road.
 - c. Unless a parcel has over 300 feet of frontage, any access point should serve at least two properties. Any new development adjacent to a parcel which has access shall be encouraged to enter into agreements to utilize that access.
4. Develop a network of safe, direct bicycle routes which would connect education and recreation facilities, and residential, shopping, and employment areas.

Public Facilities

- GOAL** Ensure the provision of a full range of public utilities and services to serve the Albany urban area in a timely and orderly fashion and maintain the quality of services commensurate with new growth.
- POLICIES**
1. Work toward the elimination of existing and future drainage problems within the city.
 2. Ensure that drainage projects help achieve other plan objections, including those relating to community aesthetics and water quality.

3. Ensure that all developments include a drainage system which protects the development and adjoining property from runoff related damage.
4. Encourage the use of techniques and devices that reduce the amount of wastewater discharged into the city system.

IMPLEMENTATION METHODS

1. Have industries with large quantities of industrial sewage or unusual waste contaminants include pre-treatment of such waste or continue to be subject to assessments by the City commensurate with the costs for treating such wastes.
2. Size sanitary sewers to provide for projected growth within the Urban Growth Boundary based upon the land use designations on the Comprehensive Plan Map, and complete an urban growth boundary facility study and plan.

Parks

GOALS Provide a diversified system of parks and recreational facilities and programs to meet the needs of all citizens and to beautify and enhance the livability of the community. Improve Albany's design and appearance through aesthetic enhancement.

- POLICIES**
1. Continue to provide and develop a system of multi-purpose parks which:
 - a. provide for both active and passive recreation;
 - b. ensure the recreation needs of special populations (i.e. the handicapped, elderly, low income, and others whose activity capabilities or geographic mobility are limited) are not overlooked;
 - c. minimize the potential adverse impact on the environment; and
 - d. utilize, as much as possible, existing natural resources such as drainageways, riverways, woodland areas, and other open space or scenic features.
 2. Encourage development of linear parks that incorporate hiking, jogging, and bicycling trails and/or provide buffers between incompatible uses.
 3. Encourage all new projects to be designed and landscaped to complement the development site and the surrounding area.

IMPLEMENTATION METHODS

1. Develop special buffering and landscaping provisions for all new commercial areas paying particular attention to:
 - a. areas adjacent to residential areas;
 - b. areas along Pacific Boulevard and Santiam Highway; and
 - c. areas adjacent to or visible from Interstate 5.

Directing Growth

GOAL Achieve stable land-use growth which results in a desirable and efficient land-use pattern.

- POLICIES
1. Encourage the infilling of existing vacant land and the revitalization of older areas, and discourage low density sprawl development.
 2. Discourage the establishment of commercial development in a strip or strung-out pattern along major arterials preferring instead clustered development and infilling in areas surrounding existing commercial development.
 3. Provide large industrial areas which are designed to efficiently utilize area transportation and provide for shared transit opportunities.

IMPLEMENTATION METHODS

1. Maintain map information of vacant parcels indicating availability of services.
2. Develop a few compact, multi-purpose commercial areas which (1) encourage shopping in a number of stores without auto use and (2) maintain smooth traffic flows on adjacent streets.

ARTICLE II - THE DISTRICT

2.010 Boundary. The Albany Economic Development District Urban Renewal Area includes all land in the City of Albany, County of Linn, State of Oregon, situated within the boundaries designated on the attached map--Exhibit 1, more particularly described as follows:

LEGAL DESCRIPTION FOR THE ALBANY ECONOMIC DEVELOPMENT DISTRICT

1. Beginning at the intersection of the Northeast right-of-way line of Santiam Highway (US Highway 20), and the Northwest right-of-way line of Pacific Boulevard (US Highway 99E);
2. thence Northeast along the NW line of US Highway 99E to the East line of Burkhart Street;
3. thence South along the East line of Burkhart Street to the North line of US Highway 20;
4. thence Southeast along the North line of US Highway 20 to a point on the northerly extension of the East line of Shortridge Street;
5. thence South along the East line of Shortridge Street to the South end of the right-of-way;
6. thence South along the southerly extension of the East line of Shortridge Street 246.6 feet;
7. thence N 70° 25' W 1,112.45 feet to the East line of Waverly Drive;
8. thence N 70° 25' W 80.44 feet to the West line of Waverly Drive;
9. thence North along the West line of Waverly Drive to the South line of 14th Avenue;
10. thence West along the South line of 14th Avenue to the West line of Geary Street;
11. thence North along the West line of Geary Street to a point which is 404.96 feet South of the South line of 9th Avenue;
12. thence S 79° 04' W 95.90 feet;
13. thence N 9° 12' W 58.00 feet;
14. thence N 60° 37' W 108.75 feet, to a point which is the Southeast corner of the Warner Street right-of-way;
15. thence S 81° 02' W 66.00 feet to the SW corner of the Warner Street right-of-way;
16. thence N 9° 12' W 15.00 feet to the SE corner of Lot 4, Block 2, Price's 2nd Addition to the city of Albany;

17. thence S 79° 05' W 994.00 feet to the West line of Oak Street;
18. thence North along the West line of Oak Street to the South line of 9th Avenue;
19. thence West along the South line of 9th Avenue to the East line of Hill Street;
20. thence South along the East line of Hill Street to the South line of the Railroad right-of-way;
21. thence West along the South line of the Railroad right-of-way to the most northerly corner of Block 8, Winona Park Addition to the city of Albany;
22. thence S 54° 34' E, along the NW line of Winona Park Addition, to the NW corner of Lot 5, Block 1, Winona Park Addition;
23. thence South, along the West lines of Lots 3, 4, and 5 of said Block 1, and this line's southerly extension, to the South line of 13th Avenue, this point being the NW corner of Lot 8, Block 5, Hackleman's Sunrise Addition;
24. thence West along the South line of 13th Avenue to the East line of Jackson Street;
25. thence South along the East line of Jackson Street to the SW corner of Lot 2, Block 5, Hackleman's Sunrise Addition;
26. thence Westerly to the NE corner of Lot 20, Block 1, Bacon Addition, on the West line of Jackson Street;
27. thence Westerly along the North line of Block 1, Bacon Addition, to the point of intersection of the East line of Industrial Way and the extension of the NE line of Howard Drive;
28. thence Southeast along the extension of and along the NE line of Howard Dr., to a point which is 450.52 feet SE of the SE corner of Howard Drive and 15th Avenue;
29. thence East 233.07 feet to a point on the West line of Marion Street; said point being SW 368.35 feet from the SW corner of Marion Street and 15th Avenue;
30. thence East to a point on the East line of Marion Street, said point being North 218.15 feet from the NE corner of Queen Avenue and Marion Street;
31. thence South along the East line of Marion Street to the NE corner of Queen Avenue and Marion Street;
32. thence Southwest to the SE corner of Queen Avenue and Marion Street;
33. thence West along the South line of Queen Avenue a distance of 200 feet;

34. thence Southerly 196.48 feet;
35. thence Westerly 176.96 feet;
36. thence Southerly 125.00 feet;
37. thence Westerly 8.00 feet;
38. thence Southerly 264.00 feet;
39. thence Westerly 327.21 feet;
40. thence Southerly to the NE corner of Ferry Street and 30th Avenue;
41. thence East along the North line of 30th Avenue, 182 feet to the NW corner of Lot 7, Grove's Addition;
42. thence South $1^{\circ} 13'$ East 1,086.57 feet, to the NW corner of Lyon Street and 34th Avenue;
43. thence East along the North line of 34th Avenue to a point which is 142.62 feet West of the SW corner of 34th Avenue and Marion Street;
44. thence South 445 feet;
45. thence East 200 feet to a point on the East line of Marion Street;
46. thence South on the East line of Marion Street to the North line of the Railroad right-of-way;
47. thence Southeast along the NE line of the Railroad right-of-way to a point which is on the northerly extension of the East line of Lochner Road;
48. thence South on said line, and along the East line of Lochner Road, to a point which is 1,133.99 feet North of the South line of the Truett Davis DLC No. 38;
49. thence South $88^{\circ} 56' 05''$ West 2,665.33 feet;
50. thence South 610 feet, more or less;
51. thence South $88^{\circ} 30'$ West 2,682 feet to a point on the East line of US Highway 99E;
52. thence Southeasterly along the East line of US Highway 99E to a point which is 231.20 feet South of the NW corner of Section 30, T. 11 S., R. 3 W., W.M.;
53. thence Westerly 358 feet, more or less, to a point on the East line of the Railroad right-of-way;
54. thence North on the East line of the Railroad right-of-way to a point on the North line of Section 30, T. 11 S., R. 3 W., W.M.;

55. thence South $89^{\circ} 41'$ East 2,123.88 feet to the one-quarter corner of Sections 30 and 19;
56. thence South on the line running to the one-quarter corner of Sections 30 and 31 to a point which is 2,401.08 feet North of said one-quarter corner;
57. thence East 1,923.90 feet;
58. thence South to a point on the North line of Section 31, T. 11 S., R. 3 W., W.M., said point being on the South line of Linn County Road No. 351;
59. thence West to a point on the East right-of-way line of the Railroad;
60. thence North along the East right-of-way line of the Railroad 2,328.86 feet;
61. thence West to a point on the East line of US Highway 99E;
62. thence North along the East line of US Highway 99E to a point on the eastern extension of the North line of Allen Lane;
63. thence West on said line to a point on the West line of US Highway 99E and the North line of Allen Lane;
64. thence North on the W. line of US Highway 99E to the South line of College Green Subdivision;
65. thence West along the South line of College Green Subdivision a distance of 720.05 feet;
66. thence North to the NW corner of Lanier Street and Belmont Avenue;
67. thence East along the North line of Belmont Avenue 359.38 feet;
68. thence North $0^{\circ} 25'$ W 365.02 feet;
69. thence North $0^{\circ} 32'$ East 169.31 feet;
70. thence North $89^{\circ} 14'$ West 28 feet, more or less, to the centerline of the Utility and Drainage Easement;
71. thence Northwest along the centerline of said easement to the North line of Alandale Subdivision;
72. thence North $35^{\circ} 32'$ West 74.45 feet;
73. thence North $35^{\circ} 18'$ West 63.40 feet;
74. thence North $69^{\circ} 19'$ West 158.86 feet;
75. thence South $76^{\circ} 01'$ West 89.59 feet;

76. thence North $88^{\circ} 10'$ West 55.19 feet;
77. thence North $56^{\circ} 36'$ West 60.79 feet;
78. thence North $61^{\circ} 49'$ West 53.88 feet;
79. thence North $0^{\circ} 28'$ West 693.25 feet to the North line of 53rd Avenue;
80. thence West along the North line of 53rd Avenue to the SW corner of Lot 6, Margason Tracts;
81. thence North along the West line of Lot 6, Margason Tracts, to the NW corner of Lot 6, Margason Tracts;
82. thence West along the North line of Lot 7, Margason Tracts, to the SE corner of the right-of-way of "A" Street, Harmon Tracts (also known as Glover Street);
83. thence North along the East line of "A" Street to the North line of 1st Street, Harmon Tracts;
84. thence West along the North line of 1st Street, Harmon Tracts, to a point which is 180 feet West of the West line of US Highway 99E;
85. thence North 500.90 feet;
86. thence East to the West line of US Highway 99E;
87. thence North on the West line of US Highway 99E to the South line of 24th Avenue;
88. thence Northeast to a point on the North line of 24th Avenue and on the East line of Elm Street;
89. thence North 200 feet on the East line of Elm Street;
90. thence East 107 feet;
91. thence North 400 feet to a point on the North line of 22nd Avenue;
92. thence East on the North line of 22nd Avenue to the West line of US Highway 99E;
93. thence Northeast along the NW line of US Highway 99E to the West line of Ellsworth Street;
94. thence North along the West line of Ellsworth Street, to the North line of 8th Avenue;
95. thence East along the North line of 8th Avenue, and along the Northerly right-of-way line of US Highway 99E, to the point of intersection of the East line of Jackson Street and the North line of US Highway 99E;

96. thence East on the North line of US Highway 99E to the West line of Geary Street;
97. thence North on the West line of Geary Street to the northern line of US Highway 20;
98. thence Southeast along the northern line of US Highway 20 to the northern line of US Highway 99E, the point of beginning.

SAVE AND EXCEPT THE FOLLOWING AREA DESCRIBED AS FOLLOWS:

1. Beginning at the Southeast corner of Washington Street and 20th Avenue;
2. thence North along the East line of Washington Street 550 feet;
3. thence East 330 feet to the East line of Ferry Street;
4. thence South along the East line of Ferry Street to the SW corner of the Maston-Chamberlain Addition to the City of Albany;
5. thence South along the East line of Ferry Street 210.40 feet;
6. thence East 376.40 feet;
7. thence South 746.50 feet to the SE corner of Keller Subdivision;
8. thence West along the South line of Keller Subdivision to the East line of Ferry St;
9. thence South $9^{\circ} 1'$ East 205 feet;
10. thence South $80^{\circ} 59'$ West 181 feet;
11. thence South $9^{\circ} 1'$ East 128.50 feet;
12. thence North $84^{\circ} 24'$ West 177.95 feet;
13. thence North to the South line of Montanya Vista Subdivision;
14. thence Westerly along the South line of Montanya Vista Subdivision to the East line of the Railroad right-of-way;
15. thence North along the East line of the Railroad right-of-way to the NW corner of Montanya Vista Subdivision;
16. thence North $80^{\circ} 59'$ East 188.76 feet, to a point on the North line of 22nd Avenue and on the West line of Elkin's Addition to the City of Albany;
17. thence North, along the West line of Elkin's Addition to the City of Albany, 500 feet to the South line of 20th Avenue;
18. thence East on the South line of 20th Avenue 330 feet, to the SE corner of 20th Avenue and Washington Street, the point of beginning.

2.020 Land Use Plan. The Land Use Plan consists of the City of Albany Comprehensive Plan and Development Code regulatory provisions as they apply to the applicable areas within the District (and which are herein incorporated by reference) and the following exhibits:

- Exhibit 1 - District Boundary Map
- Exhibit 2 - Comprehensive Plan Designations
- Exhibit 3 - Existing Zoning Districts
- Exhibit 4 - Master Street Plan

This Plan does and shall continue in all respects to conform with the City's Comprehensive Plan and Development Code as such exist on the effective date of this Plan or as such may be amended from time to time.

ARTICLE III - PROJECTS AND ACTIVITIES

3.010 Purpose. In order to achieve the objectives outlined in Section 1.070 of this Plan, the following projects and activities (Sections 3.011-3.016) will be undertaken by the Albany Redevelopment Agency as funds permit in accordance with ORS Chapter 457. These projects and activities may be carried out through a variety of financing techniques including property assessments, tax increment financing, and others as further authorized by Chapter IV of this Plan and in accordance with applicable local, state, and federal laws. Although the list of projects and activities is extensive, it is intended only to indicate the range of potential projects and only those items for which funding is assured will be carried out. Projects listed as "high priority" will be given first consideration for their immediate impact and favorable cost-benefit ratio. Low-priority projects should receive future consideration as additional funds become available.

3.011 Public Improvements. The primary emphasis of this Plan is on the provision of adequate public facilities necessary for the elimination of blight. Potential projects include but are not limited to the following:

A. Streets (Exhibit 5)High Priority

1. Improvement of Ellingson Road from 99E east to city limits or alternately, extension of Belmont Avenue east from 99E.
2. Extension of Lanier Street south to LBCC and extension of Ellingson Road west to Lanier.
3. Extension of 53rd Avenue east of 99E and connection to Ellingson Road.
4. Extension of Glover Street to 53rd Avenue, improvement of 53rd Avenue to 99E.
5. Provide up to 20% matching funds to State of Oregon for improvement of Highway 99E from Queen Avenue to Allen Lane.
6. Improvement of Lochner Road, Marion Street to city limits.
7. Realignment of Marion Street intersection at Queen Avenue.
8. Extension of 14th Avenue to Shortridge Street, improvement of Shortridge Street, 16th Avenue to Santiam Highway.
9. Extension of Allen Lane east of 99E to industrial park site.

7. Although this project is listed under "high priority," portions of it lie outside of the city limits and the District. Therefore, no funding has been scheduled pending review of the project feasibility.

Low Priority

10. Extension of an east-west collector street north of Oak Creek between Highway 99E and Marion Street.
11. Miscellaneous street reconstruction projects. (Exhibit 6)

B. Traffic Signals (Exhibit 7)High Priority

1. Intersection of Ellingson Road and 99E or alternately Belmont Avenue and 99E.
2. Intersection of 14th Avenue and Geary Street.
3. Intersection of 14th Avenue and Clay Street.
4. Intersection of 14th Avenue and Waverly Drive.
5. Intersection of Allen Lane and 99E.
6. Intersection of 53rd Avenue and 99E.*

Low Priority

7. Intersection of 24th Avenue and 99E.

C. Railroad Crossings (Exhibit 7)High Priority

1. Improvement of Ellingson Road crossing or alternate relocation to Belmont.
2. Improved crossing at Marion Street south of 34th Avenue.
3. Construction of new crossing at Allen Lane east of 99E.
4. Construction of railroad overpass on 53rd Avenue east of 99E.*

D. Intersection Improvements (Exhibit 7)High Priority

1. Improvement of Lyon/Ellsworth couplet connection to Pacific Boulevard overpass.
2. Construction of right-turn lane on Hill Street at Pacific Boulevard.
3. Improvement of Geary, Pacific, and Santiam intersection.

* See Footnote 7, Page 18

E. Sanitary Sewers (Exhibit 8)

High Priority

1. Construction of Ellingson Road sanitary sewer from LBCC to Industrial Park.
2. Construct gravity flow sanitary sewer to industrial property north of Oak Creek east of 99E.

Low Priority

3. Replacement of force main 34th Avenue to Oak Creek.

F. Storm Drainage (Exhibit 9)

High Priority

1. Ellingson Road industrial park area.
2. Improvement of Cathy Ditch.
3. Thurston Ditch drainage basin improvements.
5. 14th Avenue commercial site drainage to Periwinkle Creek.
6. Miscellaneous storm drainage projects recommended by KCM consulting engineers (City of Albany Master Drainage Plan).⁸

G. Miscellaneous Projects (Exhibit 10)

High Priority

1. Commuter bike path construction paralleling Highway 99E from downtown overpass to Allen Lane.
2. Miscellaneous beautification projects within Highway 99E right-of-way.
3. Oak Creek open space development including trails, bike path, and parking areas.

Low Priority

4. Construction of water main to Ellingson Road industrial park site.
5. Construction of water mains to 14th Avenue commercial site.

8. Only selected portions of the KCM Storm Drainage Report are considered high priority projects.

6. Albany-Santiam Canal bike path, Lockner Road to Queen Avenue.
7. 8th Avenue beautification.
8. Development of a transportation center in the vicinity of the railroad depot.

3.012 Rehabilitation and Conservation. It is the intent of this Plan to encourage conservation and rehabilitation of existing buildings which are capable of rehabilitation. The methods to achieve rehabilitation and conservation may include the following:

- A. By owner and/or tenant activity.
- B. Through development of a low-interest loan pool for commercial and industrial business expansion and rehabilitation projects.
- C. Through enforcement of existing city-adopted codes and ordinances.
- D. Through "willing seller" acquisition of properties for the purpose of rehabilitation by the Urban Renewal Agency or resale for rehabilitation.
- E. Through city participation in other state and federal programs.

3.013 Acquisition and Redevelopment. Limited property acquisition authority is hereby made a part of this Plan. No properties shall be acquired by the Agency through the powers of eminent domain (condemnation) without amendment to this Plan except where necessary to acquire easements and rights-of-way for public improvement projects described in this chapter.

Property acquisition, including limited interest acquisition, may be used to achieve the objectives of this Plan, within the limitations set forth herein, based on one or more of the following criteria:

- A. Where existing conditions do not permit practical or feasible rehabilitation of the structure and it is determined that acquisition of such properties and demolition of the improvements thereon are necessary to remove substandard and blighting conditions;
- B. Where detrimental land uses or conditions such as incompatible uses or adverse influences from noise, smoke, or fumes or where there exists overcrowding, excessive dwelling unit density, or conversions to incompatible types of uses and it is determined that acquisition of such properties and demolition of the improvements are necessary to remove blighting influences and to achieve the objectives of this Urban Renewal Plan;
- C. Where it is determined that the property is needed to provide public improvements and facilities; or
- D. Where the existing property owner is either unwilling or unable to achieve the objectives of the Urban Renewal Plan.

Real properties which may be acquired by the Urban Renewal Agency in addition to property and easements needed for public improvement projects previously described are shown on the Property Acquisition Map (Exhibit 11). Areas shown on the Property Acquisition Map are for use as follows:

<u>Area</u>	<u>Intended Use</u>
1	Property assembly and clearance to be resold or leased as a single development site for commercial use.
2	Property assembly and clearance to be resold or leased as one or more development sites for commercial use.
3	Property acquisition and clearance to be resold or leased for industrial development.
4	Property acquisition and clearance to be resold or leased for commercial development.
5	Property acquisition and clearance to be resold or leased for commercial development.

Time Schedule. It is anticipated that the acquisition of the above specified areas will commence after January 1, 1983, and continue until all indebtedness of the Urban Renewal Program is paid. Properties will be acquired in order of availability to the Agency.

Land Acquisition Requiring Urban Renewal Plan Amendments. Land acquisition for any purpose other than specifically listed in this article, shall be accomplished only following procedures for amending this Plan as set forth in Article V of this Plan.

If such plan amendment is approved by the City Council, a map exhibit shall be prepared showing the properties to be acquired and the purpose for such acquisition. Such map exhibit shall be appropriately numbered and shall be included as an official part of this Urban Renewal Plan.

3.014 Relocation. It is not the intent of this Plan to require the relocation of any persons or businesses. However, in the unlikely event that an action of the Agency will result in temporary or permanent displacement, then the Urban Renewal Agency will provide assistance in finding replacement facilities to such persons or businesses. All persons or businesses to be displaced will be contacted to determine their relocation needs. They will be provided information on available space and will be given assistance in moving. All relocation activities will be undertaken and payments made in accordance with the requirements of ORS 281.045-281.105, Relocation regulations as adopted by the Urban Renewal Agency, and all other applicable laws or regulations. Relocation payments will be made as provided in ORS 281.060. Payments made to persons displaced from dwellings will assure that they will have available to them decent, safe, and sanitary dwellings at costs or rents within their financial reach. Payment for moving expense will be made to businesses displaced. The Urban Renewal Agency will prepare and maintain information in its office relating to the relocation program and procedures, including eligibility for and amounts of relocation payments, services available, and other relevant matters.

3.015 Cooperative Agreements. The Agency may enter into cooperative agreements with other public agencies to achieve purposes set forth herein.

3.016 Property Disposition. The Agency is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property which has been acquired in accordance with the provisions of this Plan.

All real property acquired by the Agency in the Plan Area shall be disposed of for development for the uses permitted in the Plan at the fair re-use value for the specific use or uses to be permitted on the real property. All persons and entities obtaining property from the Agency shall use the property for the purpose designated in this Plan, and complete development of the property within a period of time the Agency fixes as reasonable, and comply with other conditions necessary to carry out the purposes of the Plan.

All real property disposed of or leased by the Agency shall be made subject to this Plan. Leases, deeds, contracts, agreements, and declarations of restrictions by the Agency may contain restrictions, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes, or any other provisions necessary to carry out this Plan.

3.020 Redeveloper's Obligations. The following redevelopment requirements, whether by the Agency or by others as designated by the Agency, shall be implemented by appropriate covenants, or other provisions in property disposition instruments:

- A. The redeveloper and his successors or assigns shall develop land in accordance with the land use provisions and building requirements specified in this Plan.
- B. The redeveloper shall begin and complete the development of such land for the uses required in this Plan within a reasonable period of time as determined by the Agency and to be specified in the disposition instrument.
- C. The redeveloper shall submit preliminary architectural and site plans, landscape plans, and final plans and specifications for the construction of improvements on the land to the Agency for review and distribution to appropriate reviewing bodies as stipulated in this Plan and existing codes and ordinances. Such plans and specifications shall comply with this Plan, recognizing that the Agency will require the use of design techniques which will relate the new development in plan and size to the existing area, and the requirements of city codes and ordinances.

- D. The redeveloper will be obliged, under the terms of the disposition instrument, to carry out specified improvements in accord with this Plan.

The redeveloper will not be permitted to dispose of the property until the improvements are made except with the prior written consent of the Agency. The consent will not be granted except under conditions that will prevent speculation and protect the interest of the Agency and the general welfare of the Plan Area.

- E. No property shall be restricted as to the sale, lease, use, or occupancy upon the basis of race, religion, color, sex, or national origin.
- F. The redeveloper shall maintain developed and/or undeveloped property under his ownership within the area in a clean, neat, and safe condition in accordance with the approved plans for development.

ARTICLE IV - METHODS FOR FINANCING URBAN RENEWAL PROJECTS

4.010 General Description of the Proposed Financing Methods. The Urban Renewal Agency will consider all possible sources of funding in carrying out this Plan. The Agency may borrow and accept advances, loans, grants, and any other form of financial assistance from the federal government, state, city, county, or other public body or from any other sources, public or private, including lease or sale of properties to developers for the purpose of undertaking and carrying out this Plan. In addition, the Urban Renewal Agency may obtain financing as authorized under ORS Chapter 457 or any applicable statutes.

Upon request of the Urban Renewal Agency, the Council of the City of Albany may, as necessary to achieve plan objectives, issue general obligation or revenue bonds, certificates, debentures, improvement warrants, and form local improvement or special assessment districts to assist in financing the Plan.

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

4.020 Self-Liquidation of Cost of Project. The Plan may be financed, in whole or in part, by self-liquidation of costs of the Plan as provided in ORS 457.420-457.450. The ad valorem taxes, if any, levied by a taxing body upon taxable real and personal property situated in the Urban Renewal Project Area, shall be divided as provided in ORS 457.440. That portion of the taxes representing the levy against the assessed value attributable to the increase, if any, in true cash value of property located in the Urban Renewal Area, or part thereof, over the true cash value specified in the certificate or amendment to the certificate filed under ORS 457.430, shall, after collection by the tax collector, be paid into a special fund of the Agency and shall be used to pay the principal and interest on any indebtedness incurred by the Agency to finance or refinance the carrying out of the Urban Renewal Plan. If the City issues municipal bonds to finance any portion of the Plan, tax increment funds may be used to retire the bonds.

4.030 Prior Indebtedness. Any indebtedness permitted by law and incurred by the Urban Renewal Agency or the City in connection with preplanning of this Urban Renewal Project shall be repaid by tax increment increases from the Urban Renewal Area when and if such funds are available as provided by ORS 457.

4.040 Completion of Project. Upon satisfaction of all outstanding indebtedness, the City shall not utilize the provisions of ORS 457.420 through 457.450 for further financing in the Area without filing a new plan.

ARTICLE V - AMENDMENTS

5.010 Procedure for Changes in The Approved Urban Renewal/Redevelopment Plan.

The Plan will be reviewed and analyzed periodically and will continue to evolve during the course of project execution and ongoing planning. It is anticipated that this Plan will be changed or modified from time to time or amended as development potential and conditions warrant, as planning studies are completed, as financing becomes available, or as local needs dictate. Where the proposed modification will substantially change the Plan as approved by the City Council, the modification must be by formal written amendment duly approved and adopted by the City Council after the review and recommendation of the Urban Renewal Agency and Planning Commission and the holding of a public hearing in the same manner as the original Plan in accordance with the requirements of state and local law.

The following amendments are examples of substantial change: revisions in boundaries, addition of new projects not within the scope of this Plan, the use of eminent domain to acquire properties not necessary for the completion of public improvement projects, and other changes which will change the basic planning principles of this Plan.

5.020 Future Additions to Economic Development District Urban Renewal Area.

Upon annexation to the city of Albany, the parcels identified in Exhibit 11 as parcels A through E should be considered for inclusion in the Urban Renewal District by amendment to this Plan to eliminate conditions of blight thereon and to encourage redevelopment activities.

PART II: THE REPORT

INTRODUCTION

ORS SECTION 457.085(3) requires that the Urban Renewal Plan be accompanied by a report. This document shall constitute the required report to accompany the Albany Economic Development District Urban Renewal Plan. The capitalized heading at the beginning of each section is extracted from one or more sections of ORS 457.085(3).

SECTION ONE: A DESCRIPTION OF CONDITIONS WITHIN THE DISTRICT, EXPECTED IMPACT OF THE PLAN ON EXISTING CONDITIONS, AND THE RELATIONSHIP BETWEEN EACH PROJECT AND EXISTING CONDITIONS

A) PHYSICAL CONDITIONS

Land Area. The Economic Development District encompasses a total of 1,574 acres located entirely within the city limits of Albany. As of March 1, 1982, the total land area within the city was 7,300 acres. Thus, the Economic Development District represents 21.56% of the total land area within the city. ORS 457.420 stipulates that for cities under 50,000 population not more than 25% of the total land area of the city may be included in urban renewal districts. Furthermore, ORS 457.220 limits future additions to the district to not more than 20% of the original land area of the district (314 acres).

Existing Land Use. A parcel-by-parcel inventory of the present uses of land within the Economic Development District was conducted in the spring of 1982. The results of that inventory are shown in Exhibit 12.

Comprehensive Plan and Zoning Designations. The City's Comprehensive Plan land use designations and conforming zoning designations within the Economic Development District are shown in Exhibits 2 and 3.

Developed and Vacant Lands. Table 1 below indicates zoning district acreages as well as developed and vacant lands within the District by zoning district category excluding rights-of-way.

TABLE 1 - ZONING DISTRICT ACREAGES

Zone	Developed	Vacant	Total
R1	2.90	37.57	40.47
R2	13.09	20.90	33.99
R3	8.00	4.76	12.76
C1	1.41	11.20	12.61
C2	90.67	67.75	158.42
CH	17.04	23.79	40.83
MP	0	297.43	297.43
ML	124.70	228.77	353.47
MH	104.28	124.36	228.64
OS	2.89	92.42	95.31
Total	364.98	908.95	1,273.93
Rights-of-Way			300.07
Total District			1,574.00

Conclusions from Table 1.

- 1) Even though most of the District is centrally located within the city along its busiest arterials, 71% of it is vacant due to the unavailability or poor quality of urban services.
- 2) The largest vacant area is the industrial park property (nearly 300 acres) east of Linn-Benton Community College which is in need of many improvements described in this Report.
- 3) Less than 2% of the District is developed for residential use.
- 4) Much of the vacant acreage cannot be developed without first improving the entire sub-area storm drainage system.

Buildable Lands. Exhibit 13 shows vacant lands which are buildable within the District.

Condition of Structures. In April, 1982, the City of Albany Planning Department conducted a "windshield survey" of each structure within the boundaries of the Economic Development District. The purpose of this survey was to provide an overview of the physical condition of the Area's structures as such could be assumed from exterior examinations. Table 2 summarizes the results of this survey.

The structures were classified in one of four categories:

- A = Excellent: New or substantially new structures.
- B = Good: Buildings whose original construction was sound and where an ongoing maintenance program has been employed but which may need minor repairs.
- C = Fair: Older buildings which have not been maintained well but which, with a reasonable rehabilitation effort and initiation of a sound maintenance program, could provide a useful life for many years to come.
- D = Poor: Older buildings, many of which exhibit defective original construction or which have not been maintained well. It is questionable whether these structures can be rehabilitated within reasonable economic terms to provide them a long-term future.

TABLE 2 - CONDITION OF STRUCTURES BY LAND USE

Use of Structure	Condition of Structure				Number of Units				Total
	A	B	C	D	A	B	C	D	
Single Family	7	17	57	11	7	17	57	11	92
Multi Family	21	0	4	0	276	0	20	0	25/296
General Offices & Banks	21	2	1	0	35	13	1	0	24/49
General Retail Commercial	42	25	15	4	60	35	18	3	86/116
Light Industrial	26	25	22	5	31	31	17	11	78/90
Heavy Industrial	11	22	7	2	12	22	3	1	42/38
Public/Semi-Public	6	1	0	0	3	1	0	0	7/4

There are also 36 mobile homes within the Project Area. Because mobile homes, technically, are not structures required to meet uniform building code requirements, they have not been classified under condition of structures.

Conclusions from Table 2.

- 1) Only 38% of the structures within the District are in excellent condition.
- 2) 30% of the structures within the District are in need of substantial improvements; an additional 6% are possibly deteriorated beyond economically feasible restoration.
- 3) Properties in the light industrial areas (which also includes many of the nonconforming single-family homes) are especially in need of improvement.
- 4) Structural blight within the District is not overwhelming; nevertheless, it impacts all areas of the District and should be corrected where possible to improve conditions, productivity, and value within the District as well as to promote the economic health of the community.

Existing Infrastructure.Sanitary Sewers:

Most of the Economic Development District is currently serviced or has available to it adequate sanitary sewer service. There are, however, two industrial zoned areas within the District in need of sanitary sewer improvements. They are: the light industrial property north of Oak Creek and east of 99E which has a deteriorating force main adjacent to it which cannot be tapped. Instead, an alternative sewer must be provided, and the force main eventually replaced; and the industrial park site for which sanitary sewer service must be extended from LBCC across Highway 99E and the railroad tracks. The existing sanitary sewer mains within the District and the proposed sanitary sewer projects are shown in Exhibit 8.

An additional problem with sanitary sewer service is the City's ability to treat industrial discharges at the Wastewater Treatment Plant. Existing industries can contribute significantly to treatment problems at the Plant. Substantial improvements at the Plant may be needed in the near future to adequately accommodate both existing and new industries. Where industrial level wastewater treatment is needed, compliance with the City's industrial pre-treatment program will be necessary.

Storm Drainage:

Perhaps the most serious physical impairment in the Economic Development District is the poor drainage system or, in some areas, the total lack of any drainage system. The District contains portions of seven drainage basins each of which is in need of substantial improvements to properly drain both existing developed sites and vacant sites within the District. Several large sites within the District have remained vacant over the years due to the lack of adequate drainage.

Exhibit 9 shows the existing drainage basins and the general locations of specific improvement projects designed to alleviate major drainage problems

(as recommended by the Kramer, Chin and Mayo Storm Drainage Study). The most extensive of these projects is the Thurston Ditch project which will require extensive excavations, boring underneath the railroad right-of-way and extension of major drainage improvements in the Thurston Street right-of-way to the Willamette River.

Water:

Pacific Power and Light Company provides all domestic water supply within the city and the District. Pacific Power and Light has adequate water mains within the District to accommodate redevelopment and new growth demands. However, at least two projects may require assistance to obtain water service due to their unique circumstances. They are: 1) The regional shopping center site at 14th Avenue and Clay Street which needs extensive additional water supply to maintain public safety in the provision of adequate fire protection; and 2) the industrial park site east of LBCC which will require an extension from west of Highway 99E and boring underneath the railroad right-of-way.

Streets:

The street system within the Project Area contains a mixture of conditions summarized in Table 3. The condition of each street was examined in the spring of 1982 and categorized into one of the following conditions:

Type A: Proposed street - no existing right-of-way or improvement.

Type B: Gravel street.

Type C: Paved rural type street (no curb and gutter).

Type D: Paved street constructed to city standards but in need of overlay.

Type E: Improved street - meets city standards.

Type F: State highway in need of improvement or reconstruction.

TABLE 3 - STREET INVENTORY

Street Classification	Conditions by Lineal Feet						Totals
	Type A	Type B	Type C	Type D	Type E	Type F	
State Highways	0	0	0	0	10,600	14,700	25,300
Arterial Streets	0	0	2,650	3,600	0	0	6,250
Collector Streets	8,500	0	0	1,600	10,400	0	20,500
Local Streets	3,160	8,000	4,550	4,500	14,800	0	35,010
TOTALS	11,660	8,000	7,200	9,700	35,800	14,700	87,060

Conclusions from Table 3.

- 1) Nearly 60% of the street network within the District is in need of improvement.
- 2) The major transportation routes within the District are in the most serious need of repair.

Other Transportation Systems:

Sidewalks and Bikepaths - Due in large part to the poor condition of streets, as described above, the sidewalks and bikepaths within the District are also deficient. The major bike route within the District consists of the shoulders along 99E between Queen Avenue and LBCC. However, these shoulders are poorly maintained, lack adequate separation from high speed traffic, and lack proper signage. Additional opportunities for bike route improvements exist along the Oak Creek Open Space Corridor and the canal right-of-way which would provide for both commuter and recreational biking needs. Sidewalk deficiencies should be corrected in conjunction with street improvement projects.

Transit Systems - Albany serves host to two commercial bus lines, two taxi services, Amtrak, a city bus system, and the Linn-Benton Bus Loop System. Each of these transit services operates from a separate base location and several of them lack adequate facilities to comfortably accommodate waiting passengers. A logical and economic solution to this problem would be to create a combined transportation center in the vicinity of the railroad depot where each of the transit operations could incorporate facilities.

Traffic Safety - Within the District are located many intersections and several railroad crossings with inadequate signals. In addition, several street intersections exhibit high accident ratios due to excessive congestion and uncontrolled turning movements. Furthermore, despite the extensive system of rail lines running through Albany, there is only one railroad overpass (Pacific Boulevard). All of these problems combine to make traffic movement and safety an important consideration in scheduling improvement projects within the District.

B) SOCIAL AND ECONOMIC CONDITIONS

Amenities and Aesthetic Qualities. As described in the Declaration of Need and Intent Section of the Plan (Section 1.030), this District contains extensive blighted conditions. The most visible signs of blight are the disarray of property frontages along the major arterials, particularly Highway 99E, and the lack of landscaping within and adjacent to street rights-of-way. Combined public and private efforts are necessary to eliminate these visual signs of blight. The following excerpt from the Albany Comprehensive Plan outlines the importance of improving the City's visual qualities:

"Although there is little data available on the value of a community's general appearance, it is nonetheless an important element. In residential areas, neighborhood appearance directly affects property values. Appearance also reflects neighborhood pride and may further affect stability and environmental health. Commercial areas also have a vital stake in their general aesthetic quality.

Not only can a pleasant shopping area attract customers but also entice them to stay longer. Finally, good community appearance aids industrial development. With good design, residential-industrial conflicts are reduced, and the image of the community can help attract desirable new industry with an interest in improving or maintaining that image."

"The most important areas for aesthetically pleasing development are, of course, those areas which are seen the most, such as major roadways (especially Santiam and Pacific Highways), commercial areas (especially the Central Business District), and scenic views (such as the Willamette River area). The commercial strip areas which have little landscaping and compete for sign exposure present an image of Albany which does not reflect its true character."

"Two areas of community design have received much interest in the past ten years. First, maintenance and appearance is improved when utility lines are placed underground. Albany requires the undergrounding of utilities in new subdivisions except for large electrical transmission lines. The second area of interest is the size and placement of signs. When many adjacent businesses attempt to provide the most prominent sign, there is often a resulting clutter that is not favorable to any of the businesses. It has been demonstrated repeatedly that with rational signage, exposure and readability are improved for every business."

In addition to improving the appearance of the District's arterial street corridors, there exists at least one other significant opportunity to enhance the aesthetic quality of the Economic Development District. The Oak Creek floodway is designated as an open space corridor in the Comprehensive Plan. This corridor is one of Albany's four natural vegetation and wildlife habitat areas. Appropriate uses of this area include little disturbance of the natural surroundings while still affording an opportunity for public use and enjoyment such as bike paths, exercise trails, bridal paths, and other passive uses.

Population Characteristics. As can be determined from the existing land use information (Table 1), the Economic Development District is made up primarily of commercial and industrial properties. However, there is a total of 424 housing units in the District containing an approximate population of 950 persons. When this Report was prepared, the detailed 1980 census data was not yet available.

The Albany Comprehensive Plan contains the following population analysis and projections for the city and Urban Growth Boundary:

"The Albany area is one of the fastest growing areas in the State of Oregon, which as a whole is a national leader in rate of population growth. In 1980, the City of Albany has an estimated population of nearly 28,000 persons. By the year 2000, the City is projected to accommodate a population of 61,060 within the present Urban Growth Boundary. The following table gives a more specific breakdown of the Albany area population projections:

<u>Year</u>	<u>City of Albany Population</u>	<u>Albany Urban Growth Boundary Population</u>
1980	28,250	34,180
1985	34,250	
1990	41,530	46,025
1995	50,360	
2000	61,060	61,060"

"Albany's population has been growing at a rate of more than double the State's rate and appears to be continuing to do so. Between 1940 and 1970, Albany grew by 220% as compared to the State's 91.9% and Linn County's 135%. The annual compound growth rate since 1970 has been 4.6% versus 2.1% for Oregon as a whole and 2.55% for Linn County. Nearly 70% of the growth in Albany since 1970 can be attributed to in-migration."

"As a result of this rapid growth, Albany's population is steadily becoming a larger percentage of the total County population. In 1900, Albany contained 17% of the total County population; in 1970, the figure was just over 25%; and in 1978, it was almost 30%. By the year 2000, the Albany Urban Growth Area is projected to contain 38% of the total County population. These figures do not include Tangent and Millersburg which will contain an additional 10% of the total County population. Thus, by the year 2000, nearly half of the Linn County population is expected to be centered in the immediate Albany area. In addition, the North Albany area in Benton County is expected to add an additional 7,408 persons to the Albany Urban Growth Area by the year 2000."

"Albany has a lower median age level than either Linn County or the State, and this median age has dropped since 1960. A large proportion of Albany's population is in the 20-34 year age group and two-thirds of the total population is under the age of 34. Albany also has a larger percentage of its citizens over 80 than either the State or Linn County. New census data is also expected to indicate substantial increases in the number of households headed by females and minority groups."

Available population characteristics for the city of Albany as a whole from the 1980 census are listed below:

Total Persons	26,540
Total Households	10,413
Total Vacant Units	840
Minority Populations	1,489
Median Age	27.6
Median Home Value (owner occupied)	\$50,200
Median Rent	\$199

Employment. With the exception of the Central Business District and scattered small commercial sites, the Economic Development District contains most of the remaining employment opportunities (both existing and future) within the city of Albany. The following excerpts from the Comprehensive Plan explains the employment characteristics of the City of Albany:

"The Albany area economy is heavily dependent upon manufacturing with 31% of the non-agricultural employment and 44% of the non-agricultural payroll resulting from the manufacturing sectors. This is much larger than the State's average manufacturing employment of 21.8%."

"Industries located in the City of Millersburg play a large role in manufacturing employment in the Albany area by providing 56% of the manufacturing jobs; only 17% of employment within the City of Albany is in manufacturing."

"The primary metals industry in the Albany-Millersburg area provides almost one quarter of the non-agricultural payroll and is the most important of the three main manufacturing sectors - the other two sectors being lumber and wood products, and food and kindred products. As a result of the primary metals industry, the Albany area is a world leader in the production of rare metals such as zirconium and titanium. The nuclear and space industries, among others, are heavily dependent upon these area industries for production of these rare metals."

"Although the Albany area has a proportionately large manufacturing base, the three major manufacturing sectors are not growing. Declining employment in lumber and wood products industries and a lack of growth in the other two sectors has contributed to the high Linn County unemployment rates."

"Historically, unemployment rates in Linn County tend to be higher than the State and national averages, partially due to the seasonal nature of the wood products and food processing industries. While only 10% of the non-agricultural employment in the Albany area is directly dependent on timber resources, it is assumed that a higher percentage of Albany workers commute outside the area to timber related jobs."

"Albany provides approximately 95% of the total County employment in food processing. However, this only accounts for 5.2% of the total employment in the Albany area. Unless there are significant changes in the types of crops grown in the surrounding portions of the Willamette Valley, there will not be much growth in this sector. Employment in food processing, like employment in lumber and wood products, has seasonal fluctuations resulting in seasonally high unemployment rates."

"The non-manufacturing sectors of the local economy, which provide 69% of the Albany area non-agricultural employment, have dominated employment growth since 1970. Albany's role as a regional service center is evident in the large percentage of employment in service sectors. For instance, in the finance, insurance and real estate sector, the Albany area provides almost 73% of total county employment. Growth in this sector is expected to continue. In addition, the demand for all types of services is expected to continue at a rate similar to the population growth rate. Demand for health services is also expected to increase due to Albany's large number of elderly persons."

"Growth in the non-manufacturing sectors has also been rapid in the areas of contract construction, trade, and government. Constuction historically has been the least stable employment sector, fluctuating with seasonal weather conditions, demand for housing, interest rates, and general economic conditions."

"Trade has been among the fastest growing sectors in the Albany area with retail trade clearly the dominant force. Growth in retail trade in Linn County has had an annual compound increase of almost 7% per year since 1970, most of which has been in Albany. Retail trade is labor intensive, but these jobs are generally on the lower end of the pay scale. However, continued growth in this sector as Albany continues to become more of a regional center may help to relieve Albany's chronic high unemployment problems."

"Government accounts for almost 20% of non-agricultural employment, half of which is in local education and the other half divided among federal, state, and local governments. The rate of growth in Linn County in this sector has been 6.4% annually since 1970, but the rate is expected to decrease in the future."

"The Albany area currently provides employment for a total labor force of approximately 17,169 or 57% of the total non-agricultural wage and salary employment in Linn County. By the year 2000, this work force is projected to increase to 38,900 or 60% of total county employment."

"Agricultural employment figures are available but cannot be directly compared with other economic sectors because of the methodology used in gathering information. However, annual average trends in county agricultural employment in Linn County shows employment slowly declining. Seasonal fluctuations in agricultural production are reflected in increased summer employment."

"Unemployment in Linn County, including the Albany area, is frequently double the State average. Declines in each of the three major industrial sectors in the Albany area may be long term, indicating a need to introduce a new major employment sector to the Albany area. Development of a major industrial park and regional shopping facilities would greatly enhance the local employment picture. Albany has designated a 300 acre industrial park site (east of Linn-Benton Community College) and a regional commercial shopping center site (between Santiam and 14th Street)."

The relationship between employment conditions in the Albany area and the planned projects is an indirect but important one. In 1981-82, Albany experienced unemployment rates in excess of 17% with little immediate hope for improvement. One of the principle objectives of the Urban Renewal Plan is to create a physical environment which will stimulate job growth through opportunities for existing business expansion and new commercial and industrial developments.

Land Value. An informal survey taken by the City of Albany Planning Department in April of 1982 indicated that commercial land values within the District ranged from a low of \$2.00 per square foot for outlying commercial properties with available utilities to a high of \$4.00 per square foot for available properties in high activity areas. Industrial land values within the District ranged from a low of \$11,000 per acre for large parcels without services in the industrial park area to a high of \$65,000 per acre for small parcels in fully improved subdivisions.

1981-82 True Cash and Assessed Value Analysis of The District. The true cash value of real property within the Economic Development District as compared with the city as a whole for fiscal year 1981-82 is as follows:

	<u>City</u>	<u>District</u>	<u>% of City</u>
Land	\$187,756,440	\$30,025,470	16.00%
Improvements	403,059,410	79,563,560	19.74%
Total	590,815,850	109,589,030	18.55%
Ratio of Improvements to Land Value	2.15:1	2.65:1	N/A

The state legislature has mandated that for taxing purposes, true cash values be reduced so that, state wide, assessed values do not increase annually by more than five percent. Therefore, the 1981-82 assessed values have been reduced in the District by a combined "homeowners" and "other" factor of 84.357% of true cash value. Thus total assessed value for real property in the District in 1981-82 is as follows:

Land	\$25,321,660
Improvements	67,124,920
Total	92,446,580

The total assessed value of real property in the city was \$492,050,860. Therefore, the District real property assessed value represents approximately 18.79% of the city's total. State law limits the size of urban renewal areas for cities under 50,000 to an area not greater than 25% of the city's assessed value.

Not included in the preceeding analysis is the assessed value of personal property, mobile homes, and state assessed properties for either the District or the city. This analysis assumes that the ratio of assessed value not included in "real property" figures will remain relatively constant between the total assessed value of the District and the total assessed value of the city. The total 1981-82 assessed value of the city was \$551,378,477. Consequently, the estimated total assessed value of the District equals \$551,378,477 x 18.79% or \$103,604,016.

Affected Taxing Districts. All property within the Economic Development District is located within five separate taxing districts which had the following total assessed values in 1981-82:

<u>Taxing District</u>	<u>1981-82 Assessed Value</u>	<u>EDD as a % of</u>
City of Albany	\$ 551,378,477	18.79%
GAPS - Linn Co.	(917,173,690)	
GAPS - Benton Co.	(123,929,072)	
GAPS - Total	1,041,102,762	9.95%
LBCC - Linn Co.	(1,875,915,527)	
LBCC - Benton Co.	(1,363,505,958)	
LBCC - Total	3,239,421,485	3.20%
ESD (Linn-Benton only)	3,355,122,295	3.09%
Linn County	2,040,161,725	5.08%

* Economic Development District

TABLE 4 - CONSOLIDATED TAX RATE/100 VALUATION

	1981-82	1980-81	1979-80	1978-79	1977-78	1976-77	1975-76	Average
Linn County	\$.87	\$.84	\$.85	\$.97	\$ 1.11	\$ 1.24	\$ 1.27	\$ 1.02
ESD Linn/Benton County	.45	.44	.40	.43	1.77	2.01	1.98	1.07
School District #5	.00	.00	.00	7.44	9.76	10.62	11.94	*
Union High Dist. #8 Linn Benton	12.67	12.49	*11.25	6.64	6.60	7.66	8.31	15.06
Com. College	1.33	1.06	1.04	1.21	1.43	1.56	1.48	1.30
City of Albany	7.02	7.18	2.46	2.67	3.11	5.22	4.67	4.62
TOTAL	\$22.34	\$22.01	\$15.99	\$19.36	\$23.78	\$28.31	\$26.68	\$23.07

* School Districts #8 and #5 were combined for the year 1979-80.

C) FISCAL IMPACT OF THE URBAN RENEWAL PLAN IN LIGHT OF ADDED SERVICES OR INCREASED POPULATION

- Since the Economic Development District is almost entirely designated and zoned for commercial and industrial uses, the affect on the existing population within the District will be minimal. Conversion of existing non-conforming residential developments to commercial and industrial uses is encouraged by this Plan. Thus, there may occur a slight decline in population within the District.
- As existing businesses expand and new businesses locate within the District, it can be expected that local unemployment rates will decline and additional population will be attracted to the community. However, population increases are not expected to surpass local population projections as a result of this Plan. The fiscal impact on units of government created by increases in population resulting from this Plan are expected to be offset by increases in residential property values.
- Improving the Area's streets and traffic control devices will reduce road maintenance costs, increase travel efficiency, reduce accidents and conserve energy.
- Improving the storm drainage systems within the Project Area will reduce existing ponding problems (which can become health hazards and attractive nuisances), reduce property damage caused by frequent flooding, reduce maintenance costs associated with the Area's existing system of ditches and culverts, and open up additional lands for commercial and industrial development.
- Bike paths and beautification projects will increase city maintenance cost; however, the design of beautification projects will attempt to minimize future maintenance needs and for the first ten years of use the bike paths should only require infrequent cleaning. Additionally, construction of bike paths will encourage energy conservation.

- Rehabilitation of older buildings and making possible private sector expansion and development of new facilities on the Area's vacant land will substantially improve the Area's assessed value base thus, allowing all five affected taxing bodies a broader economic base on which to levy taxes in the future.

- Many of the projects proposed as a part of this Plan would eventually be necessary even without the Plan but would be a direct burden on Albany taxpayers through other financing mechanisms which would have a much greater impact on local property tax rates.

SECTION TWO: REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN

The Urban Renewal Area is a single, contiguous land area of 1,574 acres located entirely within the city limits of Albany. It has deficient public facilities, deteriorated buildings, and exhibits many of the other conditions of blight as described in ORS 457.010 and as further described in Article I of the Plan.

The Pacific Boulevard/Santiam Highway corridor serves as the focal point or common link which makes the District a cohesive unit. This highway system is the major transportation route through the city of Albany and carries at various points 20,000 to 42,000 vehicles per day. Outside of the downtown, nearly all of Albany's major businesses and industries have located adjacent to or within easy access to these arterials. With the passage of time and inadequate advance planning, the result has been congestion, inefficient land use, and divisions of land, visual clutter, inadequate drainage systems, and, in some cases, underutilization of property due to the lack of adequate facilities.

For the most part, residential areas have been excluded from the District boundaries since the most serious problems identified in the Plan pertain to lands designated for commercial and industrial use. It is hoped that renewal of these areas will have substantial indirect benefits on bordering residential neighborhoods.

**SECTION THREE: PROPOSED PROJECTS - COST ESTIMATES, SOURCES OF FUNDS,
ANTICIPATED COMPLETION DATES AND RELATIONSHIP TO EXISTING
CONDITIONS**

Potential projects and activities to be carried out under the Urban Renewal Plan are described in detail in Article III of the Plan. Although the list of proposed projects is extensive, only those projects and activities for which all the necessary funding sources are assured will be carried out. The following table indicates the approximate total cost of each category of projects identified in the Plan as having high priority and the sources of monies which will likely be used to complete the list of high priority projects within each category. Low priority projects (as identified in Article III of the Plan) will only be carried out as alternates to high priority projects or as other sources of funds become available including tax increment revenues in excess of projected revenues. A more detailed breakdown of these project estimates is provided in Exhibit 14.

TABLE 5 - HIGH PRIORITY PROJECT COST ESTIMATES AND SOURCES OF MONIES TO PAY SUCH COSTS

ITEM	LID ¹	Funding Sources - Dollars			TOTAL
		TIF ²	OTHER		
A. Street Improvements	679,700	2,062,300	3,200,000 ³		5,942,000
B. Traffic Signals		390,000			390,000
C. Railroad Crossings		28,200	253,800 ⁴		282,000
D. Intersection Work		330,000			330,000
E. Sanitary Sewers	223,000	414,000			637,000
F. Storm Drainage	1,392,000	2,587,500			3,979,500
G. Misc. Projects		588,000			588,000
H. Rehab & Conservation		400,000 ⁵			400,000
I. Acquis. & Redvlpmt.		300,000 ⁶			300,000
J. Bond Interest		6,027,500			6,027,500
TOTALS	2,294,700	13,127,500 ⁷	3,453,800		18,876,000 ⁸

- 1) Local Improvement District - 35% of total project cost for assessable projects
- 2) Tax Increment Financing
- 3) State Highway Funds
- 4) State and federal contribution - 90% as funds become available
- 5) It is intended that funds used for rehabilitation and conservation activities would be leveraged with private financing to greatly expand availability of loan monies. These loan funds would also eventually be returned to the Agency or City.
- 6) The acquisition fund would be replenished as properties are sold for redevelopment activities.
- 7) Not included in this total is the 53rd Avenue extension and railroad overpass since portions of this project are not yet within the city or District. Total estimated cost of this project is approximately \$1,190,000.
- 8) This total includes EIA (Engineering, Legal, and Administration) charges to cover administrative costs associated with the Agency.

TABLE 6 - ESTIMATED PROJECT START-UP AND COMPLETION DATES

ITEM	Fiscal Year	
	START-UP	COMPLETION
A. Street Improvements	1982-83	1992-93
B. Traffic Signals	1982-83	1986-87
C. Railroad Crossings	1983-84	1987-88
D. Intersection Work	1983-84	1989-90
E. Sanitary Sewers	1982-83	1985-86
F. Storm Drainage	1982-83	1992-93
G. Misc. Projects	1983-84	1992-93
H. Rehab & Conservation	1983-84	1992-93
I. Acquisition & Revelopment	1983-84	1992-93

Relationship of Projects to Existing Conditions.

- A. Street Improvements - Table 3 indicated that nearly 10 miles of streets within the District are unimproved or are in poor condition. Other streets lack adequate right-of-way or have other congestion-related problems. The street projects proposed as a part of the Plan are designed to alleviate a sizeable portion of these problems.
- B. Traffic Signals - At least seven major intersections within the Project Area lack traffic signals for which sufficient demand already exists. The proposed traffic signal projects would satisfy the current needs within District.
- C. Railroad Crossings - While the railroad lines provide needed rail access to the Area's industries, they also create major traffic conflicts. The best solution for resolving vehicular conflicts is to create roadway overpasses. Unfortunately, such projects are usually cost prohibitive and disruptive to surrounding land uses. The next best solution in terms of traffic safety is to install or upgrade signalized crossings. The Plan proposes installation of a new railroad overpass along the extension of 53rd Avenue and new or improved signalized crossings at three additional locations.
- D. Intersection Work - The Plan identifies three intersections in need of improvements to reduce congestion and minimize turning movement conflicts. One of these intersections (Santiam, Pacific, and Geary) consistently has the highest accident rate within the entire city. The other two projects involve intersections which are frequently overloaded resulting in long delays and wasted energy.
- E. Sanitary Sewers - The sanitary sewer projects identified in the Plan will provide sewer service to existing industrial-zoned properties which have been underutilized due to the unavailability of sewer service.

- F. Storm Drainage - As noted earlier in this report the lack of adequate storm drainage within the District represents the most serious physical impairment to future development and redevelopment activities. Improvement of the District's drainage systems will provide a major incentive for development and redevelopment activities.
- G. Miscellaneous Projects - 1) The construction of water mains to the two project sites identified in the Plan in need of water service will alleviate those particular public facility deficiencies and will thus promote the development of those properties; 2) The Oak Creek open space development project will provide recreational opportunities otherwise lacking in the District as well as satisfy other open space objectives identified in Article I of the Plan; 3) The bike path projects will enhance both recreation and alternative transportation opportunities now lacking within the District as well as improve traffic safety by separating bicycle travel from other vehicle travel; 4) The beautification projects are intended to provide screening and aesthetic enhancement along the Pacific Boulevard and Santiam Highway corridors and, thus, remove or reduce visual blight within the District; 5) The transportation center will consolidate existing transit operations into a single facility thereby improving travel convenience and safety within the Area.
- H. Rehabilitation and Conservation - As indicated by Table 2 of this Report and the conclusions following, there exists within the District numerous structures in need of repair and rehabilitation. Section 1.320 of the Plan outlines the methods intended to achieve rehabilitation and conservation in the District.
- I. Acquisition and Redevelopment - Certain blighted conditions described in Article I of the Plan and further described in Section One of this Report will only be removed through acquisition and redevelopment of selected properties. Properties in this category are identified in Exhibit 11 of the Plan. However, it is the intent of the Plan only to acquire such properties on a willing seller basis as they become available to the Agency.

SECTION FOUR: RELOCATION REPORT (see also Section 3.014 of the Plan)

ORS 457.085(3)(h) requires that a relocation report be prepared to A) identify what persons and businesses will be required to relocate as a result of Agency actions; B) describe relocation methods and assistance; and C) describe the cost range of housing units to be added, altered, or destroyed. Since the Plan as presently written does not include the required relocation of persons or businesses, a complete relocation report would serve no useful purpose. However, should any future action of the Agency require relocation of residents or business, then a full relocation report shall be prepared in advance of such action which shall indicate the intent of the Agency, methods of relocation assistance, fiscal impact, and such other information as may be required by state law. Adoption of such Report shall be preceded by public hearings as may be required by state law.

A) ESTIMATED TAX INCREMENT FUNDS REQUIRED AND ANTICIPATED COMPLETION DATE

Tables 5 and 7 show an estimated \$13,127,500 will be required to pay the tax increment financing portion of the total high priority project costs (excluding 53rd Avenue). This amount includes \$7,100,000 in estimated project costs and \$6,027,500 in estimated bond interest cost which is scheduled to be repaid in twelve years. The proposed bond schedule and general project funding strategy is proposed as a five phase program summarized as follows:

Phase I

Short-term debt will be issued in the initial phase of the project. In 1982-83 approximately \$1,000,000 in improvements will be started.

Phase II

1983-84 - Sell \$3,000,000 issue of tax increment revenue bonds. This will be a 20-year bond with a call feature after 10 years at an estimated 10% interest rate. The annual debt repayment on a level debt basis will be approximately \$350,000. The annual tax increment proceeds beginning in 1983-84 should be adequate to retire the bond issue in 1993-94. (See Level Debt Service Schedule A.)

Phase III

1984-85 - Sell \$2,500,000 issue of tax increment revenue bonds. This will be a 20 year bond with a call feature after 10 years at an estimated 10% interest rate. This issue to be sold only when the proceeds from the annual tax increment is projected to be adequate to retire the bonded debt by 1993-94. (See Level Debt Service Schedule B.)

Phase IV

1986-87 - Sell \$1,000,000 bond issue. This would be a 20-year bond with a call feature after 10 years at an estimated 10% interest rate. This issue also will not be sold until the annual proceeds from the tax increment is projected to be adequate to retire the bonded debt by 1993-94. (See Level Debt Service Schedule C.)

Phase V

1988-93 - Projects to be paid on a cash basis only or through short-term bond sales which can be retired by 1993-94.

The redevelopment project increment profits is estimated to be terminated in fiscal year 1994-95 when an estimated proceeds of \$13,127,500 will have been collected by the Agency. The frozen valuation for the tax increment process will, however, remain in effect until all debt is retired. If the tax increment process generates more than the \$13,127,500 prior to 1993-94, then the District will operate on a current cash flow until 1993-94 or until all projects listed in the Plan are completed, whichever comes first.

B) THE ESTIMATED TAX RATE IMPACT OF THE ALBANY ECONOMIC DEVELOPMENT PROJECT ON FIVE OVERLAPPING TAXING AGENCIES

<u>Taxing District</u>	<u>Current Tax Rate</u>	<u>Start of Project</u>	<u>Last Year of Project</u>	<u>Year Following End</u>
	<u>1981-82</u>	<u>1982-83</u>	<u>1993-94</u>	<u>of Project</u>
	<u>Rate per Thousand</u>	<u>Rate per Thousand</u>	<u>Rate per Thousand</u>	<u>1994-95</u>
	<u>Rate per Thousand</u>	<u>Rate per Thousand</u>	<u>Rate per Thousand</u>	<u>Rate per Thousand</u>
Linn County	\$ 0.87	\$ 0.875	\$ 0.890	\$ 0.84
ESD	0.45	0.452	0.458	0.44
School District 8-J	12.67	12.812	13.130	12.19
LBOC	1.33	1.335	1.350	1.30
City of Albany	<u>7.02</u>	<u>7.165</u>	<u>7.500</u>	<u>6.52</u>
TOTAL	\$22.34	\$22.639	\$23.328	\$21.29

These estimates are based on a variety of assumptions which are not intended to show an accurate projection (since it would be impossible to determine the exact impact). Rather, these assumptions project one scenario from which other projections could be made. It is assumed that:

1. The assessed value in the area outside the District will increase at the same rate as the value within the District.
2. The assessed value will only double in the next twelve years. (Historically, the value has tripled during a ten-year period.)
3. All taxing districts will increase their 1981-82 tax levies by 6% each year for the next 12 years which will coincide with growth in assessed value (thus, the only impact on the tax rate is the frozen value of the District).

The actual impact of this Plan could be lessor or greater on each affected taxing district depending on several factors including the amount of improvements which would take place or not take place within the District without benefit of the proposed projects and the relative increase in assessed values outside of the District. In any event, the total impact on any of the taxing districts is expected to be minor. However, the benefits of a healthy economy, if this Plan succeeds as expected, will more than offset any negative impacts among the affected jurisdictions.

C) FINANCIAL FEASIBILITY

Using the projected assessed value increases indicated in Table 7 and assuming that the 1981-82 tax rate remains constant, it is anticipated that twelve years of tax increment financing will be sufficient to repay the debts incurred by the Albany Redevelopment Agency in carrying out the projects listed in this Report. However, in the unlikely event that the projected assessed values do not increase at or beyond the levels indicated or if the tax rate should substantially decrease, then the District shall remain in effect and the provisions of ORS 457.420 through 457.450 shall be utilized until all indebtedness of the Agency is paid.

TABLE 7 - ESTIMATED TAX INCREMENT PROCEEDS TO RETIRE DEBTS - DOLLARS

	(a)	(b)	(c)	(d)	(e)	(c-e)
	Projected Assessed					
	<u>Acumulative</u>	<u>Rate @</u>	<u>Acumulative</u>	<u>Spent for</u>	<u>Annual Debt</u>	<u>Balance</u>
	<u>Value Increase</u>	<u>\$22.25</u>	<u>Tax Available</u>	<u>Improvement</u>		
1982-83	12,000,000	267,000	267,000	1,000,000	-0-	267,000
1983-84	20,000,000	445,000	712,000	2,000,000	500,000	212,000
1984-85	25,000,000	556,250	1,268,250	2,500,000	745,000	23,250
1985-86	30,000,000	667,500	1,935,750	-0-	650,000	40,750
1986-87	38,000,000	845,500	2,781,250	1,000,000	768,000	118,250
1987-88	44,000,000	979,000	3,760,250	100,000	863,000	234,250
1988-89	51,000,000	1,134,750	4,895,000	100,000	862,000	507,000
1989-90	58,000,000	1,290,500	6,185,500	100,000	864,500	933,000
1990-91	66,000,000	1,468,500	7,654,000	100,000	860,000	1,541,500
1991-92	74,000,000	1,646,500	9,300,500	100,000	864,000	2,324,000
1992-93	82,000,000	1,824,500	11,125,000	100,000	860,500	3,288,000
1993-94	90,000,000	2,002,500	13,127,500	-0-	5,290,500	-0-
TOTAL			\$13,127,500	\$7,100,000	\$13,127,500	

LEVEL DEBT SERVICE SCHEDULE A

Bond Sale Amount: \$3,000,000
 Interest Rate: 10%
 Number of Years: 20

<u>Year</u>	<u>Principal Remaining</u>	<u>Principal Payment</u>	<u>Interest</u>	<u>Total Debt Service</u>
1	\$3,000,000	\$50,000	\$300,000	\$350,000
2	2,950,000	55,000	295,000	350,000
3	2,895,000	65,000	289,500	354,500
4	2,830,000	70,000	283,000	353,000
5	2,760,000	75,000	276,000	351,000
6	2,685,000	85,000	268,500	353,500
7	2,600,000	90,000	260,000	350,000
8	2,510,000	100,000	251,000	351,000
9	2,410,000	110,000	241,000	351,000
10	2,300,000	120,000	230,000	350,000
11	2,180,000	135,000	218,000	353,000
Final Payment		\$2,510,000		

LEVEL DEBT SERVICE SCHEDULE B

Bond Sale Amount: \$2,500,000

Interest Rate: 10%

Number of Years: 20

<u>Year</u>	<u>Principal Remaining</u>	<u>Principal Payment</u>	<u>Interest</u>	<u>Total Debt Service</u>
1	\$2,500,000	\$45,000	\$250,000	\$295,000
2	2,455,000	50,000	245,500	295,500
3	2,405,000	55,000	240,500	295,500
4	2,350,000	60,000	235,000	295,000
5	2,290,000	65,000	229,000	294,000
6	2,225,000	70,000	222,500	292,500
7	2,155,000	80,000	215,500	295,500
8	2,075,000	85,000	207,500	292,500
9	1,990,000	95,000	199,000	294,000
10	1,895,000	105,000	189,500	294,500
11	1,790,000	115,000	179,000	294,000
	Final Payment	\$1,875,000		

LEVEL DEBT SERVICE SCHEDULE C

Bond Sale Amount: \$1,000,000

Interest Rate: 10%

Number of Years: 20

<u>Year</u>	<u>Principal Remaining</u>	<u>Principal Payment</u>	<u>Interest</u>	<u>Total Debt Service</u>
1	\$1,000,000	\$20,000	\$100,000	\$120,000
2	980,000	20,000	98,000	118,000
3	960,000	20,000	96,000	116,000
4	940,000	25,000	94,000	119,000
5	915,000	25,000	91,500	116,500
6	890,000	30,000	89,000	119,000
7	860,000	30,000	86,000	116,000
8	830,000	35,000	83,000	118,000
	Final Payment	\$905,500		

PART III: EXHIBITS

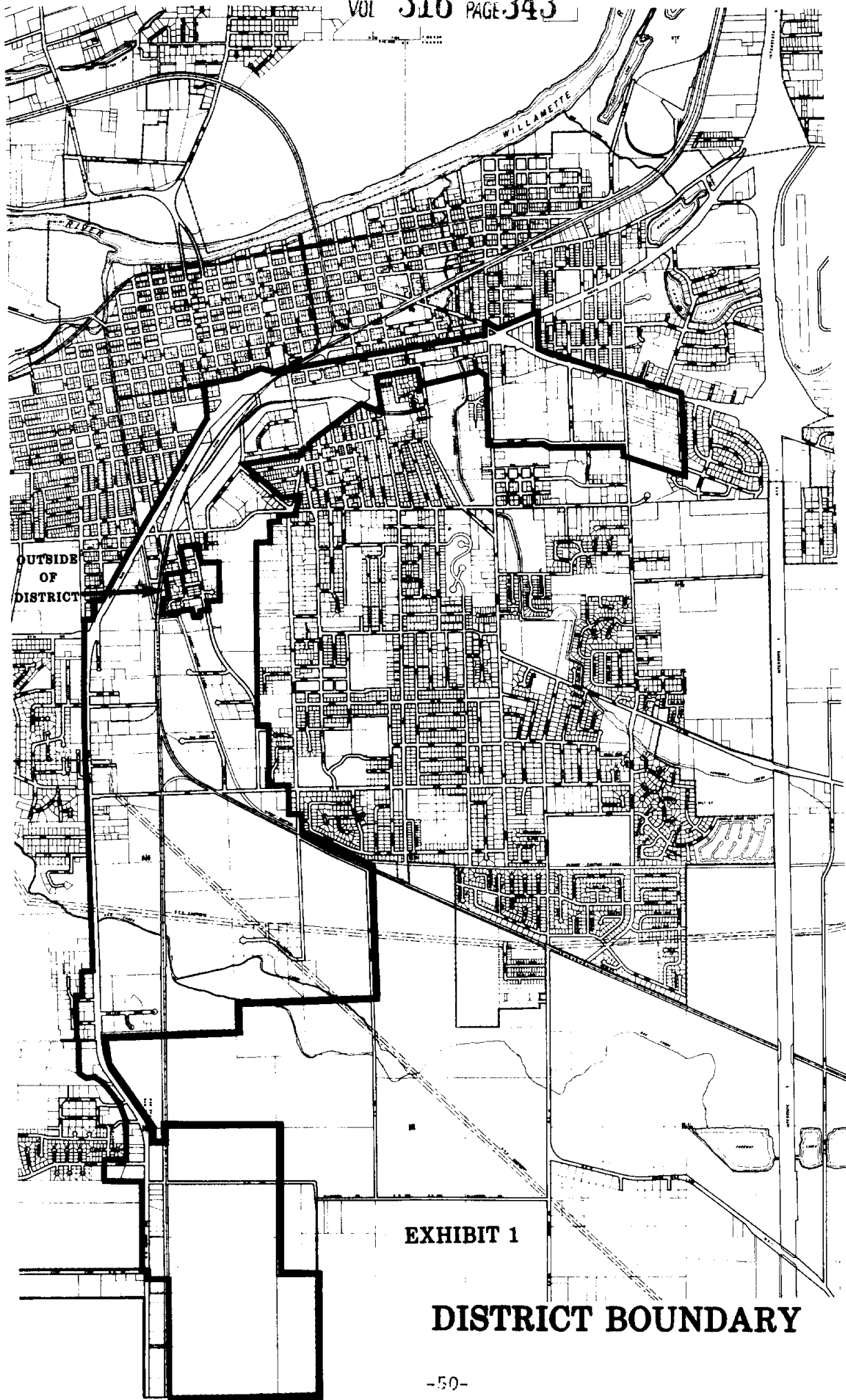


EXHIBIT 1

DISTRICT BOUNDARY

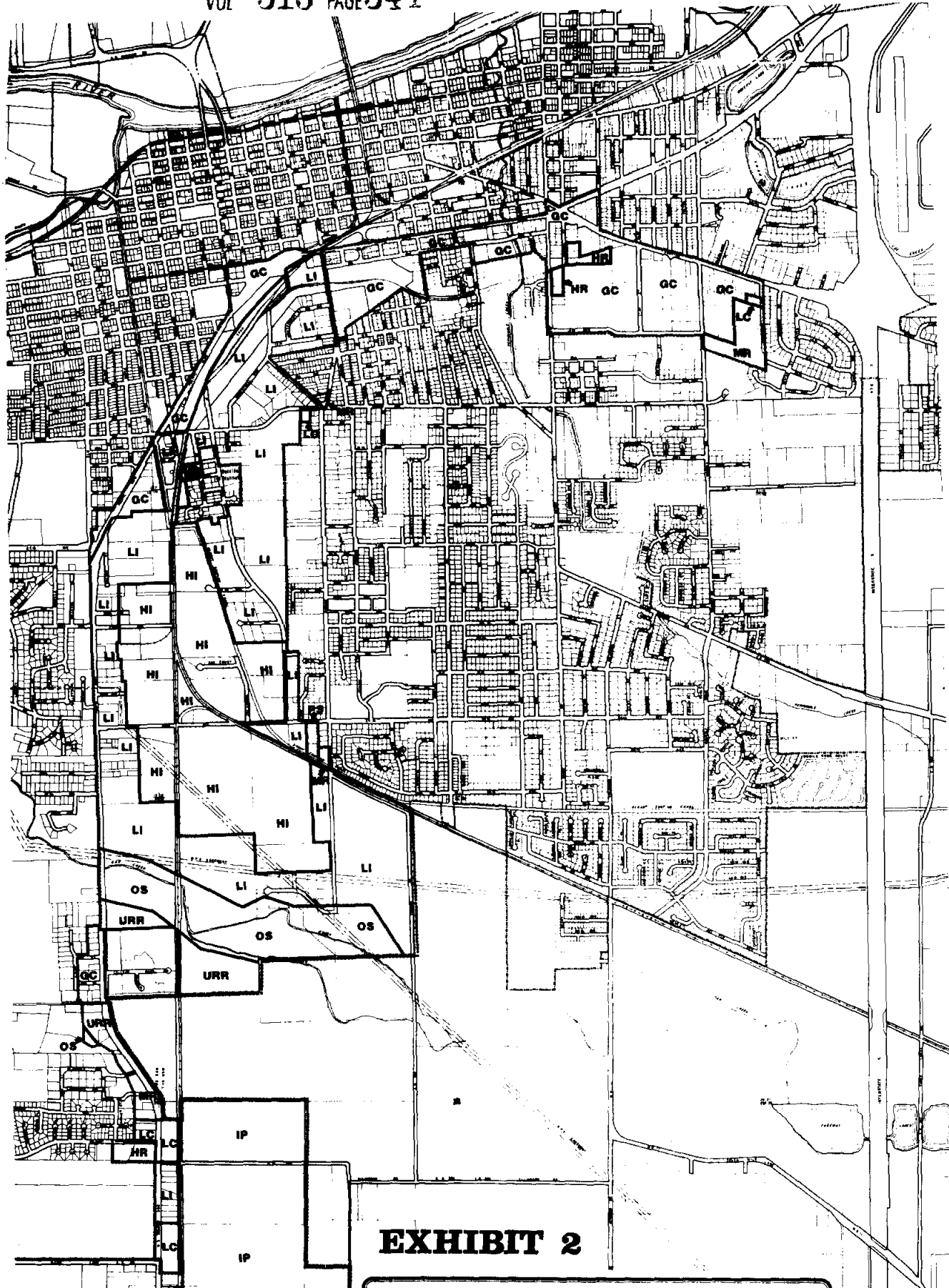


EXHIBIT 2

ALBANY ECONOMIC DEVELOPMENT DISTRICT 1982 COMPREHENSIVE PLAN DESIGNATIONS		
LR LOW RESIDENTIAL	LC LIGHT COMMERCIAL	LI LIGHT INDUSTRIAL
MR MEDIUM RESIDENTIAL	GC GENERAL COMMERCIAL	HI HEAVY INDUSTRIAL
HR HIGH RESIDENTIAL	CBD CENTRAL BUSINESS DISTRICT	IP INDUSTRIAL PARK
URR URBAN RESIDENTIAL RESERVE		PF PUBLIC FACILITIES
		OS OPEN SPACE

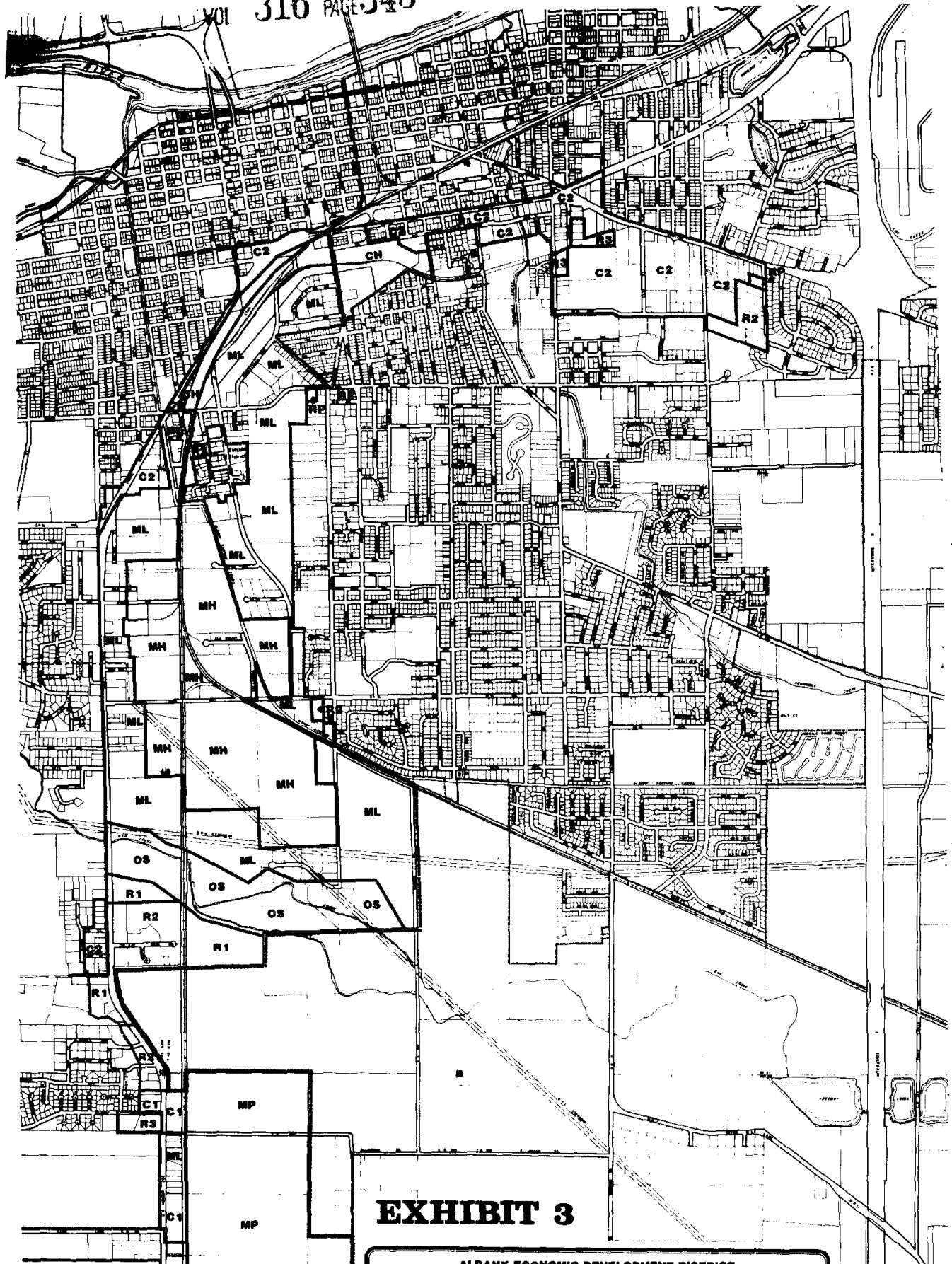


EXHIBIT 3

ALBANY ECONOMIC DEVELOPMENT DISTRICT 1982 ZONING		
RESIDENTIAL	COMMERCIAL	INDUSTRIAL
R1-SINGLE FAMILY	C1-NEIGHBORHOOD	ML-LIGHT
R2-LIMITED MULTIPLE FAMILY	C2-COMMUNITY	MH-HEAVY
R3-MULTIPLE FAMILY	C3-CENTRAL BUSINESS	MP-INDUSTRIAL PARK
	CH-HEAVY COMMUNITY	OS-OPEN SPACE
	RP-RESIDENTIAL PROFESSIONAL	

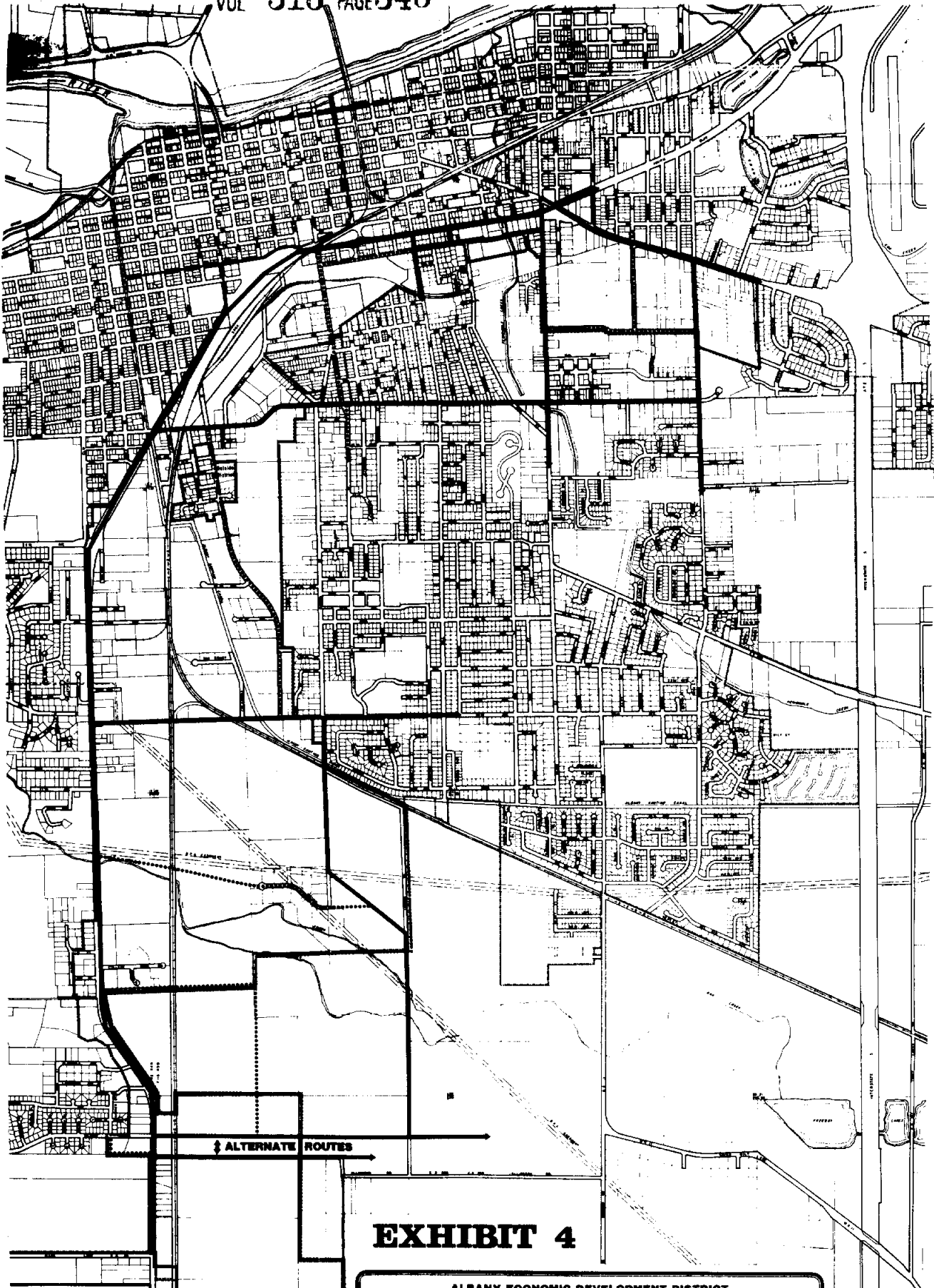


EXHIBIT 4

ALBANY ECONOMIC DEVELOPMENT DISTRICT
1982

MASTER STREET PLAN

————— ARTERIALS
 COLLECTORS

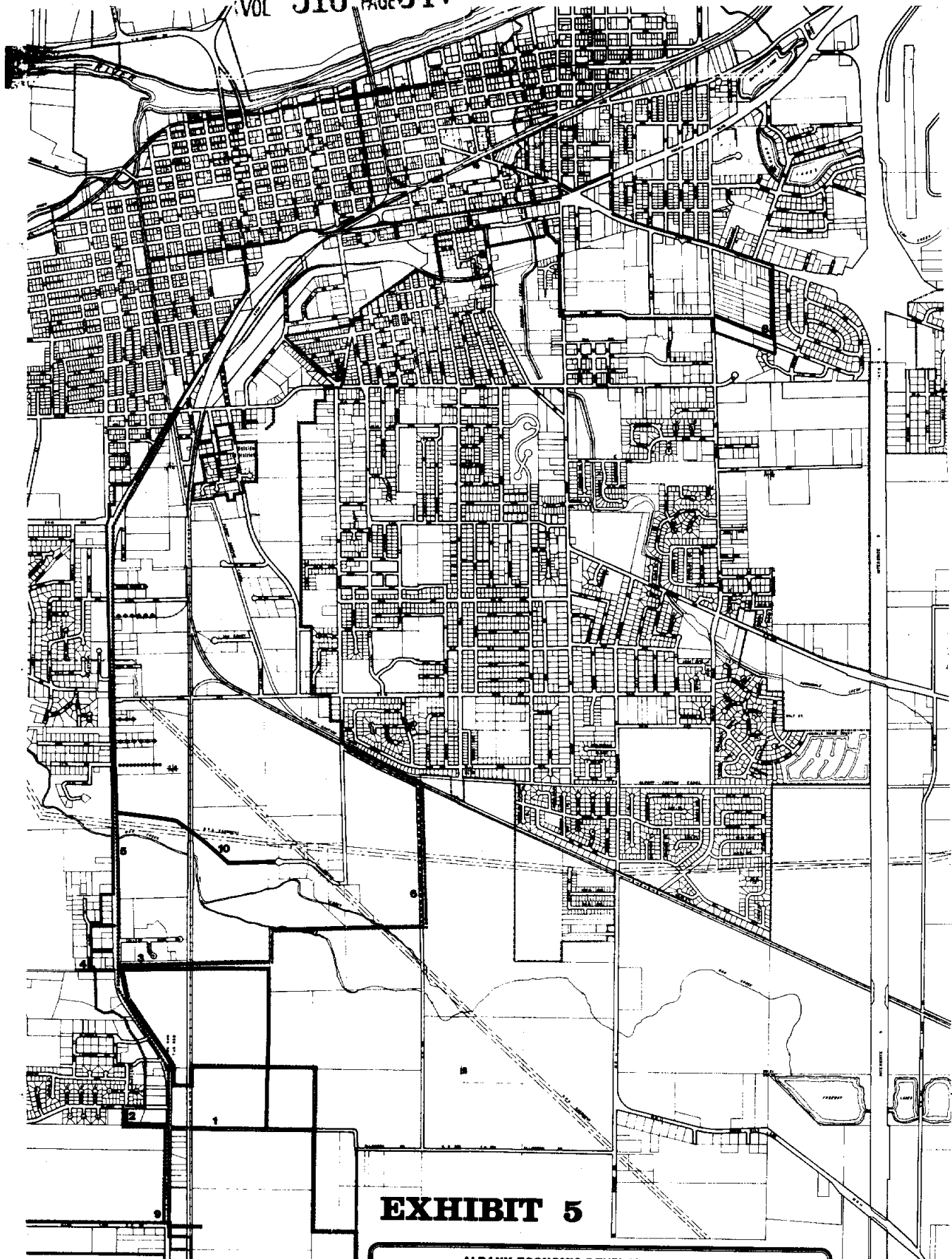


EXHIBIT 5

**ALBANY ECONOMIC DEVELOPMENT DISTRICT
1982**

STREET CONSTRUCTION PROJECTS

- NEW STREETS
- UNIMPROVED PAVED STREETS
- . . . UNIMPROVED GRAVEL STREETS

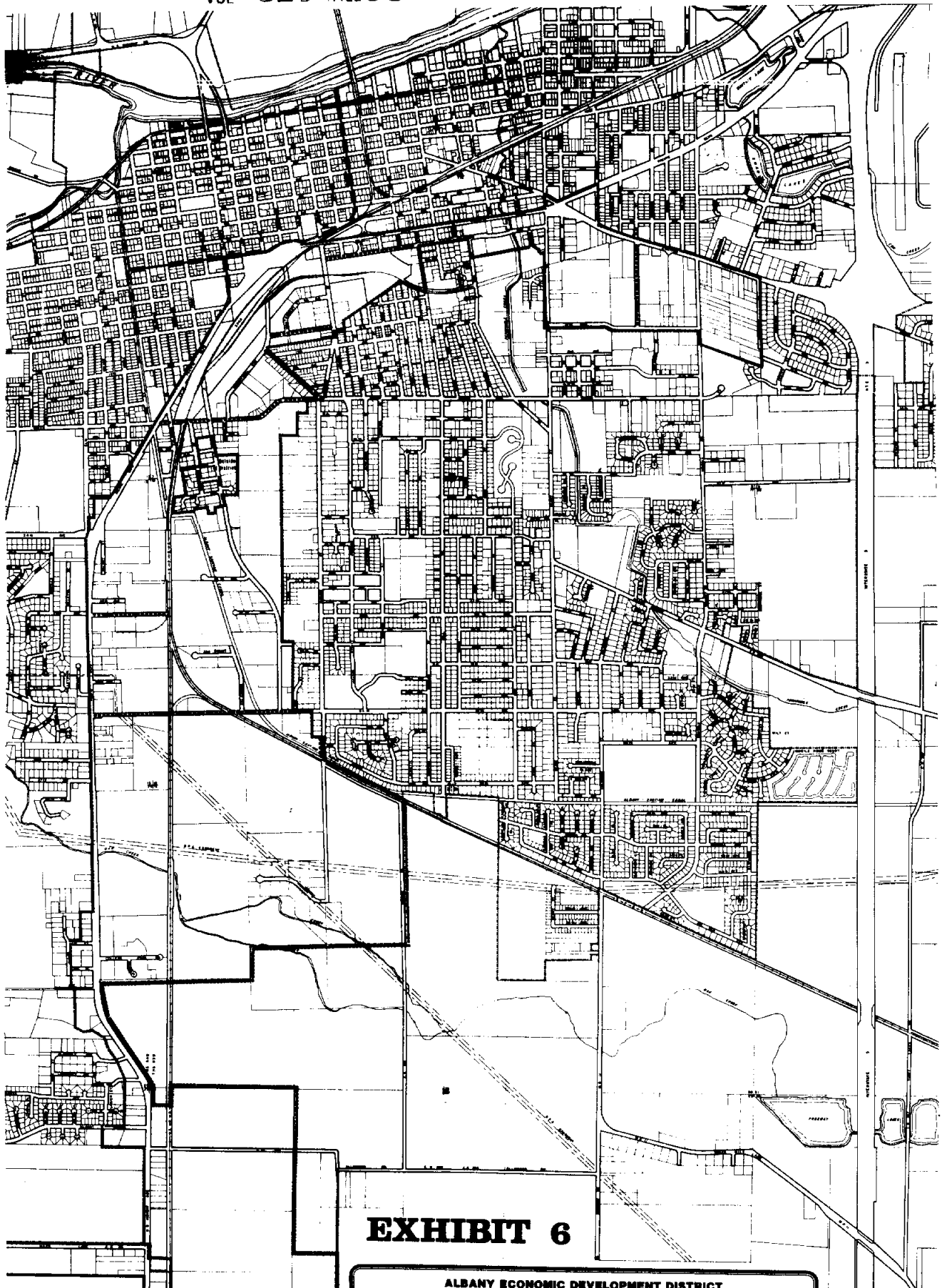


EXHIBIT 6

ALBANY ECONOMIC DEVELOPMENT DISTRICT
1982

STREET OVERLAY PROJECTS

..... IMPROVED STREETS THAT
REQUIRE OVERLAYS

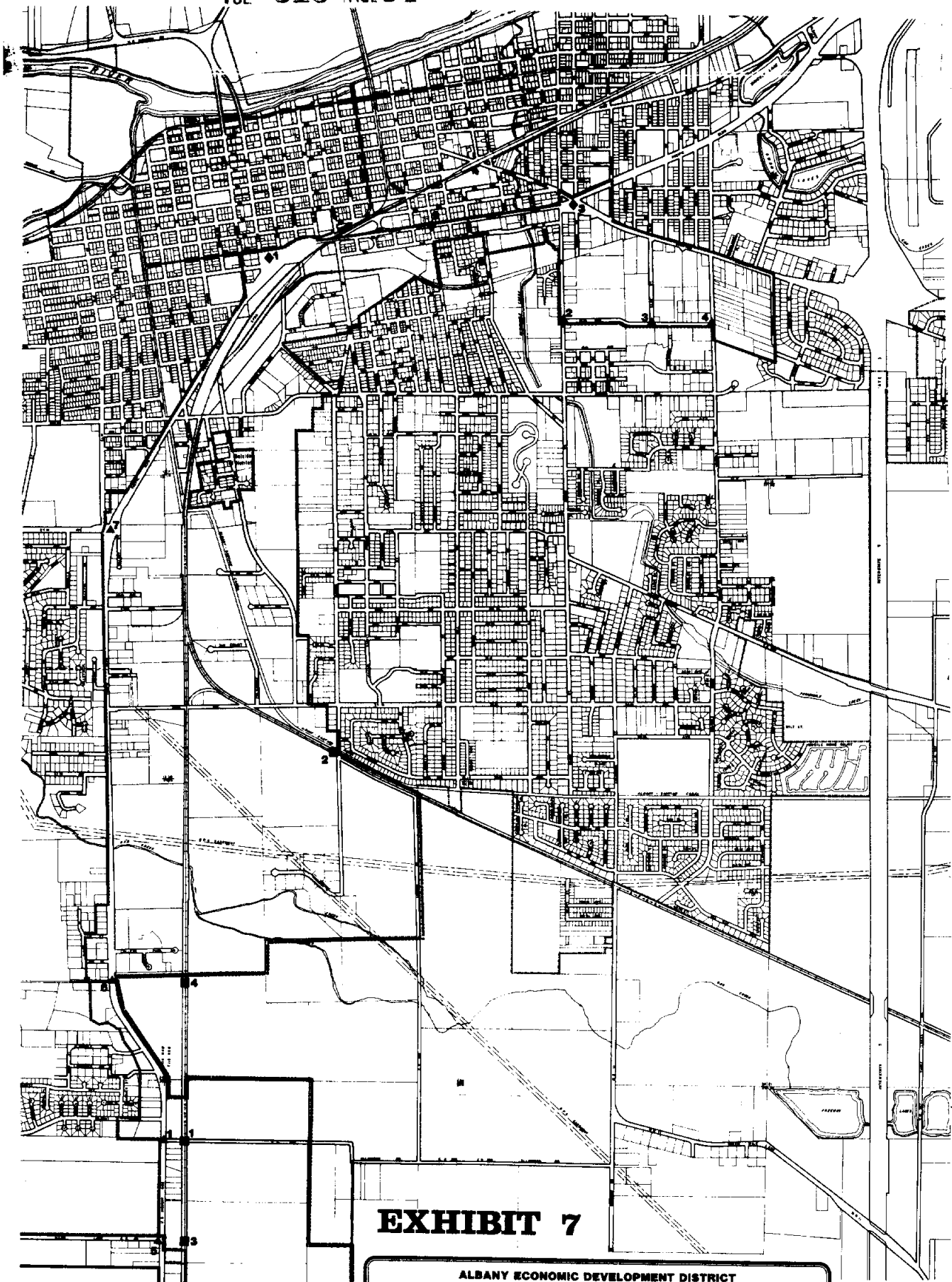


EXHIBIT 7

ALBANY ECONOMIC DEVELOPMENT DISTRICT
1982

TRAFFIC CONTROL PROJECTS

- ▲ TRAFFIC SIGNALS
- RAILROAD CROSSINGS
- ◆ INTERSECTION WORK

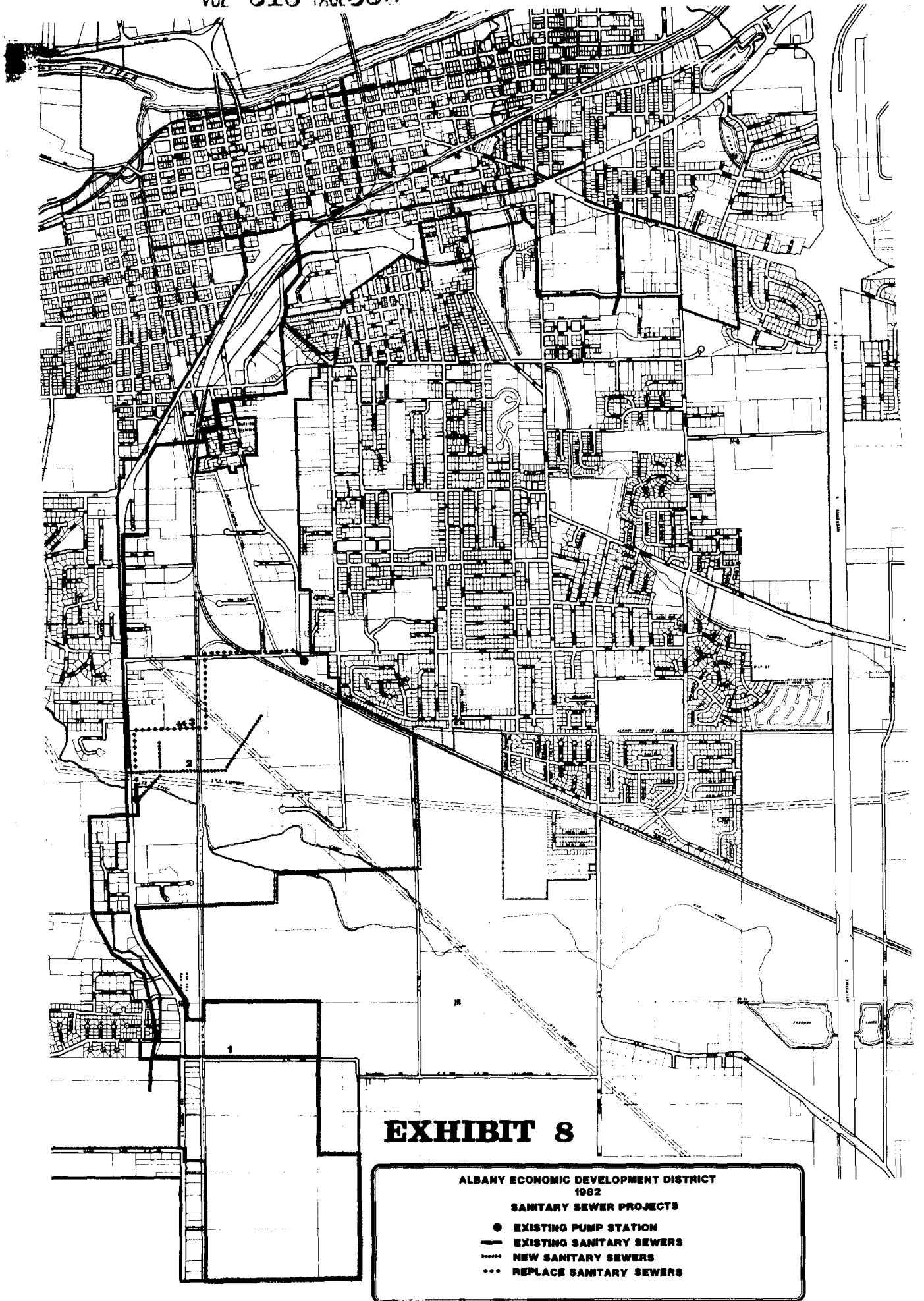


EXHIBIT 8

ALBANY ECONOMIC DEVELOPMENT DISTRICT
1982

SANITARY SEWER PROJECTS

- EXISTING PUMP STATION
- EXISTING SANITARY SEWERS
- - - NEW SANITARY SEWERS
- ... REPLACE SANITARY SEWERS

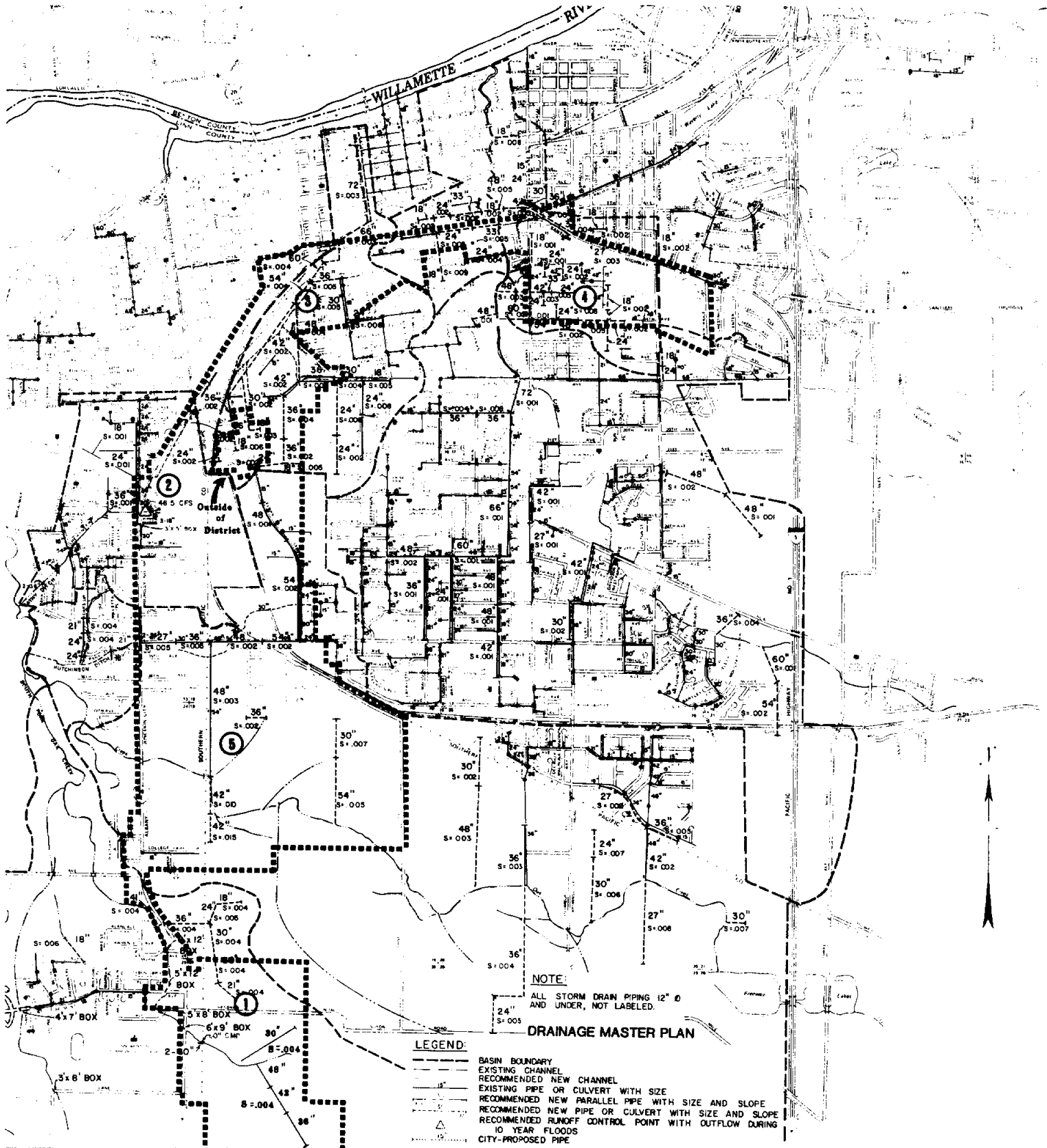


EXHIBIT 9

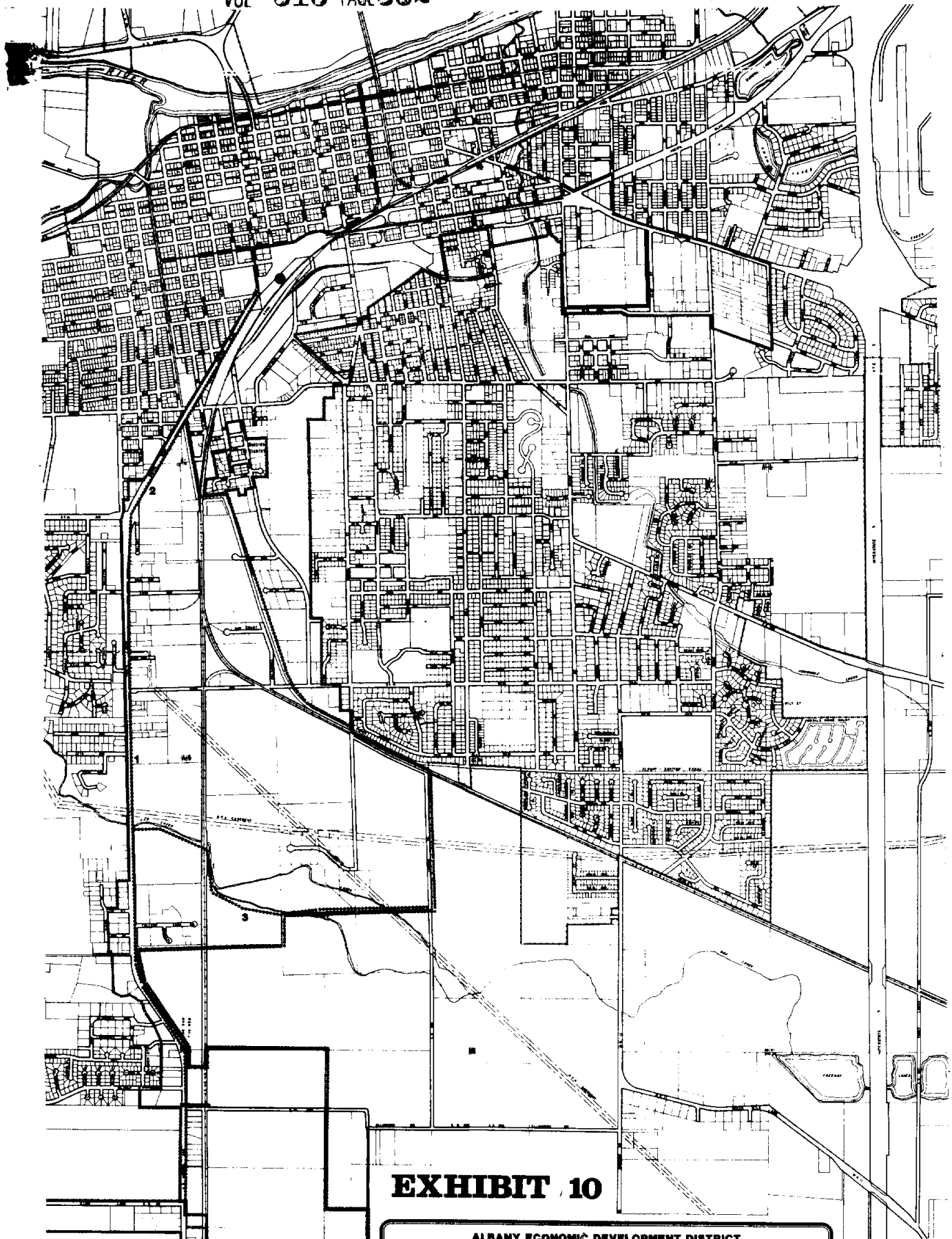
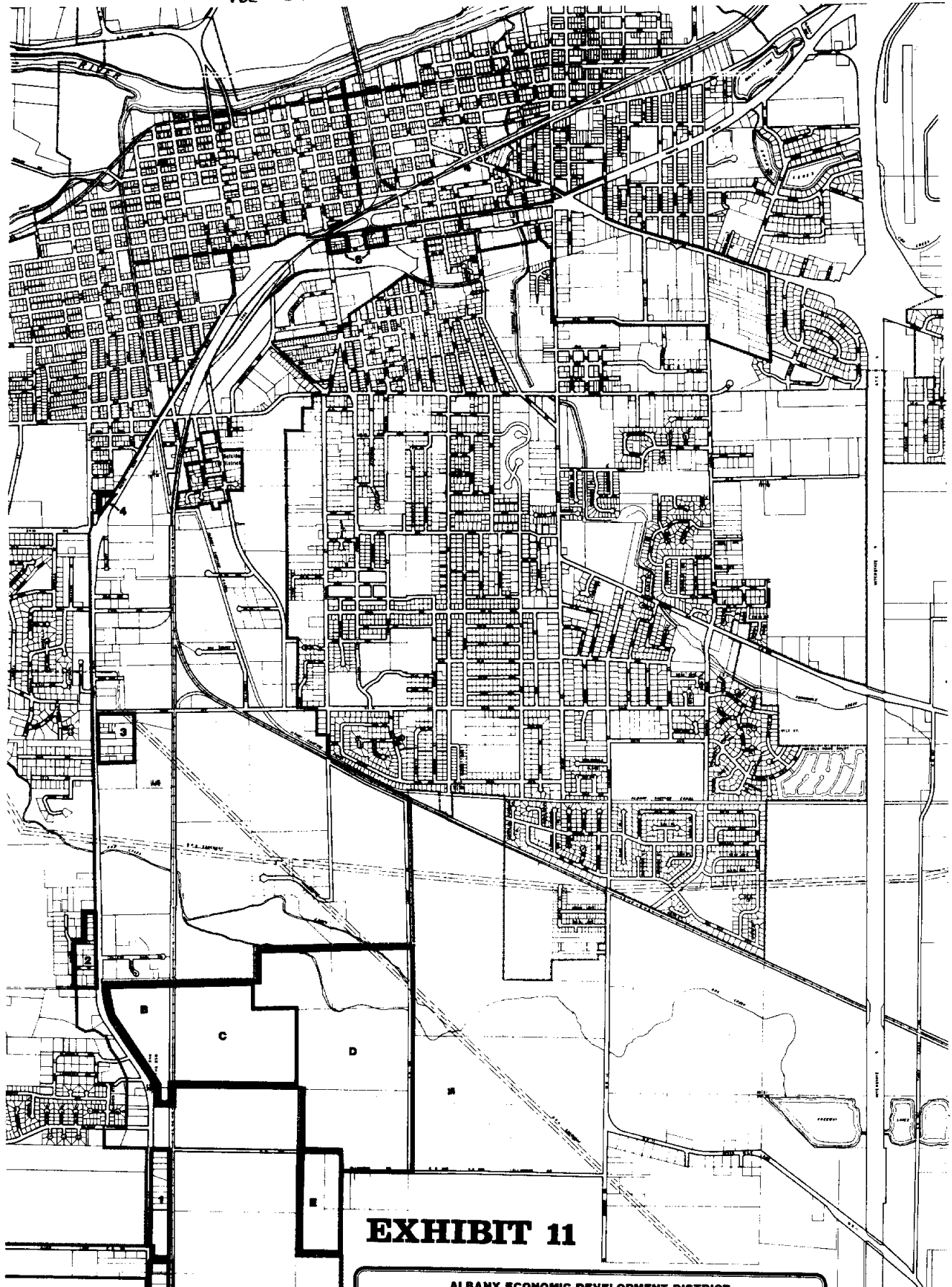


EXHIBIT 10

ALBANY ECONOMIC DEVELOPMENT DISTRICT
1982

MISCELLANEOUS PROJECTS

- TRANSPORTATION CENTER
- - - BIKE PATHS
- WATER LINES



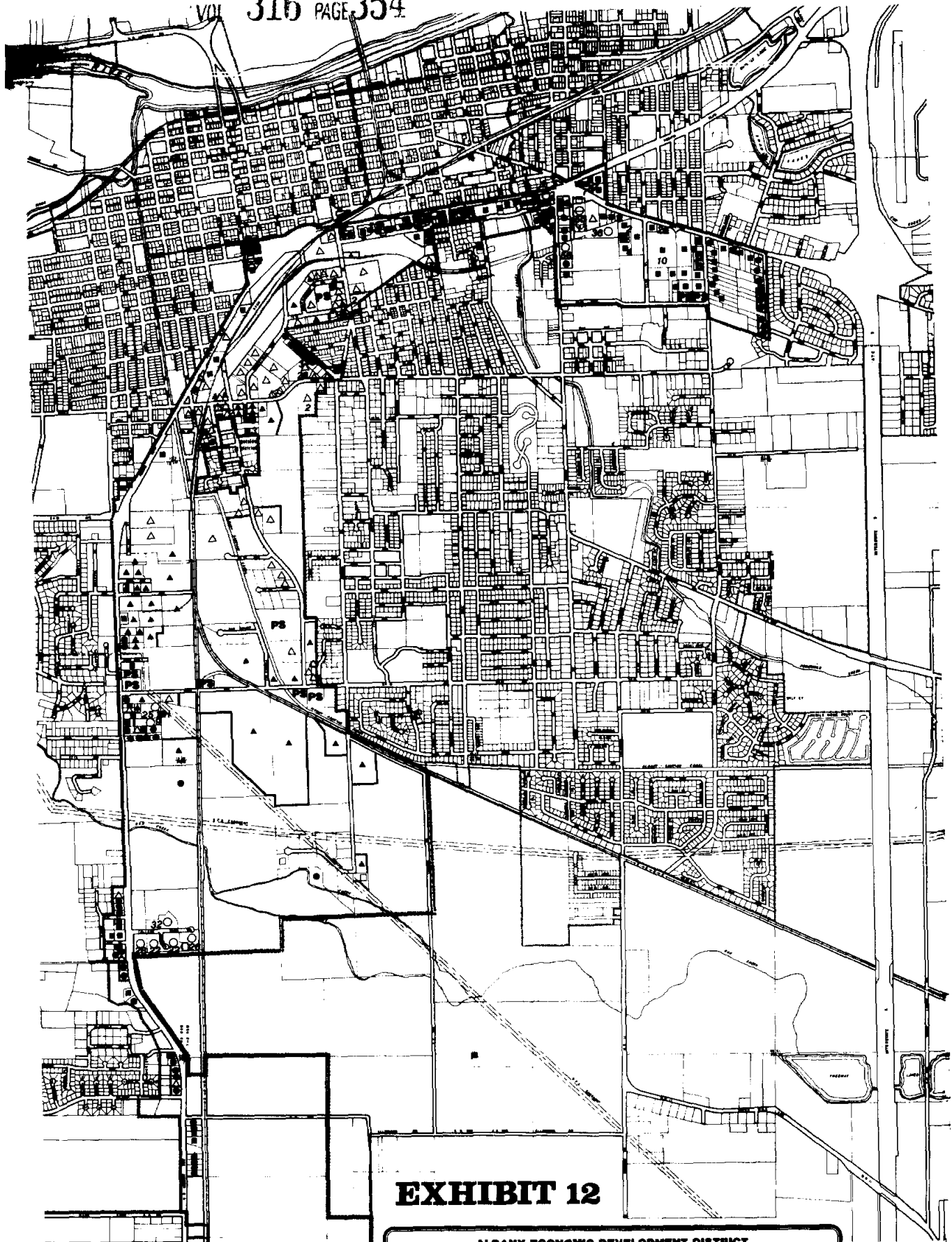


EXHIBIT 12

**ALBANY ECONOMIC DEVELOPMENT DISTRICT
1982
LAND USE**

RESIDENTIAL	COMMERCIAL	INDUSTRIAL
● SINGLE FAMILY	■ GENERAL COMMERCIAL	△ LIGHT INDUSTRIAL
○ MULTIPLE FAMILY	□ OFFICE	▲ HEAVY INDUSTRIAL
MH MOBILE HOME	■ BANK	PS PUBLIC SERVICE

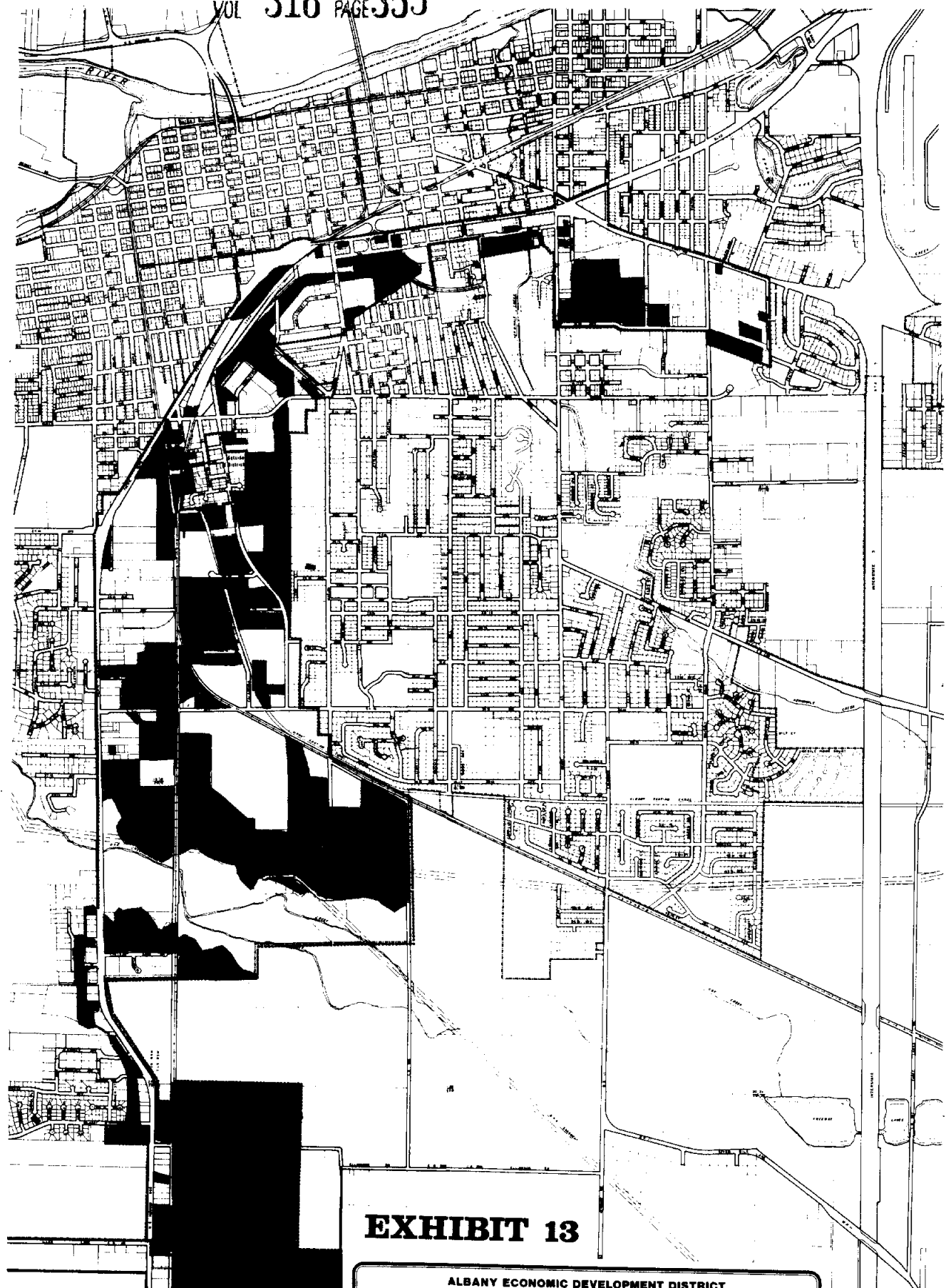


EXHIBIT 13

ALBANY ECONOMIC DEVELOPMENT DISTRICT
1982

BUILDABLE LANDS

EXHIBIT 14 - BREAKDOWN OF PROJECT ESTIMATES (1982 dollars)

The following estimates and assumptions were used to determine the total dollar amounts identified in Section Three of the Report (Table 5). However, it can be expected that these amounts and percentages will change as each project is studied in greater detail.

<u>Streets</u>	<u>Estimate</u>	<u>Assumptions</u>
<u>High Priority</u>		
1) Ellingson - Belmont	397,500	65% TIF
2) Lanier	137,500	65% TIF
3) 53rd Avenue	690,000	not included for immediate funding
4) Glover Street - 53rd Avenue	93,800	65% TIF
5) Highway 99E	4,000,000	TIF share = 800,000
6) Lochner Road	507,000	65% TIF
7) Marion Realignment	450,500	65% TIF
8) 14th & Shortridge	195,750	Shortridge only - 65% TIF
9) Allen Lane	160,000	65% TIF
<u>Low Priority</u>		Unfunded projects
10) East-West Collector	705,625	North of Oak Creek
11) Street Reconstruction	2,500,000	
<u>Traffic Signals</u>		
<u>High Priority</u>		
1) Ellingson/Belmont	80,000	100% TIF
2) 14th & Geary	70,000	100% TIF
3) 14th & Clay	70,000	100% TIF
4) 14th & Waverly	70,000	100% TIF
5) Allen Lane & 99E	100,000	100% TIF
6) 53rd & 99E	70,000	Not included for immediate funding
<u>Low Priority</u>		Unfunded projects
7) 24th & 99E	80,000	

<u>Railroad Crossings</u>	<u>Estimate</u>	<u>Notes</u>
<u>High Priority</u>		
1) Belmont/Ellingson	100,000	10% TIF
2) Marion Street	82,000	10% TIF
3) Allen Lane	100,000	10% TIF
4) 53rd Overpass	500,000	not included for immediate funding
 <u>Intersection Improvements</u>		
<u>High Priority</u>		
1) Lyon/Ellsworth	50,000	100% TIF
2) Hill/Pacific	30,000	100% TIF
3) Geary, Santiam, 99E	250,000	100% TIF
 <u>Sanitary Sewers</u>		
<u>High Priority</u>		
1) Ellingson Road	362,000	65% TIF
2) Oak Creek/99E	275,000	65% TIF
 <u>Low Priority</u>		
3) Force Main Replacement	200,625	Unfunded
 <u>Storm Drainage</u>		
<u>High Priority</u>		
1) Ellingson Road Ind. Park	323,750	65% TIF
2) Cathey Ditch	380,320	65% TIF
3) Thurston Ditch	791,706	65% TIF
4) 14th & Clay	196,250	65% TIF
5) Misc. KCM Projects	2,342,600	65% TIF

Miscellaneous ProjectsHigh Priority

1) 99E Bike Path	330,000	100% TIF
2) 99E Beautification	100,000	100% TIF
3) Oak Creek Projects	153,000	100% TIF

Low Priority

Unfunded Projects

4) Water to Ind. Park	33,000
5) Water to 14th & Clay	95,000
6) Canal Bike Path	61,250
7) 8th Avenue Beautification	100,000
8) Transportation Center	624,000

Rehabilitation and Conservation

Loan Pool	400,000
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Acquisition and Redevelopment

Acquisition Pool	300,000
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ORDINANCE NO. 4500

TITLE: An Ordinance declaring a need for an Urban Renewal Agency providing that the powers of the Agency shall be exercised by the City Council of the City of Albany acting as the Urban Renewal Agency and providing that the Agency shall be known as "Albany Redevelopment Agency".

WHEREAS, ORS 457.035 creates a public body corporate and politic to be known as "Urban Renewal Agency", and

WHEREAS, the Urban Renewal Agency as created by the legislature of the State of Oregon does not have the right to exercise powers until the governing body of a municipality by ordinance declares that there is a need for an Urban Renewal Agency to function in the municipality and the City Council of the public corporation has elected to have the powers of the Urban Renewal Agency exercised as provided by Oregon Revised Statutes, and

WHEREAS, the City Council of the City of Albany does find that an Urban Renewal Agency within the City should have the right to exercise those powers delegated under Oregon law,

NOW, THEREFORE,

THE PEOPLE OF THE CITY OF ALBANY DO ORDAIN AS FOLLOWS:

Section 1. It is hereby declared that blighted areas exist in the City of Albany and there is a need for an Urban Renewal Agency to function within the City of Albany.

Section 2. The City Council does hereby elect to have the powers of the Urban Renewal Agency exercised by the City Council of the City of Albany acting as the "Housing Authority and Urban Renewal Agency" of the City of Albany. All actions of the City Council exercised pursuant to and under the authority of The Housing Authority and Urban Renewal Agency shall be considered the act of the Urban Renewal Agency only and not of the City Council of the City of Albany.

Section 3. The Housing Authority and Urban Renewal Agency of the the City of Albany shall hereinafter be known as the "Albany Redevelopment Agency" of the City of Albany, Oregon.

PASSED BY THE COUNCIL: April 28, 1982

APPROVED BY THE MAYOR: April 28, 1982

EFFECTIVE DATE: May 28, 1982

ATTEST:

[Signature]
City Recorder

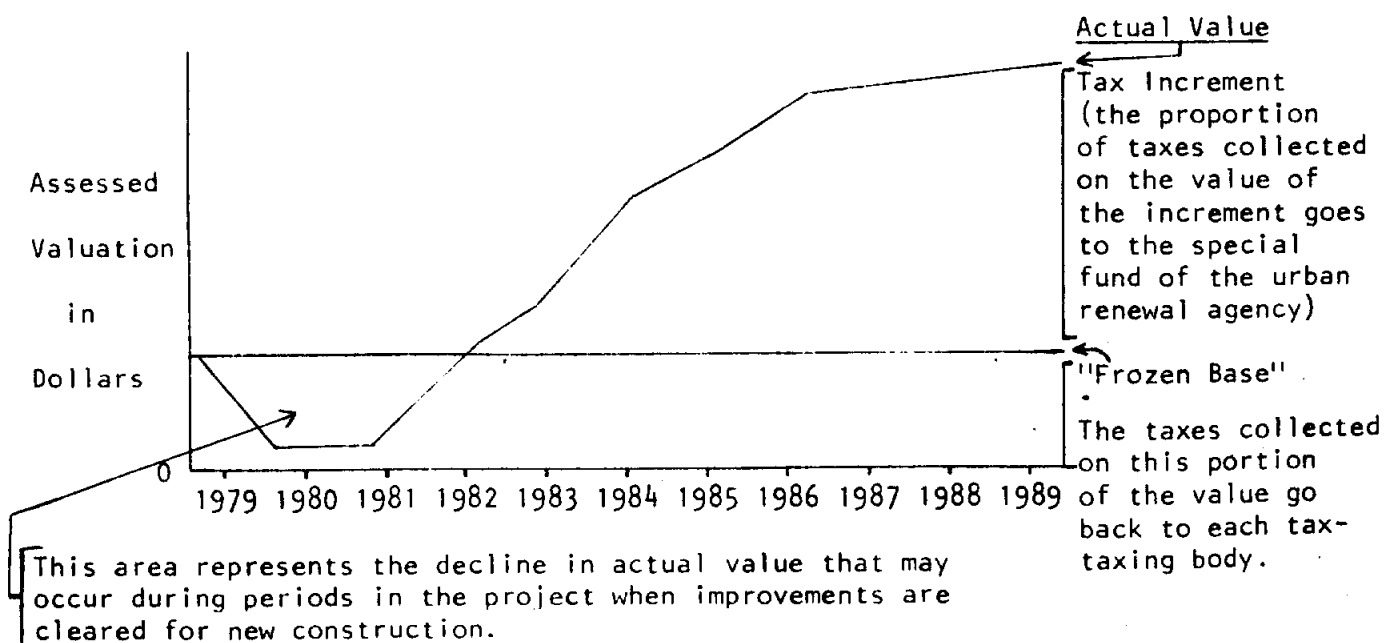
[Signature]
Mayor

HOW DOES TAX INCREMENT FINANCING WORK?

Once the public benefit of eliminating blighting conditions is accepted, the tax increment financing process can be seen as a logical method of financing the renewal program. The theory of tax increment financing is that the public cost of undertaking the renewal program should be paid from the increased property taxes which result from a successful program. The renewal agency undertakes to improve public facilities in the area and eliminate the blighting conditions on private property by encouraging private investment in new development and rehabilitation. As the private investment occurs, the increased property taxes collected from the urban renewal area is dedicated to the urban renewal agency to repay the initial public investment. This dedication of the increased taxes continues until the agency has received enough money to repay the original investment and any interest accrued during the interim. Thereafter, the increased taxes would be paid to the regular governmental districts levying a property tax with the result being a decrease in the taxes levied against all other property in those districts.

Mechanically, this is achieved by the county assessor placing a "freeze" on the value of property in the renewal area (ORS 457.430). Until the "freeze" is lifted, tax rates for all districts levying taxes in the area are based on the frozen assessed value but the rate is, in fact, applied to the total current assessed value so property owners in the renewal area are treated exactly like all other tax payers. This produces an excess between the amount of taxes collected and the amount the tax revenues would have been at the frozen or original value. The surplus is the "increment" and is "to be paid into a special fund of the agency or shall be used to pay principal and interest on indebtedness incurred by the agency to finance or refinance the carrying out of the urban renewal plan." (ORS 457.440) "Indebtedness" has been given a rather broad construction and some agencies have utilized the increment to finance redevelopment on a pay-as-you-go basis.

GRAPHIC ILLUSTRATION OF A REDEVELOPMENT PROJECT USING TAX INCREMENT FINANCING



One way to view tax increment financing is to see it as a form of interim financing, provided by all taxing districts, to make available public investment funds that will realize future economic pay off for the taxpayers in those districts.

Looked at strictly within the time frame of a renewal program, the program can be viewed as a subsidy to the existing property owners and new developers within the renewal area. The agency does, after all, invest substantial money in upgrading the public facilities in the area and in providing amenities not previously existing. When the agency sells land it has acquired, the sale price is based on the controls included in the renewal plan and the type of development desired by the plan. A developer willing to accept these controls consequently pays a fair value for the property but this value is frequently less than the cost of other - less restrictive - property in the community.

Looked at from a larger view, however, the subsidy may be more apparent than real. Most areas qualifying as blighted have a history of receiving a lower level of public support for utilities, schools, parks, playgrounds, and streets than other parts of the community. At the same time these areas require an abnormally high level of public services such as police and fire protection and social services. In short, these areas are a financial drain on the public purse for some services while they are left out of the public allocation of money for improvements and amenities.

Through the urban renewal process, a community can achieve long term budget savings in many public services to an area, and provide the public facilities and improvements that are needed in order to encourage persons and businesses to decide to live and work in the areas. In addition to increased property tax revenues, the community receives very real - but not quantifiable - financial and social benefits by having an area restored to a desirable, active neighborhood. With the increased recognition of the costs of urban sprawl and suburban development, communities cannot, in fact, afford to have urban land improperly used and underdeveloped.

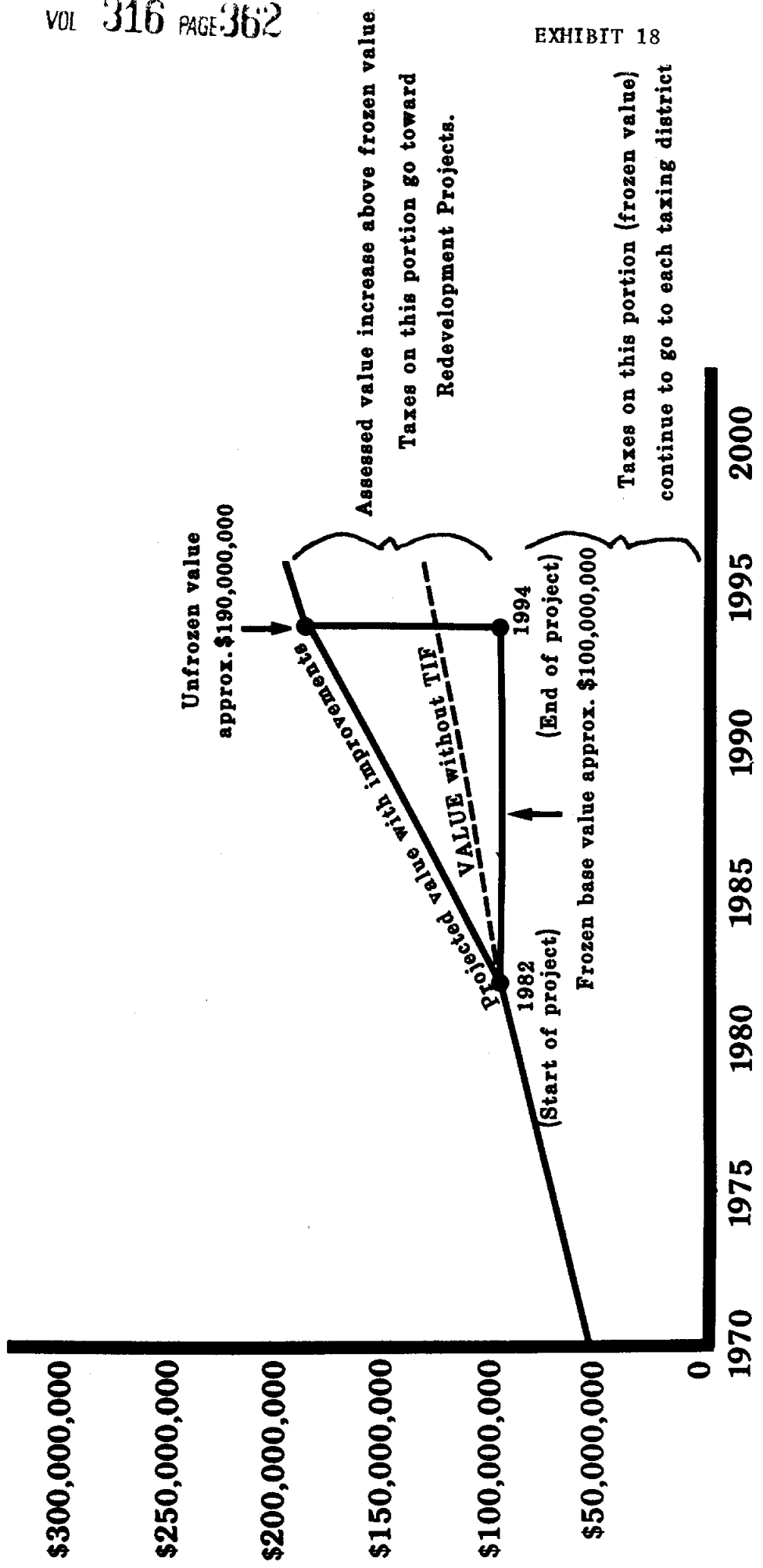
The tax increment financing process recognizes the increased property tax revenues which will result from a successful urban renewal program and temporarily earmarks those revenues for the payment of the program's cost.

Tax increment financing of renewal programs has been used most successfully in projects which primarily involve the revitalization of business districts. As a consequence, urban renewal plans usually provide for a significant amount of commercial redevelopment in the area. The larger the amount of private investment that can be attracted to the renewal area, the larger will be the increase in assessed values. When this occurs, public improvements can be paid for and property returned to the tax rolls at its current market value more rapidly than if the project included housing redevelopment only.

The impact of inflation in recent years has meant that assessed values in the renewal area have grown as a result of both new assessed value added to the area and inflationary increases in values. Offsetting this growth has been a steadily decreasing tax rate in many communities.

TAX INCREMENT FINANCING ILLUSTRATION

Assessed
value
of the
district



300091

539262

July 13, 1922
9:36 AM

~~COMPARED~~

STATE OF OREGON
County Of Linn

I hereby certify that the attached was
received and duly recorded by me in
Linn County records:

Volume: MF 316 Page: 288

Witness My Hand and Seal

DEL W. RILEY
Linn County Clerk

By *Wesley DeWitt Hunter*
Deputy

*City of Albany
P.O. Box 490
Albany, Ore.
77521*