

**A RESOLUTION OF THE LEBANON URBAN ) RESOLUTION NO. 2024-23  
RENEWAL AGENCY AMENDING RESOLUTION NO. )  
2023-02 AUTHORIZING A COUNCIL-APPROVED )  
AMENDMENT TO THE NORTH GATEWAY URBAN )  
RENEWAL DISTRICT’S BOUNDARY )**

**WHEREAS**, the Lebanon City Council adopted the North Gateway Urban Renewal Plan (“Plan”) on September 10, 2008, through Ordinance No. 2759 and Ordinance Bill No. 10 for 2008; and

**WHEREAS**, the Agency amended the Plan via Resolution 2023-02 on April 12, 2023 and Ordinance Bill No. 2023-07 and Ordinance No. 3002 on April 12, 2023 by adding a project and right-of-way to help improve transportation access into and within the Area; and

**WHEREAS**, the Agency wishes to amend Exhibit A and Exhibit B of the previously adopted North Gateway Urban Renewal Plan Amendment to reduce the boundary addition to comply with ORS 457.085((2)(i) which provides a limitation for adding acreage without a substantial amendment.

**NOW, THEREFORE, BE IT RESOLVED BY THE LEBANON URBAN RENEWAL AGENCY AS FOLLOWS:**

**Section 1.** The Agency hereby approves the Amendment to the Council Approved Amendment attached hereto as Exhibit A, and the revised legal description attached hereto as Exhibit B, which amend the North Gateway Urban Renewal Plan.

**Section 2.** This resolution is effective immediately upon the effective date of Ordinance No. 3024, Ordinance Bill No. 2024-8, approving an amendment to the Council Approved Amendment Correction to the North Gateway Urban Renewal Plan Amendment.

**Section 3.** This resolution and legal description of the resulting North Gateway Urban Renewal Area will be transmitted to the Linn County Assessor.

Passed by the Lebanon Urban Renewal Agency and executed by the Chair on this 11th day of September, 2024 by a vote of \_\_\_\_\_ yeas and \_\_\_\_ nays.

CITY OF LEBANON, OREGON

\_\_\_\_\_  
Kenneth E. Jackola, Chair   
Michelle Steinhebel, Council President

ATTEST:

\_\_\_\_\_  
Julie Fisher, City Recorder

Attachments:

Exhibit A. North Gateway Urban Renewal Plan Amendment

Exhibit B. Report on North Gateway Urban Renewal Plan Amendment

## **Exhibit A. North Gateway Urban Renewal Plan Amendment**

The North Gateway Urban Renewal Plan (“Plan”) is amended as follows:

The boundary of the Plan is adjusted by adding right of way. The boundary after the amendment is shown in Figure 2. The legal description is shown after the Figures.

### **Section I. INTRODUCTION**

*Changes to the North Gateway Plan are shown below:*

*2023 Addition of property and project to allow for Fifth Street improvements and Traffic Signalization. Council Approved Amendment.*

### **Section II. GOALS AND OBJECTIVES**

No change to this section. Goal 3, Objective 3C covers the added project.

### **Section III. OUTLINE OF MAJOR URBAN RENEWAL PROJECT ACTIVITIES**

No change to this section. Transportation improvements covers the added project.

### **Section IV. URBAN RENEWAL PROJECTS**

#### **A. Transportation: Streets and Pedestrian Facilities**

##### **7. Fifth Street Improvements and Traffic Signal Installation**

*Re-construction of Fifth Street from Mary Street south (200 feet) of Tangent Street. This project will replace all city utilities (water, sanitary sewer, and storm sewer), failed roadway, curb and gutter, sidewalks, and railroad crossings. A major portion of the failure is attributed to the substantial increase in vehicular traffic associated with the on-going development within the North Gateway Urban Renewal District. This route also serves as the primary roadway to and from Pioneer School, the Lebanon Veterans Home Facility, and numerous additional businesses and residents. As per the City of Lebanon Transportation System Plan, the project will also include a signalized intersection at Fifth Street and Tangent Street (HWY 34).*

### **Section V. PROPERTY ACQUISITION AND DISPOSITION**

No change to this section.

### **Section VI. RELOCATION METHODS**

No change to this section.

### **Section VII. TAX INCREMENT FINANCING OF PLAN**

No change to this section.

### **Section VIII. FUTURE AMENDMENTS TO PLAN**

No change to this section.

## Section IX. RELATIONSHIP TO LOCAL OBJECTIVES

### **A. Comprehensive Plan**

*The added project is in conformance with the following sections of the Comprehensive Plan that are already cited in the Plan. They are re-cited here for ease of analysis. This section should not be replaced in the Plan as part of this amendment.*

Chapter 5 – Population and Economy

Subsection 3.4.5 Transportation.

The transportation project assists with transportation access in the Area.

Chapter 7 – Community Friendly Development

Subsection 2.7.1 Connectivity and Personal Oriented Transportation Systems

“Community Friendly Development principles encourage the provision of safe and convenient ways for people to walk, bike, and connect to transit. A well connected street network provides more than one route between important destinations. Important elements of Community Friendly Development include: routing heavy traffic around residential neighborhoods; slowing traffic in areas of high pedestrian traffic; and, creating more aesthetically pleasing transportation environments for those who walk or bike.

Compact mixed-use development with highly connective street patterns can provide many benefits of Community Friendly Development.”

*Finding: The transportation project assists with slowing traffic in areas of high pedestrian traffic in the Area.*

*Chapter 8 – Transportation*

**G-1:** Developing and maintaining a well-planned, comprehensive transportation system that balances the needs of future land development with a system that serves all users.

**G-2:** Providing a transportation policy plan as a guide for development of a systematic network of traffic ways related to the patterns and needs of community activity.

**G-3:** Promoting connectivity and efficient multi-modal access within and between developments and neighborhoods.

**G-4:** Promoting efficient access to land development and maintaining operational levels of traffic flow in terms of safety, capacity, functional classification, and performance standards.

*Finding: The transportation project assists with transportation access, management and safety in the Area.*

### **B. Transportation Systems Plan**

#### **Goal 1: Transportation System Level of Service**

Preserve the function, capacity, level of service, and safety of roadway facilities in the City of Lebanon.

#### **Objectives:**

- Improve connectivity throughout the city to reduce traffic demand on major arterials and key collectors.

*Finding: The Plan relates to Goal I of the TSP as the infrastructure improvements will improve the connectivity in the Area.*

## **Goal 2: Multimodal Transportation System**

Integrate automobiles with other transportation modes to develop a multi-modal transportation system.

### **Objectives:**

- Identify areas of conflict between trucks, automobiles, air traffic, bicyclists, rail traffic and pedestrians, particularly in residential areas, and create improvements that reduce those and other potential conflicts.
- Coordinate multimodal system integration between automobiles, trucks, air traffic, rail, transit and non-motorized modes (bicycles and pedestrians).

*Finding: The Plan relates to Goal 2 of the TSP as the infrastructure improvements will improve the multi-modal transportation system in the Area.*

## **Goal 3: Mobility and Safety**

Enhance transportation mobility and safety on the local street system.

### **Objectives:**

- Improve safety in neighborhoods and locations adjacent to schools and other activity centers.

*Finding: The Plan relates to Goal 3 of the TSP. The transportation project assists with transportation access, management and safety in the Area.*

# EXHIBIT A



**AKS ENGINEERING & FORESTRY**  
12965 SW Herman Road, Suite 100, Tualatin, OR 97062  
P: (503) 563-6151 F: (503) 563-6152

## City of Lebanon Urban Renewal Area Description

A portion of road rights-of-way, located in the Northeast One-Quarter of Section 10, Township 12 South, Range 2 West, City of Lebanon, Linn County, Oregon, and being more particularly described as follows:

Beginning at a point on the east right-of-way line of Fifth Street, which bears North 72.00 feet from the southwest corner of Partition Plat No. 1992-21 (said southwest corner also being the intersection of the north right-of-way line of Tangent Street and the east right-of-way line of Fifth Street) (Assessor's Map 12S.02W.10AB);

1. Thence leaving said east right-of-way line, at a right angle, Westerly 60 feet, more or less, to the west right-of-way line of Fifth Street (Assessor's Map 12S.02W.10AB);
2. Thence along said west right-of-way line, Northerly 1,042 feet, more or less, to the north right-of-way line of Mary Street (Assessor's Map 12S.02W.10AB);
3. Thence along said north right-of-way line, Easterly 60 feet, more or less, to said east right-of-way line of Fifth Street (Assessor's Map 12S.02W.10AB);
4. Thence along said east right-of-way line, Southerly 1,042 feet, more or less, to the Point of Beginning.

The above described tract of land contains 1.435 acres, more or less.

7/24/2024

**REGISTERED  
PROFESSIONAL  
LAND SURVEYOR**

**OREGON  
JANUARY 12, 2016  
MICHAEL S. KALINA  
89558PLS  
RENEWS: 6/30/25**

## **Exhibit B. Report on North Gateway Plan Amendment 2023**

### **I. INTRODUCTION**

No change to this section.

### **II. EXISTING PHYSICAL, SOCIAL AND ECONOMIC CONDITIONS AND IMPACT ON MUNICIPAL SERVICES**

*The amendment adds 1.44 acres of public right of way to allow for intersection improvements at Fifth Street and Tangent Street.*

### **III. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN**

*This information pertains to the right of way added in the 2023 amendment:*

*Fifth Street is a key entry way into the District. The intersection of Fifth Street and Tangent Street needs to be improved. A major portion of the failure is attributed to the substantial increase in vehicular traffic associated with the on-going development within the North Gateway Urban Renewal District. This route also serves as the primary roadway to and from Pioneer School, the Lebanon Veterans Home Facility, and numerous additional businesses and residents. As per the City of Lebanon Transportation System Plan, the project will also include a signalized intersection at Fifth Street and Tangent Street (HWY 34).*

### **IV. THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA**

*Project: Fifth Street Improvements and Traffic Signal Installation*

*Re-construction of Fifth Street from Mary Street south (200 feet) of Tangent Street. This project will replace all city utilities (water, sanitary sewer, and storm sewer), failed roadway, curb and gutter, sidewalks, and railroad crossings.*

*Existing conditions: A major portion of the failure is attributed to the substantial increase in vehicular traffic associated with the on-going development within the North Gateway Urban Renewal District. This route also serves as the primary roadway to and from Pioneer School, the Lebanon Veterans Home Facility, and numerous additional businesses and residents. As per the City of Lebanon Transportation System Plan, the project will also include a signalized intersection at Fifth Street and Tangent Street (HWY 34).*

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

*The cost of this project is estimated to be \$4,350,000 in 2023\$.*

**VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT**

*The design for this project would begin in early 2024, construction would start in early 2025, and completion is projected in early 2026.*

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

This project does not impact the financial analysis. No increased maximum indebtedness is being requested.

**VIII. FINANCIAL ANALYSIS OF THE PLAN**

This project does not impact the financial analysis. No increased maximum indebtedness is being requested.

**IX. IMPACT OF THE TAX INCREMENT FINANCING, BOTH UNTIL AND AFTER THE INDEBTEDNESS IS REPAYED, UPON ALL ENTITIES LEVYING TAXES UPON PROPERTY IN THE URBAN RENEWAL AREA**

This project does not impact the financial analysis. No increased maximum indebtedness is being requested.

**X. RELOCATION REPORT**

There is no relocation required with this transportation project.

**XI. COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE AND SIZE OF URBAN RENEWAL AREA**

The assessed value and acreage percentage to total Lebanon values is shown in Table 1. The city may have up to 25% of assessed value and acreage in urban renewal areas. This amendment complies with that restriction.

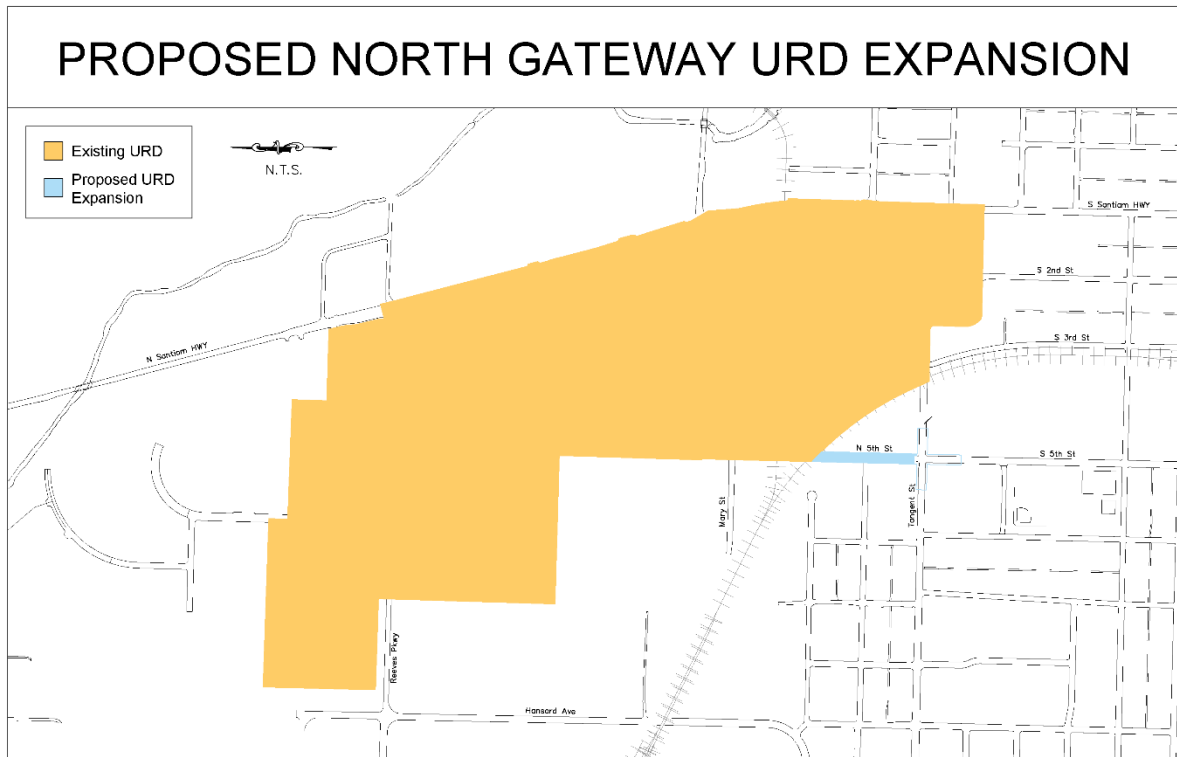


Table 1 - Assessed Value to Acreage

<b>Urban Renewal Area</b>	<b>Frozen Base Assessed Value</b>	<b>Acreage</b>	<b>Excess Value</b>
Mill Race	\$461,679	51.45	\$7,672,282
Northwest Lebanon	\$9,993,375	570.15	\$56,500,000
North Gateway	\$8,365,939	144.16	\$59,426,555
North Gateway added acreage		1.44	
Cheadle Lake	\$23,872,086	295.45	\$28,783,420
Downtown	\$25,048,733	51.3	\$2,754,907
<b>TOTAL: (A)</b>	<b>\$67,741,812</b>	<b>1,114.82</b>	<b>\$155,137,164</b>
City of Lebanon (B)	\$1,523,074,828	4,609.01	
Excess value (C)	\$168,343,720		
City AV minus Excess Value	\$1,354,731,108		
Percentages	5.0%	24.17%	
	A/(B-C)	A/B	

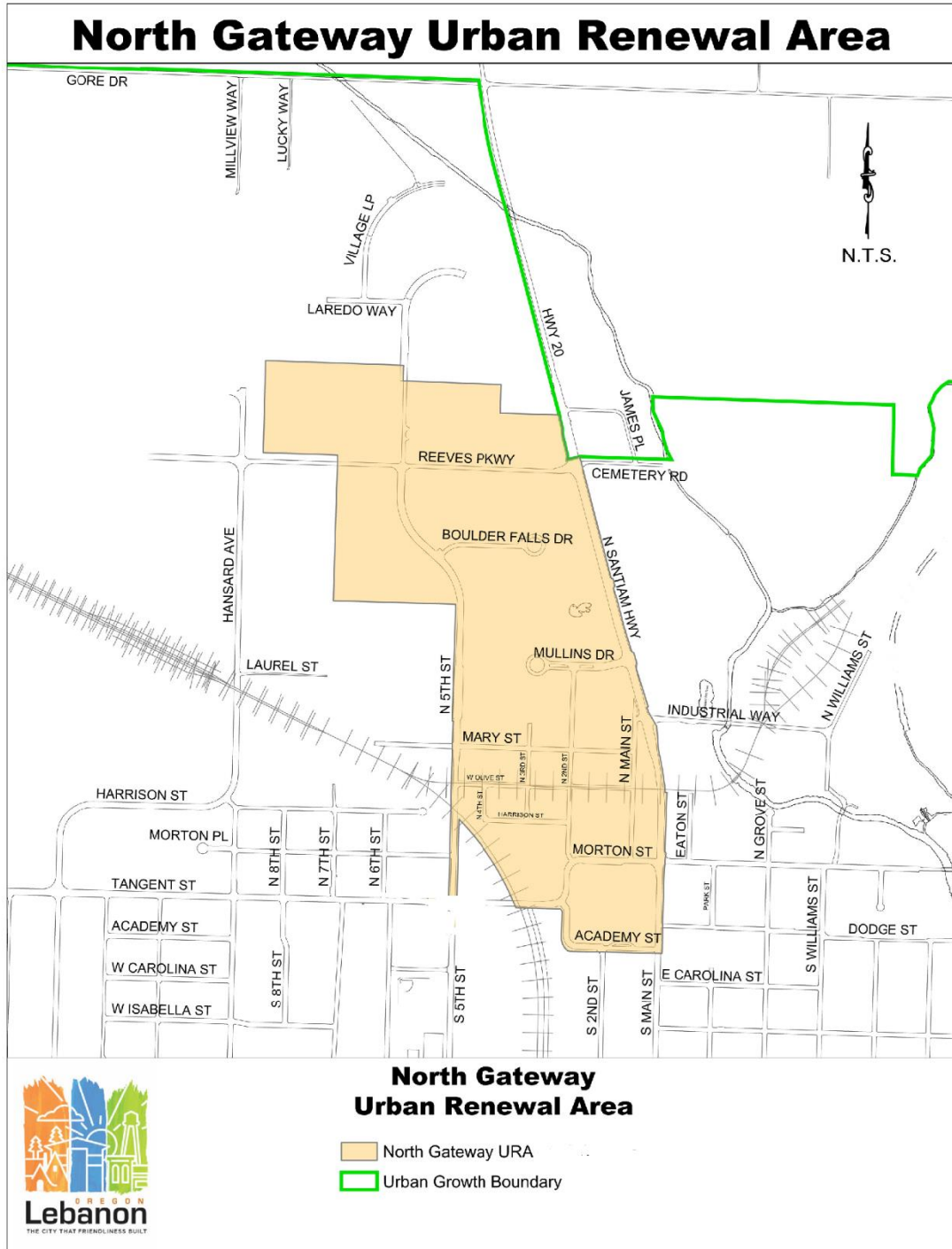
Assessed Value information is from Linn County Assessor FY 2023/24 data. Acreage provided by City of Lebanon.

Figure 1 – North Gateway Urban Renewal Area showing property to be added.



Source: City of Lebanon

Figure 2 - North Gateway Urban Renewal Area Boundary after 2023 Amendment



Source: City of Lebanon